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CITY OF NEWPORT BEACH
GENERAL PLAN TRANSPORTATION STUDY
NEWPORT BEACH, CALIFORNIA
APPENDICES (PART 1 OF 2)

March 22, 2006

JN:01232-32
CW:MW:mt

APPENDIX A

2002 LAND USE

Study Area Land Use By NBTM Taz

Analysis Year:	**2002**	***Reference Number:***	**01232**
RunId:	Try10	*Build Date:*	10/13/2005
Land Use:	Try9	*Build Time:*	12:00:00 PM
Network:	ExVa07	*Modeler:*	Archie Tan

NBTM TAZ	Land Use Code	Units	Description	Quantity
1373	10	TSF	General Commercial	22.554
1373	23	TSF	General Office	57.946
1373	26	TSF	Industrial	13.094
1374	10	TSF	General Commercial	22.392
1374	23	TSF	General Office	57.530
1374	26	TSF	Industrial	13.000
1375	10	TSF	General Commercial	42.606
1375	23	TSF	General Office	83.773
1375	26	TSF	Industrial	18.931
1376	10	TSF	General Commercial	35.779
1376	23	TSF	General Office	91.924
1376	26	TSF	Industrial	20.772
1377	10	TSF	General Commercial	49.461
1377	23	TSF	General Office	127.076
1377	26	TSF	Industrial	28.716
1378	10	TSF	General Commercial	56.627
1378	23	TSF	General Office	145.489
1378	26	TSF	Industrial	32.876
1379	23	TSF	General Office	465.200
1380	23	TSF	General Office	152.776
1381	23	TSF	General Office	213.637
1382	23	TSF	General Office	309.687
1383	10	TSF	General Commercial	15.011
1383	23	TSF	General Office	202.585
1384	10	TSF	General Commercial	7.870
1384	23	TSF	General Office	64.558
1385	7	ROOM	Hotel	349.000
1386	23	TSF	General Office	203.800
1387	23	TSF	General Office	177.534
1388	10	TSF	General Commercial	90.800
1389	10	TSF	General Commercial	60.550
1389	23	TSF	General Office	193.450
1390	23	TSF	General Office	132.200
1391	23	TSF	General Office	72.500
1392	10	TSF	General Commercial	17.780
1392	23	TSF	General Office	124.000
1393	10	TSF	General Commercial	74.900

Analysis Year:	**2002**	***Reference Number:*** **01232**	
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NBTM TAZ	Land Use Code	Units	Description	Quantity
1395	7	ROOM	Hotel	154.000
1395	10	TSF	General Commercial	30.190
1396	23	TSF	General Office	629.800
1397	23	TSF	General Office	104.000
1398	23	TSF	General Office	40.000
1399	23	TSF	General Office	161.100
1400	23	TSF	General Office	48.500
1401	24	TSF	Medical/Govt. Office	86.096
1402	23	TSF	General Office	45.794
1403	7	ROOM	Hotel	471.000
1403	10	TSF	General Commercial	19.700
1403	10	TSF	General Commercial	7.100
1403	23	TSF	General Office	393.050
1404	23	TSF	General Office	434.953
1405	10	TSF	General Commercial	128.610
1405	23	TSF	General Office	695.157
1406	26	TSF	Industrial	381.370
1407	3	DU	Apartment	6.000
1407	10	TSF	General Commercial	31.720
1407	15	TSF	Fast Food Restaurant	1.560
1407	23	TSF	General Office	124.990
1408	1	DU	Res-Low (SFD)	144.000
1409	7	ROOM	Hotel	256.000
1409	10	TSF	General Commercial	32.860
1409	13	TSF	Restaurant	8.000
1409	23	TSF	General Office	644.060
1409	38	ACRE	Park	1.990
1410	2	DU	Res-Medium (SFA)	88.000
1411	10	TSF	General Commercial	1.380
1411	40	ACRE	Golf Course	15.690
1412	1	DU	Res-Low (SFD)	58.000
1413	2	DU	Res-Medium (SFA)	33.000
1413	18	TSF	Health Club	15.770
1413	23	TSF	General Office	138.910
1415	1	DU	Res-Low (SFD)	153.000
1415	36	TSF	Church	4.240
1416	1	DU	Res-Low (SFD)	198.000
1417	1	DU	Res-Low (SFD)	56.000
1418	1	DU	Res-Low (SFD)	59.000
1419	1	DU	Res-Low (SFD)	173.000

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NBTM TAZ	Land Use Code	Units	Description	Quantity
1420	1	DU	Res-Low (SFD)	465.000
1421	1	DU	Res-Low (SFD)	116.000
1421	2	DU	Res-Medium (SFA)	60.000
1421	3	DU	Apartment	352.000
1421	10	TSF	General Commercial	120.400
1421	13	TSF	Restaurant	4.400
1421	15	TSF	Fast Food Restaurant	3.000
1421	23	TSF	General Office	96.000
1421	24	TSF	Medical/Govt. Office	44.000
1421	29	STU	Elementary/Private School	636.000
1421	32	TSF	Library	5.200
1422	1	DU	Res-Low (SFD)	490.000
1423	1	DU	Res-Low (SFD)	266.000
1423	37	TSF	Youth Ctr/Service	18.230
1423	38	ACRE	Park	4.000
1424	3	DU	Apartment	1,445.000
1425	10	TSF	General Commercial	1.700
1425	23	TSF	General Office	94.900
1425	36	TSF	Church	24.100
1426	1	DU	Res-Low (SFD)	119.000
1426	36	TSF	Church	10.150
1427	1	DU	Res-Low (SFD)	315.000
1427	2	DU	Res-Medium (SFA)	223.000
1427	10	TSF	General Commercial	4.200
1427	15	TSF	Fast Food Restaurant	1.700
1427	16	TSF	Auto Dealer/Sales	11.400
1427	23	TSF	General Office	17.600
1427	24	TSF	Medical/Govt. Office	12.000
1427	30	STU	Junior/High School	2,184.000
1427	35	BEDS	Nursing/Conv. Home	68.000
1427	36	TSF	Church	59.700
1427	37	TSF	Youth Ctr/Service	7.500
1427	38	ACRE	Park	0.400
1428	1	DU	Res-Low (SFD)	252.000
1428	3	DU	Apartment	152.000
1428	7	ROOM	Hotel	124.000
1428	10	TSF	General Commercial	228.560
1428	10	TSF	General Commercial	14.110
1428	19	CRT	Tennis Club	1.000
1428	20	SLIP	Marina	130.000

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NBTM TAZ	Land Use Code	Units	Description	Quantity
1428	23	TSF	General Office	14.790
1428	37	TSF	Youth Ctr/Service	22.310
1429	1	DU	Res-Low (SFD)	656.000
1429	2	DU	Res-Medium (SFA)	13.000
1429	3	DU	Apartment	59.000
1429	21	SEAT	Theater	90.000
1429	29	STU	Elementary/Private School	436.000
1429	37	TSF	Youth Ctr/Service	0.900
1429	38	ACRE	Park	3.030
1430	1	DU	Res-Low (SFD)	30.000
1430	7	ROOM	Hotel	53.000
1430	10	TSF	General Commercial	25.170
1430	10	TSF	General Commercial	199.000
1430	23	TSF	General Office	144.200
1430	33	TSF	Post Office	9.900
1431	3	DU	Apartment	36.000
1431	10	TSF	General Commercial	2.250
1431	10	TSF	General Commercial	147.660
1431	23	TSF	General Office	77.650
1432	1	DU	Res-Low (SFD)	280.000
1432	2	DU	Res-Medium (SFA)	104.000
1432	3	DU	Apartment	8.000
1432	7	ROOM	Hotel	23.000
1432	10	TSF	General Commercial	48.700
1432	23	TSF	General Office	90.340
1432	24	TSF	Medical/Govt. Office	7.400
1432	26	TSF	Industrial	0.300
1433	1	DU	Res-Low (SFD)	98.000
1433	3	DU	Apartment	125.000
1433	23	TSF	General Office	67.160
1433	24	TSF	Medical/Govt. Office	22.120
1433	26	TSF	Industrial	130.590
1433	35	BEDS	Nursing/Conv. Home	270.000
1434	34	BED	Hospital	197.000
1435	1	DU	Res-Low (SFD)	68.000
1435	2	DU	Res-Medium (SFA)	28.000
1435	10	TSF	General Commercial	10.800
1435	13	TSF	Restaurant	8.400
1435	15	TSF	Fast Food Restaurant	2.700
1436	1	DU	Res-Low (SFD)	5.000

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NBTM TAZ	Land Use Code	Units	Description	Quantity
1436	3	DU	Apartment	1,062.000
1436	3	DU	Apartment	148.000
1436	10	TSF	General Commercial	3.500
1436	24	TSF	Medical/Govt. Office	18.000
1436	26	TSF	Industrial	39.600
1436	35	BEDS	Nursing/Conv. Home	169.000
1436	38	ACRE	Park	0.170
1437	26	TSF	Industrial	1.500
1438	1	DU	Res-Low (SFD)	2.000
1438	23	TSF	General Office	39.900
1438	26	TSF	Industrial	4.830
1438	29	STU	Elementary/Private School	622.000
1439	1	DU	Res-Low (SFD)	3.000
1439	3	DU	Apartment	464.000
1439	10	TSF	General Commercial	50.910
1439	23	TSF	General Office	37.410
1439	24	TSF	Medical/Govt. Office	61.630
1439	26	TSF	Industrial	503.510
1439	35	BEDS	Nursing/Conv. Home	59.000
1440	2	DU	Res-Medium (SFA)	281.000
1441	1	DU	Res-Low (SFD)	462.000
1441	3	DU	Apartment	282.000
1441	6	ROOM	Motel	90.000
1441	10	TSF	General Commercial	35.350
1442	1	DU	Res-Low (SFD)	43.000
1442	2	DU	Res-Medium (SFA)	207.000
1442	38	ACRE	Park	6.790
1443	1	DU	Res-Low (SFD)	150.000
1443	2	DU	Res-Medium (SFA)	291.000
1443	3	DU	Apartment	54.000
1443	38	ACRE	Park	6.500
1444	1	DU	Res-Low (SFD)	101.000
1444	2	DU	Res-Medium (SFA)	420.000
1445	1	DU	Res-Low (SFD)	148.000
1445	2	DU	Res-Medium (SFA)	429.000
1446	1	DU	Res-Low (SFD)	188.000
1446	2	DU	Res-Medium (SFA)	96.000
1446	38	ACRE	Park	2.690
1447	1	DU	Res-Low (SFD)	134.000
1447	2	DU	Res-Medium (SFA)	149.000

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NBTM TAZ	Land Use Code	Units	Description	Quantity
1448	1	DU	Res-Low (SFD)	87.000
1448	2	DU	Res-Medium (SFA)	68.000
1448	10	TSF	General Commercial	23.800
1448	13	TSF	Restaurant	4.950
1448	23	TSF	General Office	9.750
1448	24	TSF	Medical/Govt. Office	0.790
1449	1	DU	Res-Low (SFD)	9.000
1449	2	DU	Res-Medium (SFA)	78.000
1449	10	TSF	General Commercial	71.440
1449	23	TSF	General Office	20.020
1450	1	DU	Res-Low (SFD)	2.000
1450	2	DU	Res-Medium (SFA)	55.000
1450	3	DU	Apartment	3.000
1450	6	ROOM	Motel	16.000
1450	10	TSF	General Commercial	66.640
1450	23	TSF	General Office	35.750
1450	26	TSF	Industrial	11.100
1451	1	DU	Res-Low (SFD)	22.000
1451	2	DU	Res-Medium (SFA)	106.000
1451	3	DU	Apartment	5.000
1451	6	ROOM	Motel	3.000
1451	7	ROOM	Hotel	22.000
1451	10	TSF	General Commercial	74.270
1451	23	TSF	General Office	3.550
1452	2	DU	Res-Medium (SFA)	12.000
1452	10	TSF	General Commercial	129.280
1452	23	TSF	General Office	90.220
1452	37	TSF	Youth Ctr/Service	6.000
1453	10	TSF	General Commercial	105.120
1453	21	SEAT	Theater	685.000
1453	23	TSF	General Office	64.680
1453	24	TSF	Medical/Govt. Office	78.192
1453	36	TSF	Church	15.710
1454	1	DU	Res-Low (SFD)	41.000
1454	2	DU	Res-Medium (SFA)	19.000
1454	10	TSF	General Commercial	196.270
1454	11	ACRE	Comm./Recreation	0.850
1454	23	TSF	General Office	91.320
1454	26	TSF	Industrial	47.850
1454	37	TSF	Youth Ctr/Service	4.650

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NBTM TAZ	Land Use Code	Units	Description	Quantity
1455	1	DU	Res-Low (SFD)	3.000
1455	2	DU	Res-Medium (SFA)	164.000
1455	5	DU	Mobile Home	251.000
1455	13	TSF	Restaurant	9.200
1455	23	TSF	General Office	1.000
1455	26	TSF	Industrial	38.000
1456	1	DU	Res-Low (SFD)	807.000
1456	2	DU	Res-Medium (SFA)	101.000
1456	3	DU	Apartment	26.000
1457	1	DU	Res-Low (SFD)	218.000
1457	2	DU	Res-Medium (SFA)	468.000
1457	3	DU	Apartment	85.000
1457	5	DU	Mobile Home	58.000
1457	6	ROOM	Motel	21.000
1457	10	TSF	General Commercial	9.550
1457	15	TSF	Fast Food Restaurant	1.250
1457	20	SLIP	Marina	58.000
1457	28	TSF	Pre-school/Day Care	13.440
1457	29	STU	Elementary/Private School	389.000
1457	36	TSF	Church	10.050
1457	37	TSF	Youth Ctr/Service	17.400
1457	38	ACRE	Park	1.200
1458	1	DU	Res-Low (SFD)	567.000
1458	2	DU	Res-Medium (SFA)	552.000
1458	3	DU	Apartment	109.000
1458	10	TSF	General Commercial	17.370
1458	20	SLIP	Marina	14.000
1458	23	TSF	General Office	12.000
1458	32	TSF	Library	4.800
1458	36	TSF	Church	2.000
1459	1	DU	Res-Low (SFD)	10.000
1459	2	DU	Res-Medium (SFA)	62.000
1459	3	DU	Apartment	69.000
1459	7	ROOM	Hotel	34.000
1459	10	TSF	General Commercial	185.490
1459	10	TSF	General Commercial	0.500
1459	11	ACRE	Comm./Recreation	4.250
1459	21	SEAT	Theater	440.000
1459	23	TSF	General Office	10.920
1459	33	TSF	Post Office	1.700

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NBTM TAZ	Land Use Code	Units	Description	Quantity
1459	37	TSF	Youth Ctr/Service	4.970
1460	1	DU	Res-Low (SFD)	674.000
1460	2	DU	Res-Medium (SFA)	48.000
1460	3	DU	Apartment	87.000
1460	19	CRT	Tennis Club	2.000
1460	38	ACRE	Park	0.830
1461	1	DU	Res-Low (SFD)	194.000
1461	2	DU	Res-Medium (SFA)	271.000
1461	10	TSF	General Commercial	4.990
1461	13	TSF	Restaurant	20.000
1461	17	TSF	Yacht Club	8.290
1461	20	SLIP	Marina	352.000
1461	23	TSF	General Office	12.000
1461	26	TSF	Industrial	5.040
1461	38	ACRE	Park	0.780
1462	1	DU	Res-Low (SFD)	32.000
1463	3	DU	Apartment	520.000
1463	10	TSF	General Commercial	67.550
1463	13	TSF	Restaurant	21.550
1463	16	TSF	Auto Dealer/Sales	34.900
1464	1	DU	Res-Low (SFD)	995.000
1464	2	DU	Res-Medium (SFA)	1,201.000
1464	6	ROOM	Motel	4.000
1464	10	TSF	General Commercial	65.620
1464	13	TSF	Restaurant	16.550
1464	15	TSF	Fast Food Restaurant	5.430
1464	23	TSF	General Office	18.370
1464	24	TSF	Medical/Govt. Office	2.750
1464	33	TSF	Post Office	1.900
1464	36	TSF	Church	3.000
1464	38	ACRE	Park	1.620
1465	5	DU	Mobile Home	291.000
1465	20	SLIP	Marina	218.000
1466	2	DU	Res-Medium (SFA)	149.000
1466	7	ROOM	Hotel	410.000
1466	19	CRT	Tennis Club	16.000
1466	22	ACRE	Newport Dunes	64.000
1466	37	TSF	Youth Ctr/Service	2.690
1466	40	ACRE	Golf Course	9.000
1467	3	DU	Apartment	1,185.000

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NBTM TAZ	Land Use Code	Units	Description	Quantity
1468	29	STU	Elementary/Private School	320.000
1469	2	DU	Res-Medium (SFA)	808.000
1469	3	DU	Apartment	225.000
1469	28	TSF	Pre-school/Day Care	6.450
1469	29	STU	Elementary/Private School	294.000
1469	30	STU	Junior/High School	1,801.000
1469	36	TSF	Church	29.700
1469	37	TSF	Youth Ctr/Service	34.970
1469	38	ACRE	Park	8.000
1470	2	DU	Res-Medium (SFA)	511.000
1470	10	TSF	General Commercial	72.100
1470	19	CRT	Tennis Club	19.000
1470	23	TSF	General Office	11.660
1471	1	DU	Res-Low (SFD)	460.000
1471	38	ACRE	Park	2.000
1472	16	TSF	Auto Dealer/Sales	155.000
1473	3	DU	Apartment	90.000
1474	1	DU	Res-Low (SFD)	168.000
1474	2	DU	Res-Medium (SFA)	208.000
1474	3	DU	Apartment	736.000
1474	10	TSF	General Commercial	46.900
1474	13	TSF	Restaurant	6.400
1474	38	ACRE	Park	14.000
1475	25	TSF	R & D	81.730
1475	27	TSF	Mini-Storage/Warehouse	196.420
1475	29	STU	Elementary/Private School	33.940
1475	33	TSF	Post Office	35.200
1475	36	TSF	Church	60.280
1476	2	DU	Res-Medium (SFA)	216.000
1477	1	DU	Res-Low (SFD)	339.000
1478	2	DU	Res-Medium (SFA)	50.000
1479	1	DU	Res-Low (SFD)	101.000
1479	2	DU	Res-Medium (SFA)	54.000
1480	2	DU	Res-Medium (SFA)	144.000
1480	3	DU	Apartment	80.000
1481	1	DU	Res-Low (SFD)	101.000
1481	2	DU	Res-Medium (SFA)	182.000
1481	10	TSF	General Commercial	1.830
1481	38	ACRE	Park	2.040
1482	1	DU	Res-Low (SFD)	142.000

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NBTM TAZ	Land Use Code	Units	Description	Quantity
1482	2	DU	Res-Medium (SFA)	43.000
1482	3	DU	Apartment	73.000
1482	40	ACRE	Golf Course	181.200
1483	1	DU	Res-Low (SFD)	21.000
1484	7	ROOM	Hotel	325.000
1484	10	TSF	General Commercial	21.700
1484	23	TSF	General Office	950.000
1485	9	TSF	Regional Commercial	1,331.000
1485	21	SEAT	Theater	1,700.000
1486	3	DU	Apartment	245.000
1486	10	TSF	General Commercial	27.300
1486	10	TSF	General Commercial	116.970
1486	23	TSF	General Office	846.290
1486	31	TSF	Cultural/Learning Center	35.000
1487	2	DU	Res-Medium (SFA)	69.000
1487	7	ROOM	Hotel	600.000
1487	10	TSF	General Commercial	7.500
1487	19	CRT	Tennis Club	22.000
1487	23	TSF	General Office	11.630
1487	40	ACRE	Golf Course	99.440
1488	2	DU	Res-Medium (SFA)	122.000
1489	2	DU	Res-Medium (SFA)	228.000
1489	10	TSF	General Commercial	4.800
1490	23	TSF	General Office	115.800
1491	23	TSF	General Office	408.000
1491	24	TSF	Medical/Govt. Office	351.950
1492	10	TSF	General Commercial	16.970
1492	10	TSF	General Commercial	16.130
1492	21	SEAT	Theater	2,074.000
1492	23	TSF	General Office	438.260
1493	23	TSF	General Office	484.300
1494	10	TSF	General Commercial	104.540
1494	32	TSF	Library	65.000
1495	1	DU	Res-Low (SFD)	423.000
1495	2	DU	Res-Medium (SFA)	81.000
1495	10	TSF	General Commercial	2.830
1495	17	TSF	Yacht Club	43.540
1495	20	SLIP	Marina	283.000
1495	23	TSF	General Office	186.530
1495	38	ACRE	Park	6.530

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NBTM TAZ	Land Use Code	Units	Description	Quantity
1496	1	DU	Res-Low (SFD)	73.000
1496	2	DU	Res-Medium (SFA)	208.000
1496	3	DU	Apartment	78.000
1496	29	STU	Elementary/Private School	11.630
1497	1	DU	Res-Low (SFD)	143.000
1497	2	DU	Res-Medium (SFA)	214.000
1497	3	DU	Apartment	48.000
1498	1	DU	Res-Low (SFD)	278.000
1498	3	DU	Apartment	48.000
1498	10	TSF	General Commercial	55.680
1498	23	TSF	General Office	7.290
1498	38	ACRE	Park	3.590
1499	1	DU	Res-Low (SFD)	198.000
1500	1	DU	Res-Low (SFD)	178.000
1500	38	ACRE	Park	1.030
1501	1	DU	Res-Low (SFD)	747.000
1501	3	DU	Apartment	7.000
1501	10	TSF	General Commercial	87.890
1501	21	SEAT	Theater	500.000
1501	23	TSF	General Office	22.750
1501	38	ACRE	Park	2.500
1502	1	DU	Res-Low (SFD)	156.000
1502	3	DU	Apartment	1.000
1502	10	TSF	General Commercial	86.570
1502	23	TSF	General Office	20.910
1503	1	DU	Res-Low (SFD)	45.000
1503	10	TSF	General Commercial	0.645
1503	10	TSF	General Commercial	46.430
1503	23	TSF	General Office	3.027
1504	1	DU	Res-Low (SFD)	487.000
1504	10	TSF	General Commercial	1.075
1504	10	TSF	General Commercial	77.382
1504	23	TSF	General Office	5.044
1504	36	TSF	Church	12.340
1505	1	DU	Res-Low (SFD)	775.000
1505	10	TSF	General Commercial	51.170
1505	23	TSF	General Office	25.900
1505	32	TSF	Library	3.800
1505	33	TSF	Post Office	5.000
1506	1	DU	Res-Low (SFD)	255.000

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NBTM TAZ	Land Use Code	Units	Description	Quantity
1506	3	DU	Apartment	14.000
1507	1	DU	Res-Low (SFD)	141.000
1507	38	ACRE	Park	0.780
1508	1	DU	Res-Low (SFD)	193.000
1508	2	DU	Res-Medium (SFA)	137.000
1508	29	STU	Elementary/Private School	762.000
1508	37	TSF	Youth Ctr/Service	5.850
1510	1	DU	Res-Low (SFD)	200.000
1511	1	DU	Res-Low (SFD)	20.000
1511	10	TSF	General Commercial	57.060
1512	2	DU	Res-Medium (SFA)	246.000
1513	1	DU	Res-Low (SFD)	348.000
1513	4	DU	Elderly Residential	100.000
1513	18	TSF	Health Club	1.000
1513	37	TSF	Youth Ctr/Service	24.070
1514	1	DU	Res-Low (SFD)	41.000
1515	3	DU	Apartment	388.000
1515	28	TSF	Pre-school/Day Care	8.400
1516	2	DU	Res-Medium (SFA)	67.000
1516	4	DU	Elderly Residential	100.000
1516	36	TSF	Church	88.670
1517	3	DU	Apartment	160.000
1517	10	TSF	General Commercial	68.970
1517	23	TSF	General Office	9.750
1517	28	TSF	Pre-school/Day Care	13.390
1517	29	STU	Elementary/Private School	396.000
1517	30	STU	Junior/High School	780.000
1517	36	TSF	Church	31.830
1518	1	DU	Res-Low (SFD)	439.000
1518	2	DU	Res-Medium (SFA)	67.000
1518	38	ACRE	Park	0.950
1519	1	DU	Res-Low (SFD)	471.000
1519	38	ACRE	Park	14.320
1520	1	DU	Res-Low (SFD)	207.000
1521	1	DU	Res-Low (SFD)	585.000
1521	29	STU	Elementary/Private School	498.000
1521	38	ACRE	Park	9.730
1522	1	DU	Res-Low (SFD)	119.000
1522	2	DU	Res-Medium (SFA)	120.000
1522	10	TSF	General Commercial	79.400

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NBTM TAZ	Land Use Code	Units	Description	Quantity
1522	23	TSF	General Office	12.900
1525	3	DU	Apartment	702.000
1526	1	DU	Res-Low (SFD)	179.000
1527	38	ACRE	Park	18.500
1528	28	TSF	Pre-school/Day Care	6.370
1528	36	TSF	Church	26.010
1529	1	DU	Res-Low (SFD)	100.000
1530	1	DU	Res-Low (SFD)	40.000
1530	38	ACRE	Park	14.390
1532	30	STU	Junior/High School	450.000
1534	1	DU	Res-Low (SFD)	271.000
1534	29	STU	Elementary/Private School	600.000
1535	1	DU	Res-Low (SFD)	368.000
1535	2	DU	Res-Medium (SFA)	294.000
1535	3	DU	Apartment	512.000
1537	2	DU	Res-Medium (SFA)	108.000
1538	1	DU	Res-Low (SFD)	130.000
1541	1	DU	Res-Low (SFD)	55.000
1543	7	ROOM	Hotel	410.000
1544	1	DU	Res-Low (SFD)	71.000
1547	1	DU	Res-Low (SFD)	212.000
1548	1	DU	Res-Low (SFD)	104.000
1548	2	DU	Res-Medium (SFA)	278.000
1549	1	DU	Res-Low (SFD)	113.000
1553	2	DU	Res-Medium (SFA)	70.000
1558	3	DU	Apartment	7.000
1559	3	DU	Apartment	7.000
1563	23	TSF	General Office	297.652
1618	1	DU	Res-Low (SFD)	6.000
1671	1	DU	Res-Low (SFD)	138.000
1671	23	TSF	General Office	134.086
1672	1	DU	Res-Low (SFD)	12.000
1673	10	TSF	General Commercial	5.908
1673	23	TSF	General Office	210.159
1674	10	TSF	General Commercial	101.398
1674	23	TSF	General Office	69.662
1675	1	DU	Res-Low (SFD)	156.000
1713	34	BED	Hospital	834.000
1714	2	DU	Res-Medium (SFA)	673.000
1715	10	TSF	General Commercial	6.160

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NBTM TAZ	Land Use Code	Units	Description	Quantity
1715	24	TSF	Medical/Govt. Office	102.930
1716	24	TSF	Medical/Govt. Office	171.860
1716	35	BEDS	Nursing/Conv. Home	95.000

Study Area Land Use By OCTAM Taz

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OCTAM TAZ	Land Use Code	Description	Units	Quantity
2327	3	Apartment	DU	6.000
2327	10	General Commercial	TSF	33.100
2327	15	Fast Food Restaurant	TSF	1.560
2327	23	General Office	TSF	422.642
2327	40	Golf Course	ACRE	15.690
2328	1	Res-Low (SFD)	DU	306.000
2328	10	General Commercial	TSF	107.306
2328	23	General Office	TSF	413.907
2336	7	Hotel	ROOM	349.000
2336	10	General Commercial	TSF	266.911
2336	23	General Office	TSF	2,311.927
2337	10	General Commercial	TSF	229.419
2337	23	General Office	TSF	563.738
2337	26	Industrial	TSF	127.389
2338	10	General Commercial	TSF	128.610
2338	23	General Office	TSF	1,130.110
2338	26	Industrial	TSF	381.370
2339	23	General Office	TSF	295.394
2339	24	Medical/Govt. Office	TSF	86.096
2340	7	Hotel	ROOM	154.000
2340	10	General Commercial	TSF	30.190
2340	23	General Office	TSF	733.800
2341	7	Hotel	ROOM	471.000
2341	10	General Commercial	TSF	26.800
2341	23	General Office	TSF	393.050
2375	1	Res-Low (SFD)	DU	40.000
2375	38	Park	ACRE	14.390
2377	30	Junior/High School	STU	450.000
2381	2	Res-Medium (SFA)	DU	281.000
2393	1	Res-Low (SFD)	DU	198.000
2399	3	Apartment	DU	14.000
2399	26	Industrial	TSF	1.500
2401	1	Res-Low (SFD)	DU	462.000
2401	3	Apartment	DU	282.000
2401	6	Motel	ROOM	90.000
2401	10	General Commercial	TSF	35.350
2402	1	Res-Low (SFD)	DU	10.000

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OCTAM TAZ	Land Use Code	Description	Units	Quantity
2402	3	Apartment	DU	1,674.000
2402	10	General Commercial	TSF	54.410
2402	23	General Office	TSF	77.310
2402	24	Medical/Govt. Office	TSF	79.630
2402	26	Industrial	TSF	547.940
2402	29	Elementary/Private School	STU	622.000
2402	35	Nursing/Conv. Home	BEDS	228.000
2402	38	Park	ACRE	0.170
2403	1	Res-Low (SFD)	DU	98.000
2403	2	Res-Medium (SFA)	DU	673.000
2403	3	Apartment	DU	125.000
2403	10	General Commercial	TSF	6.160
2403	23	General Office	TSF	67.160
2403	24	Medical/Govt. Office	TSF	296.910
2403	26	Industrial	TSF	130.590
2403	34	Hospital	BED	1,031.000
2403	35	Nursing/Conv. Home	BEDS	365.000
2404	1	Res-Low (SFD)	DU	550.000
2404	2	Res-Medium (SFA)	DU	1,042.000
2404	3	Apartment	DU	54.000
2404	10	General Commercial	TSF	10.800
2404	13	Restaurant	TSF	8.400
2404	15	Fast Food Restaurant	TSF	2.700
2404	38	Park	ACRE	15.980
2405	1	Res-Low (SFD)	DU	446.000
2405	2	Res-Medium (SFA)	DU	1,080.000
2405	3	Apartment	DU	8.000
2405	5	Mobile Home	DU	251.000
2405	6	Motel	ROOM	19.000
2405	7	Hotel	ROOM	22.000
2405	10	General Commercial	TSF	666.820
2405	11	Comm./Recreation	ACRE	0.850
2405	13	Restaurant	TSF	14.150
2405	21	Theater	SEAT	685.000
2405	23	General Office	TSF	316.290
2405	24	Medical/Govt. Office	TSF	78.982
2405	26	Industrial	TSF	96.950
2405	36	Church	TSF	15.710
2405	37	Youth Ctr/Service	TSF	10.650
2406	1	Res-Low (SFD)	DU	807.000

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OCTAM TAZ	Land Use Code	Description	Units	Quantity
2406	2	Res-Medium (SFA)	DU	101.000
2406	3	Apartment	DU	26.000
2407	1	Res-Low (SFD)	DU	966.000
2407	2	Res-Medium (SFA)	DU	117.000
2407	3	Apartment	DU	67.000
2407	7	Hotel	ROOM	76.000
2407	10	General Commercial	TSF	272.870
2407	21	Theater	SEAT	90.000
2407	23	General Office	TSF	234.540
2407	24	Medical/Govt. Office	TSF	7.400
2407	26	Industrial	TSF	0.300
2407	29	Elementary/Private School	STU	436.000
2407	33	Post Office	TSF	9.900
2407	37	Youth Ctr/Service	TSF	0.900
2407	38	Park	ACRE	3.030
2408	1	Res-Low (SFD)	DU	315.000
2408	2	Res-Medium (SFA)	DU	223.000
2408	10	General Commercial	TSF	4.200
2408	15	Fast Food Restaurant	TSF	1.700
2408	16	Auto Dealer/Sales	TSF	11.400
2408	23	General Office	TSF	17.600
2408	24	Medical/Govt. Office	TSF	12.000
2408	30	Junior/High School	STU	2,184.000
2408	35	Nursing/Conv. Home	BEDS	68.000
2408	36	Church	TSF	59.700
2408	37	Youth Ctr/Service	TSF	7.500
2408	38	Park	ACRE	0.400
2409	1	Res-Low (SFD)	DU	252.000
2409	3	Apartment	DU	188.000
2409	7	Hotel	ROOM	124.000
2409	10	General Commercial	TSF	392.580
2409	19	Tennis Club	CRT	1.000
2409	20	Marina	SLIP	130.000
2409	23	General Office	TSF	92.440
2409	37	Youth Ctr/Service	TSF	22.310
2410	1	Res-Low (SFD)	DU	1,469.000
2410	2	Res-Medium (SFA)	DU	1,130.000
2410	3	Apartment	DU	350.000
2410	5	Mobile Home	DU	58.000
2410	6	Motel	ROOM	21.000

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OCTAM TAZ	Land Use Code	Description	Units	Quantity
2410	7	Hotel	ROOM	34.000
2410	10	General Commercial	TSF	212.910
2410	11	Comm./Recreation	ACRE	4.250
2410	15	Fast Food Restaurant	TSF	1.250
2410	19	Tennis Club	CRT	2.000
2410	20	Marina	SLIP	72.000
2410	21	Theater	SEAT	440.000
2410	23	General Office	TSF	22.920
2410	28	Pre-school/Day Care	TSF	13.440
2410	29	Elementary/Private School	STU	389.000
2410	32	Library	TSF	4.800
2410	33	Post Office	TSF	1.700
2410	36	Church	TSF	12.050
2410	37	Youth Ctr/Service	TSF	22.370
2410	38	Park	ACRE	2.030
2411	1	Res-Low (SFD)	DU	226.000
2411	2	Res-Medium (SFA)	DU	271.000
2411	3	Apartment	DU	520.000
2411	10	General Commercial	TSF	72.540
2411	13	Restaurant	TSF	41.550
2411	16	Auto Dealer/Sales	TSF	34.900
2411	17	Yacht Club	TSF	8.290
2411	20	Marina	SLIP	352.000
2411	23	General Office	TSF	12.000
2411	26	Industrial	TSF	5.040
2411	38	Park	ACRE	0.780
2412	1	Res-Low (SFD)	DU	995.000
2412	2	Res-Medium (SFA)	DU	1,201.000
2412	6	Motel	ROOM	4.000
2412	10	General Commercial	TSF	65.620
2412	13	Restaurant	TSF	16.550
2412	15	Fast Food Restaurant	TSF	5.430
2412	23	General Office	TSF	18.370
2412	24	Medical/Govt. Office	TSF	2.750
2412	33	Post Office	TSF	1.900
2412	36	Church	TSF	3.000
2412	38	Park	ACRE	1.620
2413	1	Res-Low (SFD)	DU	1,288.000
2413	2	Res-Medium (SFA)	DU	289.000
2413	3	Apartment	DU	85.000

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OCTAM TAZ	Land Use Code	Description	Units	Quantity
2413	10	General Commercial	TSF	137.795
2413	17	Yacht Club	TSF	43.540
2413	20	Marina	SLIP	283.000
2413	21	Theater	SEAT	500.000
2413	23	General Office	TSF	212.307
2413	29	Elementary/Private School	STU	11.630
2413	38	Park	ACRE	9.030
2414	1	Res-Low (SFD)	DU	1,517.000
2414	3	Apartment	DU	14.000
2414	10	General Commercial	TSF	129.627
2414	23	General Office	TSF	30.944
2414	32	Library	TSF	3.800
2414	33	Post Office	TSF	5.000
2414	36	Church	TSF	12.340
2415	1	Res-Low (SFD)	DU	775.000
2415	2	Res-Medium (SFA)	DU	214.000
2415	3	Apartment	DU	97.000
2415	10	General Commercial	TSF	142.250
2415	23	General Office	TSF	28.200
2415	38	Park	ACRE	3.590
2416	1	Res-Low (SFD)	DU	413.000
2416	2	Res-Medium (SFA)	DU	383.000
2416	10	General Commercial	TSF	57.060
2416	29	Elementary/Private School	STU	762.000
2416	37	Youth Ctr/Service	TSF	5.850
2417	1	Res-Low (SFD)	DU	389.000
2417	4	Elderly Residential	DU	100.000
2417	18	Health Club	TSF	1.000
2417	37	Youth Ctr/Service	TSF	24.070
2418	1	Res-Low (SFD)	DU	1,515.000
2418	2	Res-Medium (SFA)	DU	60.000
2418	3	Apartment	DU	1,797.000
2418	10	General Commercial	TSF	122.100
2418	13	Restaurant	TSF	4.400
2418	15	Fast Food Restaurant	TSF	3.000
2418	23	General Office	TSF	190.900
2418	24	Medical/Govt. Office	TSF	44.000
2418	29	Elementary/Private School	STU	636.000
2418	32	Library	TSF	5.200
2418	36	Church	TSF	34.250

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OCTAM TAZ	Land Use Code	Description	Units	Quantity
2418	37	Youth Ctr/Service	TSF	18.230
2418	38	Park	ACRE	4.000
2419	1	Res-Low (SFD)	DU	440.000
2419	2	Res-Medium (SFA)	DU	33.000
2419	18	Health Club	TSF	15.770
2419	23	General Office	TSF	138.910
2419	36	Church	TSF	4.240
2420	1	Res-Low (SFD)	DU	144.000
2420	2	Res-Medium (SFA)	DU	88.000
2420	7	Hotel	ROOM	256.000
2420	10	General Commercial	TSF	32.860
2420	13	Restaurant	TSF	8.000
2420	23	General Office	TSF	644.060
2420	38	Park	ACRE	1.990
2421	2	Res-Medium (SFA)	DU	511.000
2421	10	General Commercial	TSF	72.100
2421	19	Tennis Club	CRT	19.000
2421	23	General Office	TSF	11.660
2421	29	Elementary/Private School	STU	320.000
2422	2	Res-Medium (SFA)	DU	808.000
2422	3	Apartment	DU	1,410.000
2422	28	Pre-school/Day Care	TSF	6.450
2422	29	Elementary/Private School	STU	294.000
2422	30	Junior/High School	STU	1,801.000
2422	36	Church	TSF	29.700
2422	37	Youth Ctr/Service	TSF	34.970
2422	38	Park	ACRE	8.000
2423	2	Res-Medium (SFA)	DU	149.000
2423	5	Mobile Home	DU	291.000
2423	7	Hotel	ROOM	410.000
2423	19	Tennis Club	CRT	16.000
2423	20	Marina	SLIP	218.000
2423	22	Newport Dunes	ACRE	64.000
2423	37	Youth Ctr/Service	TSF	2.690
2423	40	Golf Course	ACRE	9.000
2424	2	Res-Medium (SFA)	DU	419.000
2424	3	Apartment	DU	245.000
2424	7	Hotel	ROOM	600.000
2424	10	General Commercial	TSF	156.570
2424	19	Tennis Club	CRT	22.000

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OCTAM TAZ	Land Use Code	Description	Units	Quantity
2424	23	General Office	TSF	973.720
2424	31	Cultural/Learning Center	TSF	35.000
2424	40	Golf Course	ACRE	99.440
2425	7	Hotel	ROOM	325.000
2425	9	Regional Commercial	TSF	1,331.000
2425	10	General Commercial	TSF	21.700
2425	21	Theater	SEAT	1,700.000
2425	23	General Office	TSF	950.000
2426	10	General Commercial	TSF	137.640
2426	21	Theater	SEAT	2,074.000
2426	23	General Office	TSF	922.560
2426	32	Library	TSF	65.000
2427	23	General Office	TSF	408.000
2427	24	Medical/Govt. Office	TSF	351.950
2428	1	Res-Low (SFD)	DU	168.000
2428	2	Res-Medium (SFA)	DU	208.000
2428	3	Apartment	DU	736.000
2428	10	General Commercial	TSF	46.900
2428	13	Restaurant	TSF	6.400
2428	25	R & D	TSF	81.730
2428	27	Mini-Storage/Warehouse	TSF	196.420
2428	29	Elementary/Private School	STU	33.940
2428	33	Post Office	TSF	35.200
2428	36	Church	TSF	60.280
2428	38	Park	ACRE	14.000
2429	3	Apartment	DU	90.000
2429	16	Auto Dealer/Sales	TSF	155.000
2430	1	Res-Low (SFD)	DU	440.000
2430	2	Res-Medium (SFA)	DU	320.000
2431	1	Res-Low (SFD)	DU	460.000
2431	38	Park	ACRE	2.000
2432	1	Res-Low (SFD)	DU	264.000
2432	2	Res-Medium (SFA)	DU	369.000
2432	3	Apartment	DU	153.000
2432	10	General Commercial	TSF	1.830
2432	38	Park	ACRE	2.040
2432	40	Golf Course	ACRE	181.200
2433	1	Res-Low (SFD)	DU	185.000
2433	3	Apartment	DU	702.000
2433	28	Pre-school/Day Care	TSF	6.370

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OCTAM TAZ	Land Use Code	Description	Units	Quantity
2433	36	Church	TSF	26.010
2433	38	Park	ACRE	18.500
2435	1	Res-Low (SFD)	DU	1,056.000
2435	3	Apartment	DU	388.000
2435	28	Pre-school/Day Care	TSF	8.400
2435	29	Elementary/Private School	STU	498.000
2435	38	Park	ACRE	24.050
2436	1	Res-Low (SFD)	DU	558.000
2436	2	Res-Medium (SFA)	DU	187.000
2436	10	General Commercial	TSF	79.400
2436	23	General Office	TSF	12.900
2436	38	Park	ACRE	0.950
2437	1	Res-Low (SFD)	DU	207.000
2437	2	Res-Medium (SFA)	DU	67.000
2437	3	Apartment	DU	160.000
2437	4	Elderly Residential	DU	100.000
2437	10	General Commercial	TSF	68.970
2437	23	General Office	TSF	9.750
2437	28	Pre-school/Day Care	TSF	13.390
2437	29	Elementary/Private School	STU	396.000
2437	30	Junior/High School	STU	780.000
2437	36	Church	TSF	120.500
2438	1	Res-Low (SFD)	DU	468.000
2438	2	Res-Medium (SFA)	DU	294.000
2438	3	Apartment	DU	512.000
2439	2	Res-Medium (SFA)	DU	178.000
2440	1	Res-Low (SFD)	DU	700.000
2440	2	Res-Medium (SFA)	DU	278.000
2440	29	Elementary/Private School	STU	600.000
2442	1	Res-Low (SFD)	DU	130.000
2444	1	Res-Low (SFD)	DU	141.000
2444	38	Park	ACRE	0.780
2445	1	Res-Low (SFD)	DU	233.000
2445	38	Park	ACRE	1.030
2447	7	Hotel	ROOM	410.000
2786	1	Res-Low (SFD)	DU	71.000

Study Area Land Use for City of Newport Beach

Analysis Year:	2002	***Reference Number:***	01232
RunId:	Try10	*Build Date:*	10/13/2005
Land Use:	Try9	*Build Time:*	12:00:00 PM
Network:	ExVa07	*Modeler:*	Archie Tan

Land Use Code	Description	Units	Quantity
1	Res-Low (SFD)	DU	18,702.000
2	Res-Medium (SFA)	DU	10,974.000
3	Apartment	DU	9,703.000
4	Elderly Residential	DU	200.000
5	Mobile Home	DU	600.000
6	Motel	ROOM	134.000
7	Hotel	ROOM	3,231.000
9	Regional Commercial	TSF	1,331.000
10	General Commercial	TSF	3,823.398
11	Comm./Recreation	ACRE	5.100
13	Restaurant	TSF	99.450
15	Fast Food Restaurant	TSF	15.640
16	Auto Dealer/Sales	TSF	201.300
17	Yacht Club	TSF	51.830
18	Health Club	TSF	16.770
19	Tennis Club	CRT	60.000
20	Marina	SLIP	1,055.000
21	Theater	SEAT	5,489.000
22	Newport Dunes	ACRE	64.000
23	General Office	TSF	11,657.109
24	Medical/Govt. Office	TSF	959.718
25	R & D	TSF	81.730
26	Industrial	TSF	1,291.079
27	Mini-Storage/Warehouse	TSF	196.420
28	Pre-school/Day Care	TSF	48.050
29	Elementary/Private School	STU	4,998.570
30	Junior/High School	STU	5,215.000
31	Cultural/Learning Center	TSF	35.000
32	Library	TSF	78.800
33	Post Office	TSF	53.700
34	Hospital	BED	1,031.000
35	Nursing/Conv. Home	BEDS	661.000
36	Church	TSF	377.780
37	Youth Ctr/Service	TSF	149.540
38	Park	ACRE	128.360
40	Golf Course	ACRE	305.330

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APPENDIX B

ADE EMPLOYMENT MEMORANDUM

APPLIED
DEVELOPMENT
ECONOMICS

MEMORANDUM

July 15, 2003

TO: Tamara Campbell, City of Newport Beach
FROM: Doug Svensson and Jamie Hurley, Applied Development Economics
SUBJECT: Employment Estimates for Newport Beach

This memo is to confirm that the City of Newport Beach has adopted the figure of 65,400 as the 2002 Base Year employment estimate for the General Plan Update process. The table below indicates the distribution of employment and businesses by land use category. The employment shown in the table includes estimated employment in home-based businesses as described later in the memo. This portion of the employment, which totals 3,365 and is distributed among a number of economic sectors , may need to be deducted in order to calibrate the traffic and fiscal models for the General Plan Update. It should also be noted that this employment estimate assumes no net growth in jobs in Newport Beach between 2001 and 2002.

Table 1: Base Year 2002 Employment

Land Use Category	No. of Employees	% of total	No. of Businesses	% of total
Office	33,000	51%	2,785	62%
Retail	11,400	17%	568	13%
Industrial	11,900	18%	566	13%
Lodging	2,100	3%	16	0%
Service Commercial	3,300	5%	428	9%
Marine	1,200	2%	57	1%
Public Admin	1,100	2%	22	0%
Institutional	1,400	2%	76	2%
Total	**65,400**	**100%**	**4,518**	**100%**

2029 University Avenue, Berkeley, California 94704 Tel 510.548.5912 Fax 510.548.6123 URL www.adeusa.com
1029 J Street, Suite 310, Sacramento, California 95814 Tel 916.441.0323 Fax 916.441.4961 URL www.adeusa.com

The following discussion describes the data sources and methodology for developing the employment estimates.

- Total employment in the City of Newport Beach is 56,344 according to the 2001 business license file (filtered to include only active businesses) (Table 2, column 1). This figure does not include residential or out-of-town businesses, which are an additional 3,365 and 4,174 businesses, respectively. The actual number of additional employees from these businesses unknown (i.e. not included in the business license database).

- According to the ES202 data, total Newport Beach employment is 59,396 (annual average for the year 2001), or just about 3,000 jobs higher than the business license data (Table 3, column 1). Of these additional jobs, over one-third are employees of the City of Newport Beach, which are not accounted for in the business license database but are included in the ES202 data (categorized as 'Local Government' in the attached tables).

- Based on estimates provided by Orange County which suggest that self-employment accounts for approximately 10% of total employment countywide, we have adjusted the above figures to include an estimate of self-employment. The adjusted figures bring total employment in the city to 61,978 from the bus. license file versus 65,337 from the EDD file. In Tables 2 and 3 below, the self-employment figures include the 3,365 residential-based businesses that we know about from the business license file.

- In comparing the two files, the biggest variation is in the number of businesses - the EDD data shows just 4,518 businesses, versus just over 7,000 businesses contained in the bus. license file (again, these figure do not include self-employment).

In aggregate, the figures from the two files are quite close, particularly given the fact that they come from two completely different sources. As we review the breakdown by land use shown in the tables, however, we see some interesting differences between the two estimates. In the office category, for instance, the ES202 data shows over 1,000 fewer businesses compared to the business license file, yet the total number of employees are nearly identical. In the industrial category, on the other hand, the two sources are fairly close in number of businesses, but the ES202 data shows nearly twice as many employees as the business license file.

To some extent, variations between the two data sets are a result of the different industry classification systems by which the data is coded (SIC versus NAICS – see Table 5), as well as different data collection methods; however, there are any number of other factors - such as inaccurate and inconsistent reporting by the businesses themselves - which no doubt lead to discrepancies between the data that may not be reconcilable.

In discussions with Glen Everroad in the Newport Beach Revenue Department, he suggests that some of the discrepancy would be due to businesses without employees that do not report to EDD but would have business licenses. On the other hand, he points out that certain larger businesses may report jobs to EDD that are managed out of Newport Beach but are not physically located there.

It is possible that a hybrid data set could be developed in which any discrepancies would be systematically eliminated (e.g. where two different employment estimates are given for the same business, a decision would be made regarding which estimate is "correct"). However, ADE does not have the resources in our contract to compare the two databases business-by-business, and therefore our recommendation is to use the employment figures from the EDD database, with the self-employment estimate added. The total employment figure, then, would be 65,400, as shown in Table 4.

Please do not hesitate to call us with any questions you may have.

Table 2: Employment Figures From NB Bus Lic File (by SIC)

	(1)	(2)	(3)	(4)	% of total	No. of Businesses*	% of total
Office	29,210	2,183	1,193	32,586	53%	4,055	58%
Retail	14,807	328	575	15,710	25%	1,145	16%
Industrial	5,784	553	241	6,578	11%	630	9%
Lodging	1,874	9	72	1,955	3%	39	1%
Service Commercial	3,378	218	137	3,733	6%	953	14%
Marine	699	32	28	759	1%	100	1%
Public Admin	NA	NA	NA	NA	NA	NA	NA
Institutional	592	42	24	658	1%	85	1%
Total	**56,344**	**3,365**	**2,269**	**61,978**	**100%**	**7,007**	**100%**

Source: Applied Development Economics

*Count of businesses does not include self-employment (e.g. residential-based businesses)

(1) Business Employment
(2) Residential Employment
(3) Other Self-Employment
(4) Total Employment

Table 3: Employment Figures From California EDD (by NAICS)

	(1)	(2)	(3)	(4)	% of total	No. of Businesses*	% of total
Office	29,502	2,183	1,300	32,985	50.5%	2,785	61.6%
Retail	10,608	328	449	11,385	17.4%	568	12.6%
Industrial	10,863	553	469	11,885	18.2%	566	12.5%
Lodging	2,054	9	85	2,148	3.3%	16	0.4%
Service Commercial	2,911	218	128	3,257	5.0%	428	9.5%
Marine	1,105	32	47	1,184	1.8%	57	1.3%
Local Government	1,050	-	43	1,093.1	1.7%	22	0.5%
Institutional	1,303	42	55	1,400	2.1%	76	1.7%
Total	**59,396**	**3,365**	**2,576**	**65,337**	**100%**	**4,518**	**100%**

*Count of businesses does not include self-employment (e.g. residential-based businesses)

Source: Applied Development Economics

(1) Business Employment
(2) Residential Employment
(3) Other Self-Employment
(4) Total Employment

Table 4: Estimated Full Employment in Newport Beach, 2001

	From NB Bus Lic File (by SIC)				From EDD (by NAICS)			
Land Use Category	No. of Employees	% of total	No. of Businesses	% of total	No. of Employees	% of total	No. of Businesses	% of total
Office	32,600	53%	4,055	58%	33,000	51%	2,785	62%
Retail	15,700	25%	1,145	16%	11,400	17%	568	13%
Industrial	6,600	11%	630	9%	11,900	18%	566	13%
Lodging	2,000	3%	39	1%	2,100	3%	16	0%
Service Commercial	3,700	6%	953	14%	3,300	5%	428	9%
Marine	800	1%	100	1%	1,200	2%	57	1%
Public Admin	NA	NA	NA	NA	1,100	2%	22	0%
Institutional	700	1%	85	1%	1,400	2%	76	2%
Total	**62,100**	**100%**	**7,007**	**100%**	**65,400**	**100%**	**4,518**	**100%**

*Count of businesses does not include self-employment (e.g. residential-based businesses)

Source: Applied Development Economics

Table 5: Land Use Definitions By SIC And NAICS

SIC	DESCRIPTION	NAICS	DESCRIPTION
	INDUSTRIAL		
01 thru 09	Agriculture, Forestry, and Fishing	11	Agriculture, Forestry, Fishing
15 thru 17	Construction	21	Mining
20 thru 39	Manufacturing	22	Utilities
40 thru 49	TCPU	23	Construction
50 – 51	Wholesale	31-33	Manufacturing
		42	Wholesale Trade
		48-49	Trans and Warehousing
	RETAIL		
52	Building Materials and Garden Supplies	44-45	Retail Trade
53	General Merchandise Stores	722	Food Service & Drinking Places
54	Food Stores		
55	Automobile Dealers and Service Stations		
56	Apparel and Accessory Stores		
57	Furniture and Home Furnishings Stores		
58	Eating and Drinking Places		
59	Miscellaneous Retail		
	OFFICE		
60	Depository Institutions	52	Finance and Insurance
61	Nondepository Institutions	53	Real Estate
62	Security and Commodity Brokers	54	Professional, Scientific, & Technical Services
63	Insurance Carriers	621-623	Health Care
64	Insurance Agents, Brokers, and Service	51	Information
65	Real Estate	561	Administrative and Support Services
67	Holding and Investment Companies		
73	Business Services		
80	Health Services		
81	Legal Services		
87	Engineering and Management Services		
	SERVICE COMMERCIAL		
72	Personal Services	81	Other Services
75	Auto Repair, Services, and Parking	71	Arts, Entertainment, and Recreation
76	Miscellaneous Repair Services	51213	Motion Picture & Video Exhibition
78	Motion Pictures		
79	Amusement & Recreation Services		
	INSTITUTIONAL		
82	Educational Services	61	Educational Services
83	Social Services	624	Social Assistance
84	Museums, Botanical, Zoological Gardens		
86	Memberships Organizations		
91 thru 97	Public Administration		
	MARINE		
2394	Mfg Of Canvas & Related Products	441222	Boat Dealers, New and Used
2499	Miscellaneous Wood Products Mfg	713930	Marinas
3663	Mfg Of Radio & TV Communications Equip	334220	Marine Radio Comm Equip Mfg
3731	Ship Building & Repairing	336612	Boat yards (i.e. boat mfg facilities)
3732	Boat Building & Repairing	811490	Boat, Pleasure, Repair & Maint Services
3993	Mfg Of Signs & Advertising Specialties	713990	Boating Clubs w/o Marinas
4422	Coastwise Transportation - Water		
4469	Miscellaneous Water Transportation Services		
4489	Water Passenger Transportation		
4491	Marine Cargo Handling		
4492	Towing & Tugboat Service		
4493	Marinas		
4499	Yacht Maintenance		
5063	Electrical Apparatus & Equipment		
5091	Sporting & Recreation Goods & Supplies		
5099	Miscellaneous Durable Goods Wholesalers		
5146	Fish & Seafood		
5551	Boat Dealers		
7699	Miscellaneous Repair Services		
	LODGING		
7011	Hotels & Motels	721	Accommodation
	GOVERNMENT		
NA	*Not included as category in Bus Lic File*	NA	*Includes only City of Newport Beach departments, which are classified into a variety of different NAICS codes*

APPENDIX C

2002 SOCIOECONOMIC DATA

SED From Land Use by NBTM Taz

Analysis Year:	2002	*Reference Number:*	01232
RunId:	Try10	*Build Date:*	10/13/2005
Land Use:	Try9	*Build Time:*	12:00:00 PM
Network:	ExVa07	*Modeler:*	Archie Tan

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment
1373						47	30	172		
1374						47	30	171		
1375						86	45	251		
1376						75	48	273		
1377						104	66	378		
1378						119	76	433		
1379						54	209	1,143		
1380						18	69	375		
1381						25	96	525		
1382						36	139	761		
1383						51	94	500		
1384						22	30	160		
1385						31	377	157		
1386						24	92	501		
1387						21	80	436		
1388						163	16	16		
1389						144	99	487		
1390						15	59	325		
1391						8	33	178		
1392						50	59	308		
1393						135	13	13		
1395						68	172	75		
1396						74	283	1,547		
1397						12	47	256		
1398						5	18	98		
1399						19	72	396		
1400						6	22	119		
1401						23	194	77		
1402						5	21	113		
1403						138	691	1,183		
1404						51	196	1,069		
1405						313	336	1,731		

Analysis Year:	2002	*Reference Number:*	01232
RunId:	Try10	*Build Date:*	10/13/2005
Land Use:	Try9	*Build Time:*	12:00:00 PM
Network:	ExVa07	*Modeler:*	Archie Tan

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment
1406								755		
1407		6		10	7	76	62	314		
1408	137			342	219	3	21	4		
1409						177	573	1,707		
1410		84		201	125		2	1		
1411						4	10	0		
1412	55			138	88	1	8	2		
1413		31		75	47	26	103	342		
1415	145			363	233	3	25	9		
1416	188			470	301	4	28	6		
1417	53			133	85	1	8	2		
1418	56			140	90	1	8	2		
1419	164			411	263	3	25	5		
1420	442			1,104	707	9	66	13		
1421	110	391		981	697	262	204	409	636	
1422	466			1,164	745	9	70	14		
1423	253			632	404	5	168	8		
1424		1,373		2,334	1,785		27	14		
1425						14	62	258		
1426	113			283	181	2	25	14		
1427	299	212	68	1,325	797	39	209	471	2,184	
1428	239	144		844	571	471	380	162		
1429	623	68		1,683	1,089	13	105	87	436	
1430	29			71	46	432	207	430		
1431		34		58	44	279	63	218		
1432	266	106		915	584	108	133	257		
1433	93	119	270	705	303	16	177	474		
1434							276	552		
1435	65	27		225	143	49	12	10		
1436	5	1,157	169	2,148	1,512	11	116	124		
1437								3		
1438	2			5	3	5	18	201	622	
1439	3	441	59	815	578	113	192	1,164		
1440		267		641	400		5	3		

Analysis Year:	2002	*Reference Number:*	01232
RunId:	Try10	*Build Date:*	10/13/2005
Land Use:	Try9	*Build Time:*	12:00:00 PM
Network:	ExVa07	*Modeler:*	Archie Tan

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment
1441	439	268		1,553	1,051	81	159	38		
1442	41	197		574	360	1	14	3		
1443	143	328		1,107	709	3	32	8		
1444	96	399		1,197	752	2	22	7		
1445	133	386		1,104	481	3	28	8		
1446	179	91		665	423	4	30	6		
1447	121	134		547	241	2	21	5		
1448	78	61		301	133	58	23	34		
1449	8	70		165	71	131	24	63		
1450	2	52		113	49	126	44	125		
1451	20	100		252	109	137	46	34		
1452		11		23	10	243	106	245		
1453						225	250	278		
1454	37	17		117	52	366	118	356		
1455	3	374		700	271	23	4	83		
1456	726	114		1,829	827	15	111	23		
1457	196	550		1,535	668	33	285	93	389	
1458	510	595		2,333	1,036	44	113	62		
1459	9	118		243	109	348	146	88		
1460	607	122		1,558	708	14	94	23		
1461	175	244		896	394	103	59	99		
1462	29			63	29	1	4	1		
1463		468		796	374	226	32	61		
1464	896	1,081		4,240	1,868	196	197	114		
1465		276		608	276	22		26		
1466		142		340	212	111	483	229		
1467		1,126		1,914	1,463		23	11		
1468								48	320	
1469		981		2,206	1,429		338	354	2,095	
1470		485		1,165	728	150	28	79		
1471	437			1,093	699	9	67	13		
1472						233	47	155		
1473		86		145	111		2	1		
1474	160	897		2,062	1,461	103	59	25		

Analysis Year:	2002	*Reference Number:*	01232
RunId:	Try10	*Build Date:*	10/13/2005
Land Use:	Try9	*Build Time:*	12:00:00 PM
Network:	ExVa07	*Modeler:*	Archie Tan

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment
1475						4	275	511	34	
1476		205		492	308		4	2		
1477	322			805	515	6	48	10		
1478		48		114	71		1	0		
1479	96	51		363	230	2	15	3		
1480		213		458	304		4	2		
1481	96	173		655	413	5	19	5		
1482	135	110		553	367	21	131	5		
1483	20			50	32	0	3	1		
1484						179	782	2,484		
1485						1,401	396	503		
1486		233		396	303	364	517	2,143		
1487		66		157	98	101	716	338		
1488		116		278	174		2	1		
1489		217		520	325	9	5	3		
1490						14	52	285		
1491						143	975	1,319		
1492						135	245	1,125		
1493						57	218	1,190		
1494						188	214	84		
1495	381	73		991	446	89	256	505		
1496	66	257		657	290	1	15	6	12	
1497	129	236		761	337	3	24	6		
1498	250	43		624	285	106	54	36		
1499	178			392	178	4	27	5		
1500	169			423	271	3	26	5		
1501	672	6		1,490	677	179	139	102		
1502	140	1		310	141	161	46	71		
1503	41			89	41	86	16	17		
1504	463			1,157	740	151	96	53		
1505	736			1,841	1,178	110	163	104		
1506	242	13		628	405	5	37	7		
1507	134			335	214	3	21	4		
1508	183	130		771	489	4	71	121	762	

Analysis Year:	**2002**	***Reference Number:***	**01232**
RunId:	Try10	*Build Date:*	10/13/2005
Land Use:	Try9	*Build Time:*	12:00:00 PM
Network:	ExVa07	*Modeler:*	Archie Tan

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment
1510	190			475	304	4	29	6		
1511	19			48	30	103	13	11		
1512		234		561	351		5	2		
1513	331	100		967	554	7	221	10		
1514	39			97	62	1	6	1		
1515		369		627	479		66	4		
1516		164		293	120		72	89		
1517		152		258	198	125	139	246	1,176	
1518	417	64		1,195	763	8	64	13		
1519	447			1,119	716	9	76	13		
1520	197			492	315	4	29	6		
1521	556			1,389	889	11	89	91	498	
1522	113	114		556	352	147	39	51		
1525		667		1,134	867		13	7		
1526	170			425	272	3	26	5		
1527							11			
1528							65	26		
1529	95			238	152	2	14	3		
1530	38			95	61	1	14	1		
1532								68	450	
1534	257			644	412	5	39	98	600	
1535	350	766		2,371	1,611	7	68	18		
1537		103		246	154		2	1		
1538	124			309	198	2	19	4		
1541	52			131	84	1	8	2		
1543						37	443	185		
1544	67			169	108	1	10	2		
1547	201			504	322	4	30	6		
1548	99	264		881	554	2	20	6		
1549	107			268	172	2	16	3		
1553		67		160	100		1	1		
1558		7		11	9		0	0		
1559		7		11	9		0	0		
1563						35	134	731		

Analysis Year:	**2002**	***Reference Number:***	**01232**
RunId:	Try10	*Build Date:*	10/13/2005
Land Use:	Try9	*Build Time:*	12:00:00 PM
Network:	ExVa07	*Modeler:*	Archie Tan

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment
1618	6			14	9	0	1	0		
1671	131			328	210	18	80	333		
1672	11			29	18	0	2	0		
1673						35	96	517		
1674						191	50	189		
1675	148			371	237	3	22	4		
1713							1,168	2,335		
1714		639		1,534	959		13	6		
1715						39	233	94		
1716			95	95		46	415	164		

SED From Land Use by OCTAM Taz

Analysis Year:	**2002**	***Reference Number:***	**01232**
RunId:	Try10	*Build Date:*	10/13/2005
Land Use:	Try9	*Build Time:*	12:00:00 PM
Network:	ExVa07	*Modeler:*	Archie Tan

OCTAM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment
2327		6		10	7	115	206	1,045		
2328	291			727	465	247	249	1,045		
2336						798	1,467	5,887		
2337						479	295	1,679		
2338						364	532	3,555		
2339						58	327	803		
2340						154	502	1,878		
2341						138	691	1,183		
2375	38			95	61	1	14	1		
2377								68	450	
2381		267		641	400		5	3		
2393	188			470	301	4	28	6		
2399		13		23	17		0	3		
2401	439	268		1,553	1,051	81	159	38		
2402	10	1,598	228	2,968	2,092	129	326	1,489	622	
2403	93	758	365	2,334	1,262	101	2,281	3,626		
2404	523	1,041		3,769	2,388	58	111	34		
2405	401	1,205		3,321	1,418	1,312	665	1,231		
2406	726	114		1,829	827	15	111	23		
2407	918	175		2,669	1,718	553	445	774	436	
2408	299	212	68	1,325	797	39	209	471	2,184	
2409	239	179		902	615	751	442	380		
2410	1,322	1,384		5,669	2,521	439	638	265	389	
2411	203	712		1,755	797	330	95	162		
2412	896	1,081		4,240	1,868	196	197	114		
2413	1,159	337		3,227	1,454	356	425	630	12	
2414	1,441	13		3,625	2,323	266	295	164		
2415	698	280		2,087	941	273	151	119		
2416	392	364		1,854	1,174	111	117	140	762	
2417	370	100		1,064	616	8	226	11		
2418	1,439	1,764		6,637	4,608	302	631	730	636	
2419	418	31		1,120	716	34	169	358		

Analysis Year:	2002	*Reference Number:*	01232
RunId:	Try10	*Build Date:*	10/13/2005
Land Use:	Try9	*Build Time:*	12:00:00 PM
Network:	ExVa07	*Modeler:*	Archie Tan

OCTAM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment
2420	137	84		543	344	180	596	1,712		
2421		485		1,165	728	150	28	127	320	
2422		2,107		4,119	2,893		361	365	2,095	
2423		418		948	489	133	483	255		
2424		631		1,351	900	487	1,292	2,770		
2425						1,581	1,178	2,987		
2426						380	677	2,398		
2427						143	975	1,319		
2428	160	897		2,062	1,461	107	333	537	34	
2429		86		145	111	233	48	156		
2430	418	304		1,775	1,125	8	69	16		
2431	437			1,093	699	9	67	13		
2432	251	496		1,715	1,116	26	158	13		
2433	176	667		1,573	1,148	4	116	38		
2435	1,003	369		3,135	2,084	20	231	108	498	
2436	530	178		1,752	1,115	155	104	64		
2437	197	316		1,043	633	129	241	341	1,176	
2438	445	766		2,609	1,763	9	82	21		
2439		169		406	254		3	2		
2440	665	264		2,296	1,460	13	105	113	600	
2442	124			309	198	2	19	4		
2444	134			335	214	3	21	4		
2445	221			553	354	4	34	7		
2447						37	443	185		
2786	67			169	108	1	10	2		

SED From Land Use for City of Newport Beach

Analysis Year:	**2002**	***Reference Number:***	**01232**
RunId:	Try10	*Build Date:*	10/13/2005
Land Use:	Try9	*Build Time:*	12:00:00 PM
Network:	ExVa07	*Modeler:*	Archie Tan

Occupied Single Family Dwelling Units	Occupied Multi - Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment
17,467	20,136	661	83,007	49,632	11,525	19,681	41,468	10,214	

Supplemental SED by NBTM Taz

Analysis Year:	**2002**	***Reference Number:***	**01232**
RunId:	Try10	*Build Date:*	10/13/2005
Land Use:	Try9	*Build Time:*	12:00:00 PM
Network:	ExVa07	*Modeler:*	Archie Tan

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment
1414	79	0	0	204	94	2	55	52	3	0
1531	175	206	2	698	478	82	56	38	0	0
1532	21	0	0	60	30	0	0	0	0	0

Supplemental SED by OCTAM Taz

Analysis Year:	**2002**	***Reference Number:***	**01232**
RunId:	Try10	*Build Date:*	10/13/2005
Land Use:	Try9	*Build Time:*	12:00:00 PM
Network:	ExVa07	*Modeler:*	Archie Tan

OCTAM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment
2377	21	0	0	60	30	0	0	0	0	0
2414	175	206	2	698	478	82	56	38	0	0
2419	79	0	0	204	94	2	55	52	3	0

Supplemental SED for City of Newport Beach

Analysis Year:	**2002**	***Reference Number:***	**01232**
RunId:	Try10	*Build Date:*	10/13/2005
Land Use:	Try9	*Build Time:*	12:00:00 PM
Network:	ExVa07	*Modeler:*	Archie Tan

Occupied Single Family Dwelling Units	Occupied Multi - Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment
275	206	2	962	602	84	111	90	3	0

Final SED by NBTM Taz

Analysis Year:	2002	*Reference Number:*	01232
RunId:	Try10	*Build Date:*	10/13/2005
Land Use:	Try9	*Build Time:*	12:00:00 PM
Network:	ExVa07	*Modeler:*	Archie Tan

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment	Median Income
1373						47	30	172			0
1374						47	30	171			0
1375						86	45	251			0
1376						75	48	273			0
1377						104	66	378			0
1378						119	76	433			0
1379						54	209	1,143			87,500
1380						18	69	375			87,500
1381						25	96	525			87,500
1382						36	139	761			87,500
1383						51	94	500			87,500
1384						22	30	160			87,500
1385						31	377	157			87,500
1386						24	92	501			87,500
1387						21	80	436			87,500
1388						163	16	16			87,500
1389						144	99	487			87,500
1390						15	59	325			87,500
1391						8	33	178			87,500
1392						50	59	308			87,500
1393						135	13	13			87,500
1394											87,500
1395						68	172	75			0
1396						74	283	1,547			0
1397						12	47	256			0
1398						5	18	98			0
1399						19	72	396			0
1400						6	22	119			0
1401						23	194	77			0
1402						5	21	113			0
1403						138	691	1,183			0
1404						51	196	1,069			0
1405						313	336	1,731			0
1406								755			0
1407		6		10	7	76	62	314			27,500

Analysis Year:	2002	*Reference Number:*	01232		
RunId:	Try10	*Build Date:*	10/13/2005		
Land Use:	Try9	*Build Time:*	12:00:00 PM		
Network:	ExVa07	*Modeler:*	Archie Tan		

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment	Median Income
1408	137			342	219	3	21	4			119,951
1409						177	573	1,707			119,951
1410		84		201	125		2	1			119,951
1411						4	10	0			27,500
1412	55			138	88	1	8	2			119,697
1413		31		75	47	26	103	342			119,697
1414	79	0	0	204	94	2	55	52	3	0	119,697
1415	145			363	233	3	25	9			119,697
1416	188			470	301	4	28	6			93,006
1417	53			133	85	1	8	2			119,697
1418	56			140	90	1	8	2			104,110
1419	164			411	263	3	25	5			119,697
1420	442			1,104	707	9	66	13			104,110
1421	110	391		981	697	262	204	409	636		104,110
1422	466			1,164	745	9	70	14			104,110
1423	253			632	404	5	168	8			104,110
1424		1,373		2,334	1,785		27	14			104,110
1425						14	62	258			104,110
1426	113			283	181	2	25	14			104,110
1427	299	212	68	1,325	797	39	209	471	2,184		100,260
1428	239	144		844	571	471	380	162			115,496
1429	623	68		1,683	1,089	13	105	87	436		107,136
1430	29			71	46	432	207	430			107,136
1431		34		58	44	279	63	218			115,496
1432	266	106		915	584	108	133	257			107,136
1433	93	119	270	705	303	16	177	474			76,372
1434							276	552			76,372
1435	65	27		225	143	49	12	10			91,787
1436	5	1,157	169	2,148	1,512	11	116	124			69,767
1437								3			77,503
1438	2			5	3	5	18	201	622		69,767
1439	3	441	59	815	578	113	192	1,164			69,767
1440		267		641	400		5	3			71,467
1441	439	268		1,553	1,051	81	159	38			101,940
1442	41	197		574	360	1	14	3			91,787
1443	143	328		1,107	709	3	32	8			91,787
1444	96	399		1,197	752	2	22	7			91,787

Analysis Year:	2002	*Reference Number:*	01232		
RunId:	Try10	*Build Date:*	10/13/2005		
Land Use:	Try9	*Build Time:*	12:00:00 PM		
Network:	ExVa07	*Modeler:*	Archie Tan		

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment	Median Income
1445	133	386		1,104	481	3	28	8			88,082
1446	179	91		665	423	4	30	6			91,787
1447	121	134		547	241	2	21	5			88,082
1448	78	61		301	133	58	23	34			88,082
1449	8	70		165	71	131	24	63			88,082
1450	2	52		113	49	126	44	125			88,082
1451	20	100		252	109	137	46	34			88,082
1452		11		23	10	243	106	245			88,082
1453						225	250	278			88,082
1454	37	17		117	52	366	118	356			88,082
1455	3	374		700	271	23	4	83			88,082
1456	726	114		1,829	827	15	111	23			129,233
1457	196	550		1,535	668	33	285	93	389		90,227
1458	510	595		2,333	1,036	44	113	62			90,227
1459	9	118		243	109	348	146	88			90,227
1460	607	122		1,558	708	14	94	23			90,227
1461	175	244		896	394	103	59	99			131,252
1462	29			63	29	1	4	1			131,252
1463		468		796	374	226	32	61			131,252
1464	896	1,081		4,240	1,868	196	197	114			98,125
1465		276		608	276	22		26			94,839
1466		142		340	212	111	483	229			94,839
1467		1,126		1,914	1,463		23	11			81,284
1468								48	320		118,212
1469		981		2,206	1,429		338	354	2,095		81,284
1470		485		1,165	728	150	28	79			118,212
1471	437			1,093	699	9	67	13			122,550
1472						233	47	155			101,634
1473		86		145	111		2	1			101,634
1474	160	897		2,062	1,461	103	59	25			100,935
1475						4	275	511	34		100,935
1476		205		492	308		4	2			141,139
1477	322			805	515	6	48	10			141,139
1478		48		114	71		1	0			141,139
1479	96	51		363	230	2	15	3			141,139
1480		213		458	304		4	2			160,575
1481	96	173		655	413	5	19	5			160,575

Analysis Year:	2002	*Reference Number:*	01232		
RunId:	Try10	*Build Date:*	10/13/2005		
Land Use:	Try9	*Build Time:*	12:00:00 PM		
Network:	ExVa07	*Modeler:*	Archie Tan		

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment	Median Income
1482	135	110		553	367	21	131	5			160,575
1483	20			50	32	0	3	1			160,575
1484						179	782	2,484			110,553
1485						1,401	396	503			110,553
1486		233		396	303	364	517	2,143			109,129
1487		66		157	98	101	716	338			109,129
1488		116		278	174		2	1			109,129
1489		217		520	325	9	5	3			109,129
1490						14	52	285			109,129
1491						143	975	1,319			0
1492						135	245	1,125			0
1493						57	218	1,190			0
1494						188	214	84			0
1495	381	73		991	446	89	256	505			124,795
1496	66	257		657	290	1	15	6	12		124,795
1497	129	236		761	337	3	24	6			137,480
1498	250	43		624	285	106	54	36			137,480
1499	178			392	178	4	27	5			137,480
1500	169			423	271	3	26	5			152,617
1501	672	6		1,490	677	179	139	102			124,795
1502	140	1		310	141	161	46	71			137,480
1503	41			89	41	86	16	17			124,795
1504	463			1,157	740	151	96	53			107,624
1505	736			1,841	1,178	110	163	104			107,624
1506	242	13		628	405	5	37	7			107,624
1507	134			335	214	3	21	4			147,455
1508	183	130		771	489	4	71	121	762		101,649
1510	190			475	304	4	29	6			101,649
1511	19			48	30	103	13	11			101,649
1512		234		561	351		5	2			101,649
1513	331	100		967	554	7	221	10			119,988
1514	39			97	62	1	6	1			119,988
1515		369		627	479		66	4			135,548
1516		164		293	120		72	89			119,658
1517		152		258	198	125	139	246	1,176		119,658
1518	417	64		1,195	763	8	64	13			162,729
1519	447			1,119	716	9	76	13			135,548

Analysis Year:	2002	*Reference Number:*	01232								
RunId:	Try10	*Build Date:*	10/13/2005								
Land Use:	Try9	*Build Time:*	12:00:00 PM								
Network:	ExVa07	*Modeler:*	Archie Tan								

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment	Median Income
1520	197			492	315	4	29	6			119,658
1521	556			1,389	889	11	89	91	498		135,548
1522	113	114		556	352	147	39	51			162,729
1523											0
1524											0
1525		667		1,134	867		13	7			121,084
1526	170			425	272	3	26	5			121,084
1527							11				121,084
1528							65	26			121,084
1529	95			238	152	2	14	3			153,980
1530	38			95	61	1	14	1			153,980
1531	175	206	2	698	478	82	56	38	0	0	107,624
1532	21	0	0	60	30	0	0	68	450	0	192,222
1533											192,222
1534	257			644	412	5	39	98	600		159,078
1535	350	766		2,371	1,611	7	68	18			153,980
1536											117,606
1537		103		246	154		2	1			117,606
1538	124			309	198	2	19	4			124,794
1539											192,222
1540											161,000
1541	52			131	84	1	8	2			152,617
1542											181,991
1543						37	443	185			147,455
1544	67			169	108	1	10	2			99,956
1545											0
1546											159,078
1547	201			504	322	4	30	6			159,078
1548	99	264		881	554	2	20	6			159,078
1549	107			268	172	2	16	3			159,078
1550											161,000
1551											0
1552											0
1553		67		160	100		1	1			117,606
1554											0
1555											0
1556											101,940

Analysis Year:	2002	***Reference Number:***	01232
RunId:	Try10	*Build Date:*	10/13/2005
Land Use:	Try9	*Build Time:*	12:00:00 PM
Network:	ExVa07	*Modeler:*	Archie Tan

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment	Median Income
1557											101,940
1558		7		11	9		0	0			77,503
1559		7		11	9		0	0			77,503
1563						35	134	731			27,500
1618	6			14	9	0	1	0			121,084
1671	131			328	210	18	80	333			62,521
1672	11			29	18	0	2	0			62,521
1673						35	96	517			62,521
1674						191	50	189			62,521
1675	148			371	237	3	22	4			62,521
1676											0
1713							1,168	2,335			76,372
1714		639		1,534	959		13	6			76,372
1715						39	233	94			76,372
1716			95	95		46	415	164			76,372

Final SED by OCTAM Taz

Analysis Year:	**2002**	***Reference Number:***	**01232**
RunId:	Try10	*Build Date:*	10/13/2005
Land Use:	Try9	*Build Time:*	12:00:00 PM
Network:	ExVa07	*Modeler:*	Archie Tan

OCTAM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment	Median Income
1979											68,394
1983											52,907
1986											62,948
1987											66,305
2039											0
2040											0
2044											57,022
2045											69,309
2046											73,422
2078											35,374
2079											88,038
2080											51,623
2081											65,494
2082											58,642
2087											48,076
2088											44,024
2089											47,453
2090											0
2091											0
2092											85,740
2102											0
2103											50,416
2104											63,532
2105											56,175
2106											59,959
2107											64,798
2108											66,248
2109											69,276
2110											87,143
2111											83,146
2120											90,373
2122											74,145
2124											76,207
2125											91,676
2126											74,316

Analysis Year:	2002	*Reference Number:*	01232
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Land Use:	Try9	*Build Time:*	12:00:00 PM
Network:	ExVa07	*Modeler:*	Archie Tan

OCTAM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment	Median Income
2127											0
2128											68,303
2129											79,140
2130											79,291
2131											0
2132											80,350
2133											78,041
2134											84,023
2135											77,364
2136											78,240
2137											92,989
2138											92,989
2139											71,951
2140											70,458
2141											70,653
2142											79,573
2143											78,581
2144											73,000
2145											77,992
2146											70,070
2147											66,875
2148											78,593
2149											97,570
2150											55,667
2151											81,688
2152											49,530
2153											70,541
2154											53,549
2155											48,777
2156											71,305
2157											75,143
2158											71,595
2159											78,800
2160											78,800
2161											45,854
2162											47,003
2163											58,239

Analysis Year:	**2002**	***Reference Number:***	**01232**
RunId:	Try10	*Build Date:*	10/13/2005
Land Use:	Try9	*Build Time:*	12:00:00 PM
Network:	ExVa07	*Modeler:*	Archie Tan

OCTAM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment	Median Income
2164											56,604
2165											89,638
2166											73,043
2167											86,455
2168											101,385
2169											0
2170											93,348
2171											88,638
2172											92,545
2173											80,409
2174											59,783
2175											60,091
2176											69,839
2177											85,123
2178											80,127
2179											78,681
2180											78,247
2181											106,861
2182											98,625
2183											98,046
2184											98,651
2185											79,430
2186											72,818
2187											84,680
2188											111,268
2189											77,961
2190											74,715
2191											51,782
2192											87,604
2193											74,289
2194											96,687
2195											81,599
2196											95,398
2197											57,481
2198											57,481
2199											57,922
2200											0

Analysis Year:	**2002**	***Reference Number:***	**01232**
RunId:	Try10	*Build Date:*	10/13/2005
Land Use:	Try9	*Build Time:*	12:00:00 PM
Network:	ExVa07	*Modeler:*	Archie Tan

OCTAM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment	Median Income
2201											0
2202											0
2203											0
2204											105,601
2205											85,952
2206											129,226
2207											132,896
2208											56,701
2209											69,192
2210											78,333
2211											78,333
2212											78,028
2213											63,247
2214											74,983
2215											74,886
2216											74,886
2217											147,671
2218											113,215
2219											123,773
2220											125,641
2221											0
2222											84,983
2223											0
2224											0
2225											125,268
2226											124,353
2227											62,632
2228											97,445
2229											158,191
2230											116,698
2231											159,524
2232											64,738
2233											34,186
2234											78,961
2235											152,164
2236											151,355
2237											0

Analysis Year:	2002	*Reference Number:*	01232
RunId:	Try10	*Build Date:*	10/13/2005
Land Use:	Try9	*Build Time:*	12:00:00 PM
Network:	ExVa07	*Modeler:*	Archie Tan

OCTAM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment	Median Income
2238											95,957
2239											79,404
2240											97,846
2241											83,677
2242											59,129
2243											59,776
2244											59,560
2245											56,400
2246											78,850
2247											90,652
2248											74,657
2249											0
2250											59,264
2251											69,964
2252											76,184
2253											53,622
2254											61,062
2255											61,630
2256											73,217
2257											60,248
2258											81,915
2259											102,981
2260											106,857
2261											98,284
2262											50,661
2263											75,234
2264											85,274
2265											62,177
2266											82,225
2267											81,000
2268											72,175
2269											80,338
2270											75,150
2271											77,104
2272											109,077
2273											44,053
2274											93,669

Analysis Year:	**2002**	***Reference Number:***	**01232**
RunId:	Try10	*Build Date:*	10/13/2005
Land Use:	Try9	*Build Time:*	12:00:00 PM
Network:	ExVa07	*Modeler:*	Archie Tan

OCTAM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment	Median Income
2275											73,417
2276											73,531
2277											94,411
2278											108,197
2279											93,089
2280											88,904
2281											100,144
2282											0
2283											61,735
2284											61,735
2285											60,800
2286											106,293
2287											95,668
2288											120,375
2289											90,015
2290											95,668
2291											0
2292	502	758	0	2,860	1,825	56	88	122	0	0	77,472
2293	42	8	0	146	90	1	12	3	0	0	96,318
2294											91,860
2295											119,976
2296											120,100
2297											0
2298											87,500
2299											0
2300											87,500
2301											79,961
2302											0
2303											62,279
2304											0
2305											76,633
2306											112,710
2307											68,615
2308											101,923
2309											69,095
2310											77,717
2311											67,347

Analysis Year:	**2002**	***Reference Number:***	**01232**
RunId:	Try10	*Build Date:*	10/13/2005
Land Use:	Try9	*Build Time:*	12:00:00 PM
Network:	ExVa07	*Modeler:*	Archie Tan

DCTAM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment	Median Income
2312											51,504
2313											51,609
2314											61,298
2315											73,164
2316											51,745
2317											49,176
2318											109,922
2319											71,387
2320											75,013
2321											58,223
2322											54,666
2323											71,427
2324											68,664
2325											68,664
2326	173	681	44	1,937	1,089	172	337	448	0	0	64,412
2327		6		10	7	115	206	1,045			27,500
2328	291			727	465	247	249	1,045			62,521
2329	1	0	0	3	1	335	1,396	2,128	0	180	87,500
2330	0	0	0	0	0	575	2,285	5,881	812	0	0
2331											0
2332											70,325
2333											0
2334											70,764
2335											0
2336						798	1,467	5,887			87,500
2337						479	295	1,679			0
2338						364	532	3,555			0
2339						58	327	803			0
2340						154	502	1,878			0
2341						138	691	1,183			0
2342											69,934
2343											0
2344											0
2345											0
2346											0
2347											62,745
2348											86,564

Analysis Year:	2002	*Reference Number:*	01232
RunId:	Try10	*Build Date:*	10/13/2005
Land Use:	Try9	*Build Time:*	12:00:00 PM
Network:	ExVa07	*Modeler:*	Archie Tan

OCTAM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment	Median Income
2349											74,630
2350											0
2351											138,109
2352											0
2353											0
2354											0
2361											31,665
2362											58,786
2363											50,962
2364											21,448
2365											27,236
2366											0
2367											94,757
2368											73,015
2369											73,015
2370											94,757
2371											116,051
2372											116,707
2373											150,702
2374											113,621
2375	38			95	61	1	14	1			153,980
2376											99,956
2377	21	0	0	60	30	0	0	68	450	0	192,222
2378											161,000
2379											138,109
2380											0
2381	657	776	16	3,799	2,187	261	104	704	387	0	71,467
2382	277	1,154	0	4,008	1,819	262	607	3,846	585	0	46,130
2383	192	1,225	119	5,656	2,396	515	904	1,677	0	0	49,091
2384	625	2,194	269	10,126	4,453	691	732	1,020	2,005	0	45,332
2385	148	774	141	2,235	1,241	901	633	172	0	0	46,562
2386											43,045
2387											49,589
2388	424	887	27	2,894	1,747	73	91	158	258	0	66,360
2389	244	420	0	1,561	961	9	33	168	407	0	73,333
2390	335	415	91	1,872	1,085	89	225	194	102	0	78,204
2391	509	471	31	2,354	1,352	68	89	402	0	0	74,118

Analysis Year:	2002	***Reference Number:***	01232
RunId:	Try10	*Build Date:*	10/13/2005
Land Use:	Try9	*Build Time:*	12:00:00 PM
Network:	ExVa07	*Modeler:*	Archie Tan

OCTAM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment	Median Income
2392	241	353	0	1,280	756	42	58	219	0	0	54,635
2393	500	225	26	1,746	987	10	60	193	1,325	0	93,006
2394	231	115	0	874	511	7	21	129	0	0	93,321
2395	814	637	51	3,532	1,984	148	1,039	536	337	0	65,376
2396	624	739	15	2,958	1,659	946	443	334	0	0	67,701
2397	347	730	19	2,216	1,459	454	397	364	0	0	52,194
2398	486	308	14	1,905	1,111	450	267	246	265	0	72,937
2399		13		23	17		0	3			77,503
2400											101,940
2401	439	268		1,553	1,051	81	159	38			101,940
2402	10	1,598	228	2,968	2,092	129	326	1,489	622		69,767
2403	93	758	365	2,334	1,262	101	2,281	3,626			76,372
2404	523	1,041		3,769	2,388	58	111	34			91,787
2405	401	1,205		3,321	1,418	1,312	665	1,231			88,082
2406	726	114		1,829	827	15	111	23			129,233
2407	918	175		2,669	1,718	553	445	774	436		107,136
2408	299	212	68	1,325	797	39	209	471	2,184		100,260
2409	239	179		902	615	751	442	380			115,496
2410	1,322	1,384		5,669	2,521	439	638	265	389		90,227
2411	203	712		1,755	797	330	95	162			131,252
2412	896	1,081		4,240	1,868	196	197	114			98,125
2413	1,159	337		3,227	1,454	356	425	630	12		124,795
2414	1,616	219	2	4,324	2,801	348	351	202	0	0	107,624
2415	698	280		2,087	941	273	151	119			137,480
2416	392	364		1,854	1,174	111	117	140	762		101,649
2417	370	100		1,064	616	8	226	11			119,988
2418	1,439	1,764		6,637	4,608	302	631	730	636		104,110
2419	497	31	0	1,324	810	36	224	410	3	0	119,697
2420	137	84		543	344	180	596	1,712			119,951
2421		485		1,165	728	150	28	127	320		118,212
2422		2,107		4,119	2,893		361	365	2,095		81,284
2423		418		948	489	133	483	255			94,839
2424		631		1,351	900	487	1,292	2,770			109,129
2425						1,581	1,178	2,987			110,553
2426						380	677	2,398			0
2427						143	975	1,319			0
2428	160	897		2,062	1,461	107	333	537	34		100,935

Analysis Year:	**2002**	***Reference Number:***	**01232**
RunId:	Try10	*Build Date:*	10/13/2005
Land Use:	Try9	*Build Time:*	12:00:00 PM
Network:	ExVa07	*Modeler:*	Archie Tan

OCTAM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment	Median Income
2429		86		145	111	233	48	156			101,634
2430	418	304		1,775	1,125	8	69	16			141,139
2431	437			1,093	699	9	67	13			122,550
2432	251	496		1,715	1,116	26	158	13			160,575
2433	176	667		1,573	1,148	4	116	38			121,084
2434											0
2435	1,003	369		3,135	2,084	20	231	108	498		135,548
2436	530	178		1,752	1,115	155	104	64			162,729
2437	197	316		1,043	633	129	241	341	1,176		119,658
2438	445	766		2,609	1,763	9	82	21			153,980
2439		169		406	254		3	2			117,606
2440	665	264		2,296	1,460	13	105	113	600		159,078
2441											161,000
2442	124			309	198	2	19	4			124,794
2443											192,222
2444	134			335	214	3	21	4			147,455
2445	221			553	354	4	34	7			152,617
2446											181,991
2447						37	443	185			147,455
2508											39,917
2510											0
2511											0
2513											0
2517											0
2520											40,643
2542											106,526
2545											50,887
2548											88,168
2549											90,123
2566											0
2567											0
2568											0
2781											0
2782											0
2783											0
2785											0
2786	67			169	108	1	10	2			99,956

Analysis Year:	**2002**	***Reference Number:***	**01232**
RunId:	Try10	*Build Date:*	10/13/2005
Land Use:	Try9	*Build Time:*	12:00:00 PM
Network:	ExVa07	*Modeler:*	Archie Tan

OCTAM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment	Median Income
2787	0	124	0	225	98	22	15	76			138,465
2788											103,015
2789											0
2790											138,465
2791											109,213
2792											66,497
2793											106,987
2794											0
2795											101,927
2796											105,793
2797											120,968
2798											78,417
2799											0

Final SED For City Of Newport Beach

Analysis Year:	**2002**	***Reference Number:***	**01232**
RunId:	Try10	*Build Date:*	10/13/2005
Land Use:	Try9	*Build Time:*	12:00:00 PM
Network:	ExVa07	*Modeler:*	Archie Tan

Occupied Single Family Dwelling Units	Occupied Multi - Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment	Median Income
17,742	20,342	663	83,969	50,235	11,608	19,792	41,558	10,216	0	109,769

APPENDIX D

2002 DAILY TRIPS

Total Trip Ends By NBTM TAZ

Analysis Year:	**2002**	***Reference Number:***	**01232**
RunId:	Try10	*Build Date:*	10/13/2005
Land Use:	Try10	*Build Time:*	12:00:00 PM
Network:	ExVa07	*Modeler:*	Archie Tan

NBTM TAZ	HO Attr	HO Prod	HSch Attr	HSch Prod	HW Attr	HW Prod	OO Attr	OO Prod	OW Attr	OW Prod	Total
1373	373	0	0	0	287	0	266	273	187	190	1,576
1374	371	0	0	0	285	0	264	271	186	189	1,565
1375	671	0	0	0	440	0	467	477	301	306	2,661
1376	592	0	0	0	456	0	422	433	297	301	2,500
1377	819	0	0	0	630	0	583	598	410	417	3,456
1378	938	0	0	0	721	0	667	685	469	477	3,957
1379	611	0	0	0	1,618	0	599	645	830	851	5,153
1380	201	0	0	0	531	0	197	212	273	279	1,692
1381	281	0	0	0	743	0	275	296	381	391	2,367
1382	407	0	0	0	1,077	0	399	429	552	566	3,431
1383	462	0	0	0	742	0	385	405	408	417	2,818
1384	188	0	0	0	244	0	148	154	139	142	1,016
1385	430	0	0	0	650	0	399	405	361	399	2,645
1386	268	0	0	0	709	0	262	283	364	373	2,258
1387	233	0	0	0	617	0	229	246	317	325	1,967
1388	1,187	0	0	0	226	0	749	749	280	282	3,472
1389	1,133	0	0	0	840	0	804	823	553	563	4,715
1390	174	0	0	0	460	0	170	183	236	242	1,464
1391	95	0	0	0	252	0	93	100	129	133	803
1392	421	0	0	0	480	0	323	335	282	288	2,129
1393	979	0	0	0	186	0	617	618	231	232	2,864
1395	584	0	0	0	362	0	425	428	253	270	2,321
1396	827	0	0	0	2,190	0	811	873	1,124	1,152	6,977
1397	137	0	0	0	362	0	134	144	186	190	1,152
1398	53	0	0	0	139	0	52	55	71	73	443
1399	212	0	0	0	560	0	207	223	287	295	1,785
1400	64	0	0	0	169	0	62	67	87	89	537
1401	272	0	0	0	339	0	236	239	195	215	1,496
1402	60	0	0	0	159	0	59	63	82	84	507
1403	1,457	0	0	0	2,313	0	1,272	1,319	1,274	1,343	8,978
1404	571	0	0	0	1,513	0	560	603	776	796	4,818
1405	2,593	0	0	0	2,737	0	1,956	2,025	1,637	1,671	12,618
1406	76	0	0	0	868	0	151	181	408	408	2,092
1407	614	12	0	1	521	9	446	459	330	335	2,727
1408	101	693	0	48	45	265	113	113	46	21	1,447

Analysis Year:	**2002**	***Reference Number:***	**01232**
RunId:	Try10	*Build Date:*	10/13/2005
Land Use:	Try10	*Build Time:*	12:00:00 PM
Network:	ExVa07	*Modeler:*	Archie Tan

NBTM TAZ	HO Attr	HO Prod	HSch Attr	HSch Prod	HW Attr	HW Prod	OO Attr	OO Prod	OW Attr	OW Prod	Total
1409	1,732	0	0	0	2,826	0	1,482	1,550	1,549	1,606	10,746
1410	36	354	0	28	11	152	55	55	18	2	711
1411	34	0	0	0	16	0	24	24	12	13	124
1412	41	279	0	19	18	107	45	46	19	8	582
1413	284	133	0	11	544	57	266	279	293	297	2,163
1414	88	400	2	29	133	117	103	105	80	70	1,126
1415	110	736	0	51	57	282	123	123	53	27	1,562
1416	134	847	0	66	62	365	145	145	64	29	1,857
1417	39	269	0	19	18	103	44	44	18	8	562
1418	41	265	0	20	18	109	45	45	19	9	570
1419	122	832	0	58	54	319	136	136	56	25	1,737
1420	321	2,092	0	155	146	857	351	351	149	68	4,490
1421	2,240	1,981	560	137	1,056	840	1,687	1,703	862	782	11,847
1422	338	2,205	0	163	154	903	370	370	157	71	4,731
1423	248	1,197	0	88	233	490	279	279	163	130	3,108
1424	570	5,074	0	327	185	2,146	854	855	298	27	10,335
1425	159	0	0	0	384	0	153	163	199	205	1,263
1426	87	535	0	40	58	219	97	97	49	28	1,211
1427	669	2,224	1,922	185	878	969	703	722	545	464	9,281
1428	3,783	1,759	0	118	1,208	690	2,625	2,632	1,147	1,111	15,074
1429	501	3,251	384	236	305	1,319	565	569	269	141	7,540
1430	3,270	137	0	10	1,232	55	2,171	2,188	1,053	1,068	11,183
1431	2,079	135	0	8	648	53	1,360	1,369	609	609	6,869
1432	1,045	1,698	0	128	610	708	844	855	465	404	6,757
1433	338	837	0	99	789	377	389	408	430	405	4,073
1434	193	0	0	0	952	0	276	298	463	491	2,673
1435	403	386	0	32	91	174	284	284	109	92	1,855
1436	581	3,512	0	301	405	1,824	772	777	387	166	8,723
1437	0	0	0	0	3	0	1	1	2	2	8
1438	64	8	547	1	258	4	73	81	127	129	1,292
1439	1,188	1,341	0	114	1,733	697	1,094	1,141	1,013	943	9,263
1440	102	860	0	90	36	486	149	149	58	5	1,934
1441	991	3,037	0	217	390	1,270	892	893	386	261	8,337
1442	110	900	0	80	45	437	151	152	59	13	1,948
1443	236	1,823	0	155	96	860	308	308	122	31	3,938
1444	229	1,885	0	168	85	913	312	313	119	22	4,046
1445	249	1,918	0	155	96	597	329	330	129	28	3,830

Analysis Year:	**2002**	***Reference Number:***	**01232**
RunId:	Try10	*Build Date:*	10/13/2005
Land Use:	Try10	*Build Time:*	12:00:00 PM
Network:	ExVa07	*Modeler:*	Archie Tan

NBTM TAZ	HO Attr	HO Prod	HSch Attr	HSch Prod	HW Attr	HW Prod	OO Attr	OO Prod	OW Attr	OW Prod	Total
1446	165	1,132	0	93	73	513	193	193	81	30	2,474
1447	139	986	0	77	58	299	171	171	70	21	1,993
1448	493	550	0	42	147	165	361	363	153	127	2,402
1449	994	279	0	23	259	89	662	665	274	261	3,506
1450	960	189	0	16	344	60	648	653	306	299	3,475
1451	1,060	432	0	35	262	136	719	720	289	270	3,923
1452	1,833	38	0	3	685	12	1,214	1,223	587	596	6,191
1453	1,771	0	0	0	865	0	1,217	1,228	660	685	6,426
1454	2,751	219	0	16	971	65	1,818	1,832	859	860	9,391
1455	319	1,284	0	98	164	340	337	340	159	84	3,124
1456	596	4,252	0	256	255	1,024	690	691	270	113	8,148
1457	696	2,777	342	215	546	829	769	772	422	301	7,670
1458	864	4,307	0	327	363	1,285	921	924	393	184	9,567
1459	2,640	447	0	34	682	135	1,746	1,749	718	707	8,858
1460	496	3,060	0	218	234	877	552	553	240	110	6,340
1461	976	1,981	0	125	341	489	794	798	337	259	6,101
1462	22	150	0	9	10	36	24	24	10	4	289
1463	1,853	1,997	0	111	414	462	1,360	1,362	508	418	8,486
1464	2,396	8,037	0	594	780	2,318	2,200	2,205	888	512	19,931
1465	269	1,009	0	85	83	342	266	267	104	49	2,475
1466	1,164	525	0	48	1,464	258	1,152	1,148	788	1,053	7,600
1467	442	3,622	0	268	151	1,760	649	650	245	22	7,807
1468	5	0	282	0	55	0	10	12	26	26	415
1469	579	3,318	1,844	309	894	1,732	826	840	590	428	11,358
1470	1,306	2,040	0	163	444	884	1,066	1,066	426	392	7,787
1471	326	2,239	0	153	146	848	364	364	149	68	4,656
1472	1,713	0	0	0	499	0	1,105	1,111	484	488	5,400
1473	35	312	0	20	11	134	53	53	19	2	638
1474	1,214	4,042	0	289	321	1,762	1,140	1,141	425	220	10,554
1475	214	0	30	0	908	0	283	303	447	474	2,659
1476	93	961	0	69	28	374	143	143	45	4	1,859
1477	246	1,776	0	113	106	625	280	280	109	49	3,583
1478	21	222	0	16	6	86	33	33	10	1	430
1479	96	769	0	51	39	280	119	119	44	16	1,532
1480	100	1,068	0	64	29	368	156	157	46	4	1,992
1481	181	1,449	0	92	61	501	230	230	76	25	2,844
1482	342	1,345	0	77	205	444	350	350	164	128	3,407

Analysis Year:	2002	*Reference Number:*	01232
RunId:	Try10	*Build Date:*	10/13/2005
Land Use:	Try10	*Build Time:*	12:00:00 PM
Network:	ExVa07	*Modeler:*	Archie Tan

NBTM TAZ	HO Attr	HO Prod	HSch Attr	HSch Prod	HW Attr	HW Prod	OO Attr	OO Prod	OW Attr	OW Prod	Total
1483	16	118	0	7	7	39	18	18	7	3	232
1484	1,932	0	0	0	3,963	0	1,774	1,873	2,098	2,176	13,816
1485	10,337	0	0	0	2,645	0	6,644	6,664	2,751	2,791	31,831
1486	3,190	885	0	55	3,501	364	2,521	2,607	2,097	2,102	17,323
1487	1,144	263	0	22	1,451	119	1,049	1,058	820	949	6,875
1488	49	465	0	39	16	211	73	73	25	2	953
1489	154	869	0	73	41	394	177	177	62	19	1,965
1490	152	0	0	0	403	0	149	161	207	212	1,283
1491	1,648	0	0	0	2,803	0	1,492	1,544	1,526	1,624	10,636
1492	1,206	0	0	0	1,730	0	979	1,024	970	994	6,902
1493	636	0	0	0	1,684	0	624	671	864	886	5,365
1494	1,470	0	0	0	559	0	992	995	475	496	4,986
1495	1,050	2,244	0	139	1,022	553	949	970	659	594	8,180
1496	161	1,420	10	92	58	360	226	226	79	16	2,649
1497	203	1,748	0	107	74	418	273	274	95	24	3,216
1498	948	1,528	0	87	255	352	715	716	280	227	5,108
1499	135	953	0	55	59	221	153	154	60	27	1,817
1500	131	973	0	59	57	328	151	151	58	26	1,934
1501	1,726	3,442	0	209	551	839	1,351	1,355	561	439	10,472
1502	1,266	755	0	43	334	175	862	865	352	328	4,980
1503	650	206	0	12	141	50	426	427	165	158	2,236
1504	1,377	2,225	0	162	391	898	1,033	1,035	420	338	7,880
1505	1,260	3,541	0	258	507	1,428	1,068	1,072	478	347	9,960
1506	182	1,215	0	88	82	491	202	203	85	37	2,586
1507	103	756	0	47	45	260	118	118	46	21	1,514
1508	218	1,361	671	108	257	593	272	277	177	121	4,054
1510	137	890	0	67	63	369	150	150	64	29	1,919
1511	759	89	0	7	148	37	485	486	182	180	2,374
1512	96	901	0	79	31	426	144	144	51	5	1,877
1513	377	2,070	0	135	316	676	442	443	235	171	4,866
1514	29	197	0	14	13	76	32	32	13	6	412
1515	194	1,606	0	88	117	576	288	288	115	48	3,320
1516	114	663	0	41	202	150	166	169	124	99	1,728
1517	1,060	611	1,035	36	602	238	794	803	447	431	6,057
1518	358	2,816	0	167	147	925	428	428	155	66	5,489
1519	343	2,415	0	157	158	868	389	389	156	75	4,949
1520	146	996	0	69	65	382	162	163	67	30	2,078

Analysis Year:	**2002**	***Reference Number:***	**01232**
RunId:	Try10	*Build Date:*	10/13/2005
Land Use:	Try10	*Build Time:*	12:00:00 PM
Network:	ExVa07	*Modeler:*	Archie Tan

NBTM TAZ	HO Attr	HO Prod	HSch Attr	HSch Prod	HW Attr	HW Prod	OO Attr	OO Prod	OW Attr	OW Prod	Total
1521	431	2,999	438	195	276	1,078	495	498	232	130	6,772
1522	1,197	1,260	0	78	295	427	859	861	331	290	5,597
1525	288	2,703	0	159	90	1,042	438	438	145	13	5,315
1526	126	866	0	60	56	330	141	141	58	26	1,803
1527	6	0	0	0	13	0	7	7	7	8	46
1528	35	0	0	0	105	0	44	45	53	60	343
1529	74	549	0	33	31	184	85	85	32	15	1,089
1530	34	220	0	13	22	74	39	39	18	12	471
1531	791	1,592	0	98	240	578	642	644	261	190	5,035
1532	19	141	396	8	80	37	30	33	41	36	821
1534	210	1,517	528	90	188	499	251	255	136	88	3,762
1535	627	5,713	0	332	218	1,947	865	866	285	68	10,922
1537	44	430	0	34	14	187	67	67	22	2	867
1538	92	639	0	43	41	240	103	103	42	19	1,322
1541	40	301	0	18	17	101	47	47	18	8	597
1543	506	0	0	0	764	0	469	476	424	469	3,107
1544	49	314	0	24	22	131	53	53	23	10	678
1547	157	1,186	0	70	66	391	182	182	68	31	2,335
1548	201	1,919	0	123	68	673	283	283	91	20	3,661
1549	84	632	0	38	35	208	97	97	36	16	1,244
1553	29	279	0	22	9	121	43	43	14	1	562
1558	3	21	0	2	1	10	4	4	1	0	45
1559	3	21	0	2	1	10	4	4	1	0	45
1563	391	0	0	0	1,035	0	383	413	531	544	3,297
1618	4	29	0	2	2	11	5	5	2	1	60
1671	266	506	0	46	510	254	266	279	284	265	2,676
1672	8	44	0	4	4	22	8	8	4	2	104
1673	353	0	0	0	746	0	319	340	393	403	2,554
1674	1,417	0	0	0	494	0	926	933	437	442	4,649
1675	101	572	0	52	49	288	105	106	50	23	1,346
1676	8,121	0	0	0	28,729	0	4,945	4,936	1,769	2,139	50,639
1713	817	0	0	0	4,028	0	1,168	1,261	1,962	2,078	11,314
1714	248	2,125	0	215	86	1,164	362	363	139	12	4,714
1715	406	0	0	0	420	0	333	337	252	276	2,024
1716	558	29	0	13	720	4	491	497	412	454	3,177

Total Trip Ends By OCTAM TAZ

Analysis Year:	**2002**	***Reference Number:***	**01232**
RunId:	Try10	*Build Date:*	10/13/2005
Land Use:	Try10	*Build Time:*	12:00:00 PM
Network:	ExVa07	*Modeler:*	Archie Tan

OCTAM TAZ	HO Attr	HO Prod	HSch Attr	HSch Prod	HW Attr	HW Prod	OO Attr	OO Prod	OW Attr	OW Prod	Total
2327	1,039	12	0	1	1,572	9	854	895	873	893	6,148
2336	7,068	0	0	0	9,375	0	5,649	5,884	5,336	5,483	38,794
2337	3,764	0	0	0	2,820	0	2,668	2,735	1,850	1,879	15,716
2338	3,240	0	0	0	5,118	0	2,667	2,809	2,821	2,874	19,528
2339	660	0	0	0	1,366	0	617	649	722	755	4,769
2340	1,548	0	0	0	2,914	0	1,370	1,445	1,562	1,612	10,450
2341	1,457	0	0	0	2,313	0	1,272	1,319	1,274	1,343	8,978
2375	34	220	0	13	22	74	39	39	18	12	471
2377	19	141	396	8	80	37	30	33	41	36	821
2381	2,596	5,248	340	532	1,372	2,667	2,154	2,182	1,146	870	19,105
2393	455	3,065	1,166	244	375	1,205	544	551	301	162	8,069
2399	5	42	0	3	5	21	8	8	4	2	99
2401	991	3,037	0	217	390	1,270	892	893	386	261	8,337
2402	1,833	4,860	547	415	2,395	2,525	1,939	1,999	1,527	1,238	19,278
2403	2,560	2,991	0	327	6,994	1,545	3,019	3,164	3,658	3,716	27,975
2404	1,144	6,127	0	528	389	2,896	1,248	1,249	491	189	14,261
2405	10,569	5,895	0	465	3,850	1,763	7,477	7,526	3,485	3,230	44,260
2406	596	4,252	0	256	255	1,024	690	691	270	113	8,148
2407	4,816	5,085	384	374	2,146	2,082	3,580	3,611	1,788	1,614	25,480
2408	669	2,224	1,922	185	878	969	703	722	545	464	9,281
2409	5,862	1,894	0	126	1,856	744	3,985	4,000	1,756	1,720	21,943
2410	4,696	10,592	342	794	1,825	3,126	3,988	3,998	1,773	1,301	32,435
2411	2,851	4,127	0	246	765	987	2,179	2,185	854	681	14,876
2412	2,396	8,037	0	594	780	2,318	2,200	2,205	888	512	19,931
2413	3,587	7,311	10	452	1,772	1,802	2,953	2,978	1,464	1,207	23,537
2414	3,611	8,574	0	605	1,220	3,394	2,946	2,954	1,244	912	25,460
2415	2,552	4,983	0	292	722	1,165	2,004	2,008	787	607	15,121
2416	1,212	3,241	671	260	499	1,424	1,052	1,058	474	335	10,223
2417	406	2,267	0	149	329	751	475	475	249	177	5,278
2418	4,004	13,350	560	929	2,233	5,564	3,834	3,863	1,897	1,320	37,554
2419	684	2,650	2	185	823	985	716	733	519	436	7,733
2420	1,869	1,048	0	76	2,883	418	1,650	1,718	1,614	1,629	12,903
2421	1,311	2,040	282	163	499	884	1,076	1,078	452	418	8,202
2422	1,020	6,940	1,844	577	1,045	3,491	1,475	1,489	835	450	19,166

Analysis Year:	**2002**	***Reference Number:***	**01232**
RunId:	Try10	*Build Date:*	10/13/2005
Land Use:	Try10	*Build Time:*	12:00:00 PM
Network:	ExVa07	*Modeler:*	Archie Tan

OCTAM TAZ	HO Attr	HO Prod	HSch Attr	HSch Prod	HW Attr	HW Prod	OO Attr	OII Prod	OW Attr	OW Prod	Total
2423	1,433	1,535	0	133	1,547	600	1,419	1,416	892	1,102	10,075
2424	4,689	2,482	0	189	5,412	1,089	3,969	4,075	3,211	3,284	28,399
2425	12,269	0	0	0	6,608	0	8,418	8,537	4,849	4,967	45,647
2426	3,312	0	0	0	3,973	0	2,594	2,690	2,309	2,376	17,254
2427	1,648	0	0	0	2,803	0	1,492	1,544	1,526	1,624	10,636
2428	1,428	4,042	30	289	1,229	1,762	1,423	1,445	872	694	13,213
2429	1,748	312	0	20	511	134	1,158	1,164	502	490	6,038
2430	456	3,729	0	248	179	1,365	575	575	207	70	7,404
2431	326	2,239	0	153	146	848	364	364	149	68	4,656
2432	639	3,980	0	240	301	1,352	755	755	293	160	8,476
2433	460	3,598	0	220	266	1,383	634	636	264	107	7,568
2435	969	7,020	438	439	551	2,522	1,171	1,176	504	252	15,041
2436	1,555	4,076	0	245	442	1,352	1,286	1,289	486	355	11,085
2437	1,320	2,270	1,035	146	869	769	1,122	1,135	638	560	9,863
2438	701	6,262	0	365	250	2,131	950	951	317	83	12,011
2439	72	708	0	57	23	308	110	110	37	3	1,428
2440	653	5,254	528	321	358	1,771	813	817	331	156	11,002
2442	92	639	0	43	41	240	103	103	42	19	1,322
2444	103	756	0	47	45	260	118	118	46	21	1,514
2445	172	1,274	0	77	74	429	198	198	75	34	2,531
2447	506	0	0	0	764	0	469	476	424	469	3,107
2786	49	314	0	24	22	131	53	53	23	10	678

Total Trip Ends For City Of Newport Beach

Analysis Year:	**2002**	***Reference Number:***	**01232**
RunId:	Try9	*Build Date:*	10/13/2005
Land Use:	Try9	*Build Time:*	12:00:00 PM
Network:	ExVa07	*Modeler:*	Archie Tan

HO Attr	HO Prod	HSch Attr	HSch Prod	HW Attr	HW Prod	OO Attr	OO Prod	OW Attr	OW Prod	Total
115,052	165,256	8,990	11,756	88,446	61,128	96,363	98,005	60,741	55,488	761,226

D10

APPENDIX E

HOME-WORK TRIP MODE CHOICE DATA FOR THE CITY OF NEWPORT BEACH

TABLE 1

RESIDENCE	WORKPLACE	TOTAL	DA	CP 2	CP 3	CP 4	CP 5	CP 6	CP 10+	BUS	SUB-WAY	RR	FERRY	TAXI	MOTOR-CYCLE	BIKE	WALK	OTHER	COUNTY
Newport Beach	Alhambra city CA	7	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	LAC
Newport Beach	Aliso Viejo CDP CA	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S. OC
Newport Beach	Anaheim city CA	994	940	45	9	0	0	0	0	0	0	0	0	0	0	0	0	0	N. OC
Newport Beach	Azusa city CA	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Baldwin Park city CA	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Bellflower city CA	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Beverly Hills city CA	37	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Brea city CA	217	217	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N. OC
Newport Beach	Brentwood city CA	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Buena Park city CA	72	68	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	N. OC
Newport Beach	Burbank city CA	52	32	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Carlsbad city CA	28	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SDC
Newport Beach	Carson city CA	79	72	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Cerritos city CA	144	131	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Chino city CA	36	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SBeC
Newport Beach	Claremont city CA	32	17	9	0	0	0	0	0	6	0	0	0	0	0	0	0	0	LAC
Newport Beach	Coachella city CA	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RC
Newport Beach	Commerce city CA	67	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Compton city CA	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Corona city CA	66	66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RC
Newport Beach	Costa Mesa city CA	4348	3757	344	0	4	4	0	0	58	0	0	0	0	20	87	66	8	AC
Newport Beach	Covina city CA	32	25	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Culver City city CA	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Cypress city CA	147	147	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N. OC
Newport Beach	Dana Point city CA	76	76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S. OC
Newport Beach	Danville city CA	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CCC
Newport Beach	Desert Hot Springs city CA	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RC
Newport Beach	Diamond Bar city CA	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Downey city CA	77	77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	El Monte city CA	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	El Segundo city CA	67	48	6	0	0	7	6	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	El Toro CDP CA	178	178	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S. OC
Newport Beach	El Toro Station CDP CA	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S. OC
Newport Beach	Escondido city CA	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SDC
Newport Beach	Fontana city CA	45	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SBeC
Newport Beach	Fountain Valley city CA	538	495	20	0	0	0	0	0	11	0	0	0	0	12	0	0	0	N. OC
Newport Beach	Fullerton city CA	433	385	35	0	0	0	0	0	0	0	0	0	0	0	13	0	0	N. OC
Newport Beach	Garden Grove city CA	289	241	40	0	0	0	0	0	0	0	0	0	0	8	0	0	0	N. OC

TABLE 1

RESIDENCE	WORKPLACE	TOTAL	DA	CP 2	CP 3	CP 4	CP 5	CP 6	CP 10+	BUS	SUB-WAY	RR	FERRY	TAXI	MOTOR-CYCLE	BIKE	WALK	OTHER	COUNTY
Newport Beach	Gardena city CA	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Glendale city CA	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Glendora city CA	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Hawthorne city CA	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Hemet city CA	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RC
Newport Beach	Huntington Beach city CA	1238	1109	87	0	0	0	0	0	0	0	0	0	0	7	0	35	0	AC
Newport Beach	Huntington Park city CA	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Inglewood city CA	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Irvine city CA	5473	5062	257	28	6	10	0	0	57	0	0	0	0	24	11	9	9	AC
Newport Beach	La Canada Flintridge city (	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	La Habra city CA	63	49	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N. OC
Newport Beach	La Mirada city CA	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	La Palma city CA	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N. OC
Newport Beach	Laguna Beach city CA	361	323	22	0	0	0	0	0	16	0	0	0	0	0	0	0	0	AC
Newport Beach	Laguna Hills CDP CA	384	356	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S. OC
Newport Beach	Laguna Niguel city CA	103	88	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S. OC
Newport Beach	Lakewood city CA	26	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Loma Linda city CA	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SBeC
Newport Beach	Long Beach city CA	484	463	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Los Alamitos city CA	29	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N. OC
Newport Beach	Los Angeles city CA	937	842	63	8	0	0	0	0	0	0	14	0	0	10	0	0	0	LAC
Newport Beach	Mammoth Lakes town CA	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MC
Newport Beach	Manhattan Beach city CA	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Maywood city CA	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Mission Viejo city CA	201	201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S. OC
Newport Beach	Monrovia city CA	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Montclair city CA	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SBeC
Newport Beach	Montebello city CA	66	49	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Monterey Park city CA	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Morro Bay city CA	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SLOC
Newport Beach	Newport Beach city CA	11686	9822	615	47	17	0	0	0	63	0	9	25	0	21	281	727	59	ITSELF
Newport Beach	Norwalk city CA	94	94	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Ontario city CA	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SBeC
Newport Beach	Orange city CA	1223	1129	87	0	0	0	0	0	7	0	0	0	0	0	0	0	0	N. OC
Newport Beach	Palm Desert city CA	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RC
Newport Beach	Paramount city CA	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Pasadena city CA	76	76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Pico Rivera city CA	29	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC

TABLE 1

RESIDENCE	WORKPLACE	TOTAL	DA	CP 2	CP 3	CP 4	CP 5	CP 6	CP 10+	BUS	SUB-WAY	RR	FERRY	TAXI	MOTOR-CYCLE	BIKE	WALK	OTHER	COUNTY
Newport Beach	Placentia city CA	38	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N. OC
Newport Beach	Pomona city CA	74	74	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Rancho Cucamonga city C	29	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SBeC
Newport Beach	Rancho Mirage city CA	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RC
Newport Beach	Rancho Palos Verdes city	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Rancho Santa Margarita C	27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S. OC
Newport Beach	Redondo Beach city CA	63	56	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Remainder of Contra Cost	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CCC
Newport Beach	Remainder of Del Norte C	18	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	DNC
Newport Beach	Remainder of Kern County	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	KC
Newport Beach	Remainder of Los Angeles	232	227	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Remainder of Orange Cou	480	401	56	0	0	0	0	0	8	0	0	0	0	8	0	7	0	
Newport Beach	Remainder of Placer Coun	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PlaC
Newport Beach	Remainder of Riverside C	44	38	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RC
Newport Beach	Remainder of San Bernard	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SBeC
Newport Beach	Remainder of San Luis Ob	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SLOC
Newport Beach	Remainder of Santa Barba	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SBaC
Newport Beach	Remainder of Santa Clara	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	SCC
Newport Beach	Riverside city CA	117	107	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RC
Newport Beach	Rolling Hills Estates city C	31	23	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Roseville city CA	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PlaC
Newport Beach	Rossmoor CDP CA	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N. OC
Newport Beach	Sacramento city CA	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	SC
Newport Beach	San Bernardino city CA	29	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SBeC
Newport Beach	San Clemente city CA	35	28	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	S. OC
Newport Beach	San Diego city CA	44	34	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SDC
Newport Beach	San Francisco city CA	21	9	0	0	0	0	0	0	0	5	0	0	0	0	0	7	0	SFC
Newport Beach	San Jose city CA	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SCC
Newport Beach	San Juan Capistrano city C	111	111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S. OC
Newport Beach	San Marino city CA	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Santa Ana city CA	2822	2548	196	8	0	0	0	0	59	0	0	0	0	0	0	11	0	N. OC
Newport Beach	Santa Barbara city CA	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SBaC
Newport Beach	Santa Clara city CA	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	SCC
Newport Beach	Santa Fe Springs city CA	147	124	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Santa Monica city CA	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Santee city CA	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SDC
Newport Beach	Seal Beach city CA	95	95	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N. OC
Newport Beach	Signal Hill city CA	42	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC

TABLE 1

RESIDENCE	WORKPLACE	TOTAL	DA	CP 2	CP 3	CP 4	CP 5	CP 6	CP 10+	BUS	SUB-WAY	RR	ERRY	TAXI	MOTOR-CYCLE	BIKE	WALK	OTHER	COUNTY
Newport Beach	South Gate city CA	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Stanton city CA	21	12	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N. OC
Newport Beach	Temecula city CA	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RC
Newport Beach	Temple City city CA	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Thousand Oaks city CA	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	VC
Newport Beach	Torrance city CA	100	93	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Tustin city CA	696	639	44	0	0	0	0	0	8	0	0	0	0	0	5	0	0	S. OC
Newport Beach	Tustin Foothills CDP CA	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S. OC
Newport Beach	Upland city CA	36	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SBeC
Newport Beach	Victorville city CA	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SBeC
Newport Beach	Walnut city CA	28	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	West Carson CDP CA	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	West Covina city CA	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	West Hollywood city CA	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Westminster city CA	259	259	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N. OC
Newport Beach	Whittier city CA	46	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Willowbrook CDP CA	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Yorba Linda city CA	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N. OC
	Adjacent	11420	10251	710	28	10	14	0	0	131	0	0	0	0	51	98	110	17	AC
	Contra Costa County	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CCC
	Del Norte County	18	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	DNC
	Kern County	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	KC
	Los Angeles County	3460	3172	201	22	7	7	6	8	6	0	21	0	0	10	0	0	0	LAC
	Mono County	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MC
	North Orange County	7522	6894.5	474	17	0	0	0	0	81	0	0	0	4	24	13	14.5	0	N. OC
	South Orange County	2103	1947.5	124	7	0	0	0	0	12	0	0	0	0	4	5	3.5	0	S. OC
	Placer County	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PlaC
	Riverside County	282	259	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RC
	Sacramento County	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	SC
	San Bernardino County	229	221	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SBeC
	San Diego County	96	86	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SDC
	San Francisco County	21	9	0	0	0	0	0	0	0	5	0	0	0	0	0	7	0	SFC
	San Luis Obispo County	16	9	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SLOC
	Santa Barbara County	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SBaC
	Santa Clara County	24	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	SCC
	Ventura County	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	VC
	Outside SCAG Region	245	172	35	0	0	0	0	0	0	5	0	0	0	0	0		33	

TABLE 2

WORKPLACE	RESIDENCE	TOTAL	DA	CP 2	CP 3	CP 4	CP 5	CP 6	CP 6-9	CP 10+	BUS	RR	FERRY	TAXI	MOTOR-CYCLE	BIKE	WALK	OTHER	COUNTY
Newport Beach	Alhambra city (pt.) CA	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Aliso Viejo CDP CA	245	237	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	S. OC
Newport Beach	Altadena CDP CA	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Anaheim city CA	1567	1185	207	43	17	0	0	0	0	74	0	0	0	0	10	26	5	N. OC
Newport Beach	Apple Valley town CA	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SBeC
Newport Beach	Arcadia city (pt.) CA	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Artesia city CA	31	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Azusa city CA	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Banning city CA	24	14	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RC
Newport Beach	Bell Gardens city (pt.) CA	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Bellflower city CA	90	76	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Bermuda Dunes CDP CA	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RC
Newport Beach	Big Bear City CDP CA	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SBeC
Newport Beach	Brea city CA	160	93	44	0	0	0	0	0	11	0	0	0	0	0	0	12	0	N. OC
Newport Beach	Buena Park city CA	293	246	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N. OC
Newport Beach	Canyon Lake CDP CA	43	33	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RC
Newport Beach	Carlsbad city (pt.) CA	40	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SDC
Newport Beach	Carson city (pt.) CA	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Cayucos CDP CA	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SLOC
Newport Beach	Cerritos city (pt.) CA	153	122	9	22	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Cherry Valley CDP CA	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	RC
Newport Beach	Chino city CA	50	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SBeC
Newport Beach	Chino Hills CDP CA	52	45	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SBeC
Newport Beach	Citrus CDP CA	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SC
Newport Beach	Colton city CA	72	26	39	7	0	0	0	0	0	0	0	0	0	0	0	0	0	SBeC
Newport Beach	Commerce city (pt.) CA	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Compton city (pt.) CA	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Corona city (pt.) CA	234	169	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RC
Newport Beach	Costa Mesa city (pt.) CA	7364	5919	636	75	48	0	0	0	0	388	0	0	0	62	133	76	27	AC
Newport Beach	Coto De Caza CDP CA	55	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S. OC
Newport Beach	Covina city CA	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Crestline CDP CA	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SBeC
Newport Beach	Culver City city CA	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Cypress city CA	197	184	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N. OC
Newport Beach	Dana Point city CA	829	723	73	0	0	0	0	0	1	21	0	0	0	11	0	0	0	S. OC
Newport Beach	Diamond Bar city CA	97	93	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	LAC
Newport Beach	Downey city (pt.) CA	80	70	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Duarte city (pt.) CA	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC

TABLE 2

WORKPLACE	RESIDENCE	TOTAL	DA	CP 2	CP 3	CP 4	CP 5	CP 6	CP 6-9	CP 10+	BUS	RR	FERRY	TAXI	MOTOR-CYCLE	BIKE	WALK	OTHER	COUNTY
Newport Beach	East Los Angeles CDP (pt.) CA	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	East Pasadena CDP CA	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	East San Gabriel CDP (pt.) CA	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	El Monte city (pt.) CA	43	26	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	El Segundo city CA	33	22	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	El Toro CDP (pt.) CA	1135	986	134	8	0	0	0	0	0	0	0	0	0	0	7	0	0	S. OC
Newport Beach	El Toro CDP (pt.) CA	395	355	8	0	0	0	0	15	0	4	0	0	0	8	5	0	0	S. OC
Newport Beach	El Toro Station CDP CA	40	33	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S. OC
Newport Beach	El Verano CDP CA	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	SoC
Newport Beach	Encinitas city CA	26	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SDC
Newport Beach	Fallbrook CDP CA	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SDC
Newport Beach	Fillmore city CA	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	VC
Newport Beach	Fontana city (pt.) CA	16	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SBeC
Newport Beach	Fountain Valley city (pt.) CA	1179	1069	77	0	4	0	8	0	0	0	0	0	0	14	7	0	0	N. OC
Newport Beach	Fountain Valley city (pt.) CA	27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N. OC
Newport Beach	Fresno city CA	10	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	FC
Newport Beach	Fullerton city CA	431	381	17	2	0	0	15	0	0	10	0	0	0	0	0	6	0	N. OC
Newport Beach	Garden Grove city (pt.) CA	1432	1247	149	11	0	0	0	0	0	13	0	0	0	0	0	0	12	N. OC
Newport Beach	Glen Avon CDP CA	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RC
Newport Beach	Glendale city (pt.) CA	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Glendora city (pt.) CA	33	28	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Grand Terrace city CA	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SBeC
Newport Beach	Hacienda Heights CDP CA	52	45	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Hawaiian Gardens city CA	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Hawthorne city CA	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Hermosa Beach city CA	62	52	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Hesperia city CA	15	8	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SBeC
Newport Beach	Highland city CA	20	12	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	SBeC
Newport Beach	Home Gardens CDP CA	20	0	11	0	9	0	0	0	0	0	0	0	0	0	0	0	0	RC
Newport Beach	Huntington Beach city CA	5573	5019	395	46	0	0	4	0	0	62	0	0	0	10	22	15	0	AC
Newport Beach	Huntington Park city CA	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Idyllwild-Pine Cove CDP CA	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RC
Newport Beach	Inglewood city (pt.) CA	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Irvine city (pt.) CA	3615	3184	313	49	7	0	8	0	0	32	0	0	0	9	13	0	0	AC
Newport Beach	Irvine city (pt.) CA	1968	1771	121	0	0	0	13	0	0	22	0	0	0	6	16	9	10	AC
Newport Beach	Irvine city (pt.) CA	42	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	AC
Newport Beach	La Canada Flintridge city (pt.) CA	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	La Habra city CA	152	122	19	6	0	0	0	5	0	0	0	0	0	0	0	0	0	N. OC

TABLE 2

WORKPLACE	RESIDENCE	TOTAL	DA	CP 2	CP 3	CP 4	CP 5	CP 6	CP 6-9	CP 10+	BUS	RR	FERRY	TAXI	MOTOR-CYCLE	BIKE	WALK	OTHER	OUNTY
Newport Beach	La Habra Heights city (pt.) CA	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N. OC
Newport Beach	La Mirada city CA	101	88	6	0	0	0	0	0	0	7	0	0	0	0	0	0	0	LAC
Newport Beach	La Palma city CA	32	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N. OC
Newport Beach	La Verne city (pt.) CA	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Laguna Beach city CA	1361	1211	142	0	0	0	0	0	0	0	0	0	0	0	8	0	0	AC
Newport Beach	Laguna Hills CDP CA	692	647	6	7	0	0	0	0	0	23	0	0	0	0	9	0	0	S. OC
Newport Beach	Laguna Niguel city CA	1445	1321	112	0	0	0	0	12	0	0	0	0	0	0	0	0	0	S. OC
Newport Beach	Lake Elsinore city (pt.) CA	34	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RC
Newport Beach	Lakeland Village CDP CA	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RC
Newport Beach	Lakewood city CA	159	135	14	0	0	0	0	5	0	0	0	0	0	5	0	0	0	LAC
Newport Beach	Lawndale city CA	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Long Beach city (pt.) CA	907	833	56	9	0	0	0	0	0	0	0	0	0	0	9	0	0	LAC
Newport Beach	Los Alamitos city CA	66	58	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N. OC
Newport Beach	Los Angeles city (pt.) CA	634	538	49	15	19	0	0	0	0	0	0	0	0	0	0	0	13	LAC
Newport Beach	Los Serranos CDP CA	33	13	12	8	0	0	0	0	0	0	0	0	0	0	0	0	0	SBeC
Newport Beach	Lynwood city (pt.) CA	31	21	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Manhattan Beach city CA	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Maywood city CA	40	22	5	13	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Mira Loma CDP CA	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RC
Newport Beach	Mission Viejo city (pt.) CA	1628	1431	157	9	0	0	0	8	0	7	0	0	0	7	0	0	9	S. OC
Newport Beach	Monrovia city CA	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Montclair city CA	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SBeC
Newport Beach	Montebello city (pt.) CA	31	16	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Monterey Park city (pt.) CA	33	23	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Moorpark city (pt.) CA	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	VC
Newport Beach	Moreno Valley city (pt.) CA	137	103	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RC
Newport Beach	Newport Beach city CA	11686	9822	615	47	17	0	0	0	0	63	9	25	0	21	281	727	59	ITSELF
Newport Beach	Norco city (pt.) CA	52	32	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	RC
Newport Beach	North El Monte CDP CA	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Norwalk city (pt.) CA	86	77	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Oakland city (pt.) CA	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	AIC
Newport Beach	Oceanside city CA	64	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SDC
Newport Beach	Ontario city (pt.) CA	30	9	14	0	0	0	0	0	0	0	0	0	0	7	0	0	0	SBeC
Newport Beach	Ontario city (pt.) CA	57	40	9	8	0	0	0	0	0	0	0	0	0	0	0	0	0	SBeC
Newport Beach	Orange city (pt.) CA	1341	1106	148	27	7	4	0	0	0	10	0	0	0	5	0	9	25	N. OC
Newport Beach	Palm Springs city (pt.) CA	32	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RC
Newport Beach	Palos Verdes Estates city CA	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Paramount city (pt.) CA	20	12	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC

TABLE 2

WORKPLACE	RESIDENCE	TOTAL	DA	CP 2	CP 3	CP 4	CP 5	CP 6	CP 6-9	CP 10+	BUS	RR	FERRY	TAXI	MOTOR-CYCLE	BIKE	WALK	OTHER	OUNTY
Newport Beach	Pasadena city (pt.) CA	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Pedley CDP CA	34	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RC
Newport Beach	Perris city (pt.) CA	37	27	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RC
Newport Beach	Pico Rivera city (pt.) CA	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Placentia city CA	198	163	22	0	5	0	0	0	8	0	0	0	0	0	0	0	0	N. OC
Newport Beach	Pleasant Hill city CA	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CCC
Newport Beach	Pomona city CA	44	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Portola Hills CDP CA	57	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PluC
Newport Beach	Rancho Cucamonga city (pt.) CA	20	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SBeC
Newport Beach	Rancho Palos Verdes city (pt.) CA	44	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Rancho Santa Margarita CDP CA	293	283	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S. OC
Newport Beach	Redlands city (pt.) CA	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SBeC
Newport Beach	Redondo Beach city (pt.) CA	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Remainder of Anaheim-Santa Ana-Gar	347	316	27	4	0	0	0	0	0	0	0	0	0	0	0	0	0	N. OC
Newport Beach	Remainder of Calabasas division CA	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Remainder of Central Coast division CA	609	529	51	0	5	0	0	0	0	14	0	0	0	0	10	0	0	SDC
Newport Beach	Remainder of Coachella Valley division	21	8	7	0	6	0	0	0	0	0	0	0	0	0	0	0	0	RC
Newport Beach	Remainder of Corona division CA	64	39	12	13	0	0	0	0	0	0	0	0	0	0	0	0	0	RC
Newport Beach	Remainder of Desert Hot Springs divisi	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RC
Newport Beach	Remainder of Downey-Norwalk division	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Remainder of El Toro division CA	69	69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S. OC
Newport Beach	Remainder of Elsinore Valley division C	87	64	7	8	0	0	0	8	0	0	0	0	0	0	0	0	0	RC
Newport Beach	Remainder of Fallbrook division CA	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SDC
Newport Beach	Remainder of Hemet-San Jacinto divisi	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RC
Newport Beach	Remainder of Lake Isabella division CA	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	KC
Newport Beach	Remainder of Lake Mathews division C	41	17	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RC
Newport Beach	Remainder of Laton division CA	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FC
Newport Beach	Remainder of Loomis Basin-Folsom La	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	SC
Newport Beach	Remainder of Los Angeles division CA	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Remainder of Murrieta division CA	59	47	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RC
Newport Beach	Remainder of North Coast division CA	86	79	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SDC
Newport Beach	Remainder of Oceanside-Escondido di	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SDC
Newport Beach	Remainder of Ontario division CA	20	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SBeC
Newport Beach	Remainder of Palomar-Julian division C	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SDC
Newport Beach	Remainder of Pendleton division CA	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SDC
Newport Beach	Remainder of Perris Valley division CA	27	13	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RC
Newport Beach	Remainder of San Bernardino division	27	19	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SBeC
Newport Beach	Remainder of San Gorgonio Pass divis	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SBeC

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TABLE 2

WORKPLACE	RESIDENCE	TOTAL	DA	CP 2	CP 3	CP 4	CP 5	CP 6	CP 6-9	CP 10+	BUS	RR	FERRY	TAXI	MOTOR-CYCLE	BIKE	WALK	OTHER	OUNTY
Newport Beach	Remainder of Santa Barbara division C	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SBaC
Newport Beach	Remainder of South Coast division CA	134	134	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SDC
Newport Beach	Remainder of Trabuco division CA	101	77	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	S. OC
Newport Beach	Remainder of Upper San Gabriel Valley	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Remainder of Valley Center division CA	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SDC
Newport Beach	Remainder of West Imperial division CA	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	IC
Newport Beach	Rialto city CA	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SBeC
Newport Beach	Riverside city (pt.) CA	233	129	45	10	0	0	0	0	32	0	0	0	0	10	0	7	0	RC
Newport Beach	Rosemead city (pt.) CA	14	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Rossmoor CDP CA	49	41	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N. OC
Newport Beach	Rowland Heights CDP CA	50	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Rubidoux CDP CA	14	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	RC
Newport Beach	Running Springs CDP CA	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SBeC
Newport Beach	San Bernardino city (pt.) CA	37	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SBeC
Newport Beach	San Buenaventura (Ventura) city (pt.) C	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	VC
Newport Beach	San Clemente city (pt.) CA	721	593	109	11	0	0	0	0	0	0	0	0	0	0	8	0	0	S. OC
Newport Beach	San Diego city (pt.) CA	159	150	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SDC
Newport Beach	San Dimas city CA	23	15	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	San Gabriel city CA	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	San Juan Capistrano city (pt.) CA	296	262	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S. OC
Newport Beach	San Juan Capistrano city (pt.) CA	95	83	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	S. OC
Newport Beach	San Marcos city (pt.) CA	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SDC
Newport Beach	Santa Ana city (pt.) CA	4929	3217	751	229	105	11	6	0	17	510	0	0	9	20	20	0	34	N. OC
Newport Beach	Santa Barbara city CA	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SBaC
Newport Beach	Santa Fe Springs city (pt.) CA	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Santa Monica city (pt.) CA	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Seal Beach city (pt.) CA	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N. OC
Newport Beach	Seal Beach city (pt.) CA	109	96	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	N. OC
Newport Beach	Signal Hill city CA	27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Simi Valley city (pt.) CA	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	VC
Newport Beach	South El Monte city (pt.) CA	21	11	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	South Gate city CA	48	12	0	0	0	36	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	South Pasadena city CA	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	South Whittier CDP CA	42	29	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Stanton city CA	176	141	22	7	0	0	0	0	0	0	0	0	0	0	0	0	6	N. OC
Newport Beach	Temple City city (pt.) CA	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Thousand Oaks city (pt.) CA	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	VC
Newport Beach	Torrance city (pt.) CA	36	26	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC

TABLE 2

WORKPLACE	RESIDENCE	TOTAL	DA	CP 2	CP 3	CP 4	CP 5	CP 6	CP 6-9	CP 10+	BUS	RR	FERRY	TAXI	MOTOR-CYCLE	BIKE	WALK	OTHER	OUNTY
Newport Beach	Trabuco Highlands CDP CA	85	85	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S. OC
Newport Beach	Tustin city (pt.) CA	1100	893	74	92	0	0	0	0	0	35	0	0	0	0	6	0	0	S. OC
Newport Beach	Tustin city (pt.) CA	110	110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S. OC
Newport Beach	Tustin Foothills CDP CA	426	378	41	0	0	0	0	0	0	0	0	0	0	0	7	0	0	S. OC
Newport Beach	Union City city (pt.) CA	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	AIC
Newport Beach	Upland city CA	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SBeC
Newport Beach	Valinda CDP CA	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Villa Park city CA	75	68	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S. OC
Newport Beach	Vista city CA	97	59	29	9	0	0	0	0	0	0	0	0	0	0	0	0	0	SDC
Newport Beach	Walnut city CA	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Walnut Park CDP CA	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	West Carson CDP CA	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	West Covina city CA	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	West Hollywood city CA	49	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	West Puente Valley CDP CA	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	West Whittier-Los Nietos CDP CA	22	8	0	6	0	0	0	0	0	0	0	0	0	8	0	0	0	LAC
Newport Beach	Westminster city (pt.) CA	782	665	96	6	0	6	0	0	0	2	0	0	0	7	0	0	0	N. OC
Newport Beach	Westminster city (pt.) CA	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N. OC
Newport Beach	Whittier city CA	69	69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Wildomar CDP (pt.) CA	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RC
Newport Beach	Willowbrook CDP (pt.) CA	19	8	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	LAC
Newport Beach	Woodcrest CDP CA	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RC
Newport Beach	Wrightwood CDP CA	51	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SBeC
Newport Beach	Yorba Linda city CA	299	216	41	26	0	0	0	0	8	0	0	0	0	8	0	0	0	N. OC
	Adjacent City	19923	17146	1607	170	55	0	25	0	0	504	0	0	0	87	192	100	37	AC
	Alameda County	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	AIC
	Contra Costa County	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CCC
	Fresno County	17	0	7	0	0	0	0	0	0	10	0	0	0	0	0	0	0	FC
	Imperial County	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	IC
	Kern County	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	KC
	Los Angeles County	3667	3148	272	109	43	36	0	13	0	7	0	0	0	17	9	0	13	LAC
	North Orange County	13729	10621	1696	361	138	21	29	5	44	632	0	0	9	54	37		82	N. OC
	South Orange County	9835	8689	778	141	0	0	24	35	1	90	0	0	0	26	42	0	9	S. OC
	Plumas County	57	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PluC
	Riverside County	1277	880	261	57	15	0	0	8	46	0	0	0	0	10	0	0	0	RC
	Sacramento County	18	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	SC
	San Bernardino County	620	446	136	23	0	0	0	0	0	8	0	0	0	7	0	0	0	SBeC
	San Diego County	1284	1150	96	9	5	0	0	0	0	14	0	0	0	0	10	0	0	SDC

TABLE 2

WORKPLACE	RESIDENCE	TOTAL	DA	CP 2	CP 3	CP 4	CP 5	CP 6	CP 6-9	CP 10+	BUS	RR	FERRY	TAXI	MOTOR-CYCLE	BIKE	VALK	)THER	OUNTY
	San Luis Obispo County	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SLOC
	Santa Barbara County	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SBaC
	Sonoma County	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	SoC
	Ventura County	40	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	VC
	Outside SCAG Region	1426	1276	103	9	5	0	0	0	0	24	0	0	0	0			9	

APPENDIX F

ORIGIN-DESTINATION SURVEY DATA FOR TRIPS ORIGINATING IN THE CITY OF NEWPORT BEACH

O-D SURVEY: TRIPS BY PURPOSE ORIGINATING IN NEWPORT BEACH

Sum of Trips	Trip Type						
Destination City2	Home to Other	Home to Shop	Home to Work	Other to Other	Other to Work	Work at Home Only	TOTAL
Anaheim city	956		2,302	420		163	3,841
Bellflower city			385				385
Beverly Hills city					1,073		1,073
Brea city					368		368
Buena Park city	187		136				323
Corona city	705		208		104		1,017
Costa Mesa city	10,565	2,680	6,098	6,307	4,795	223	30,668
Coto de Caza CDP			169				169
Cypress city			159				159
Dana Point city			441				441
El Monte city			163				163
Fontana city			223				223
Fountain Valley city	690		1,073	758	239		2,760
Fullerton city					306		306
Garden Grove city	453		1,239	681			2,373
Hesperia city			163				163
Huntington Beach city	2,819	826	1,403	708	728		6,484
Irvine city	4,462	1,443	5,331	3,036	6,303		20,575
LAC Habra Heights city					135		135
LAC Verne city	285						285
LACguna Beach city	534	954	797	737	973		3,995
LACguna Hills city	522		789	134			1,445
LACguna Niguel city	406		806				1,212
Long Beach city	513		386	159	1,230		2,288
Los Angeles city			163		223		386
Malibu city	28						28
Mission Viejo city			524		388		912
Newport Beach city	56,407	10,799	11,529	19,328	15,677	1,034	114,774
Orange city			1,043		422		1,465
Pico Rivera city			453				453
PLACcentia city	187		223				410
Port Hueneme city	208						208
Rancho Cucamonga city			847				847
Rancho Santa Margarita city	453						453
Redondo Beach city	511		223				734
Rossmoor CDP	126						126
San Bernardino city				416			416
San Clemente city			494		194		688
San Juan Capistrano city			539				539
Santa Ana city	2,064	900	4,286	1,258	2,102		10,610
Seal Beach city					223		223
Tustin city	560		928	603	583		2,674
Tustin Foothills CDP	409						409
UpLACnd city	847						847
West Covina city					1,067		1,067
Westminster city			305	275			580
Yorba Linda city			172	137			309
TOTAL	84,897	17,602	44,000	34,957	37,133	1,420	220,009
NEWPORT BEACH	56,407	10,799	11,529	19,328	15,677	1,034	114,774
ADJACENT CITY	18,380	5,903	13,629	10,788	12,799	223	61,722
NORTH ORANGE COUNTY	4,663	900	10,938	3,529	3,795	163	23,988
SOUTH ORANGE COUNTY	2,350	0	4,690	737	1,165	0	8,942
LOS ANGELES COUNTY	1,337	0	1,773	159	3,593	0	6,862
SAN BERNARDINO COUNTY	847	0	1,233	416	0	0	2,496
RIVERSIDE COUNTY	705	0	208	0	104	0	1,017
VENTURA COUNTY	208	0	0	0	0	0	208

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APPENDIX G

ORIGIN-DESTINATION SURVEY DATA FOR TRIPS DESTINED FOR THE CITY OF NEWPORT BEACH

O-D SURVEY: TRIPS BY PURPOSE DESTINED FOR NEWPORT BEACH

Sum of Trips	Trip Type						
Origin City	Home to Other	Home to Shop	Home to Work	Other to Other	Other to Work	Work at Home Only	TOTAL
Aliso Viejo CDP					144		144
Anaheim city	345		2,096	100		163	2,704
Artesia city		513					513
Bellflower city			385				385
Buena Park city			99				99
Corona city	542		208	163			913
Costa Mesa city	12,130	4,869	5,922	4,920	4,741		32,583
Coto de Caza CDP			169				169
Covina city			1,067				1,067
Culver City city	260						260
Cypress city	159		296		500		956
Dana Point city			776				776
El Monte city			163				163
Fontana city					223		223
Fountain Valley city		163	768	1,073			2,004
Fullerton city	135				306		441
Garden Grove city	545		1,101	107			1,753
Hesperia city			163				163
Huntington Beach city	2,094	326	2,355	108	906		5,788
Irvine city	4,827	934	5,274	2,293	7,542		20,870
La Habra Heights city			135				135
Laguna Beach city	1,217		1,529	247	266		3,260
Laguna Hills city	611		1,189				1,800
Laguna Niguel city	247		1,072				1,319
Lakewood city			983				983
Long Beach city			1,105		159		1,265
Los Angeles city	163		354		670		1,187
Mission Viejo city			355		248		602
Newport Beach city	56,407	10,799	11,529	19,328	15,677	1,034	114,775
Ontario city					353		353
Orange city			530	100	475		1,105
Pico Rivera city			453				453
Placentia city	187				172		360
Pomona city				285			285
Port Hueneme city	208						208
Rancho Cucamonga city			847				847
Rancho Santa Margarita city	453						453
Redondo Beach city	511		223				735
San Bernardino city					416		416
San Buenaventura (Ventura) c	200						200
San Clemente city			494		194		688
San Juan Capistrano city			539		306		845
Santa Ana city	1,392	447	4,558	753	3,455		10,605
Santa Fe Springs city					79		79
Seal Beach city					223		223
Tustin city	723		1,456	126	315		2,620
Upland city	847						847
Westminster city	275		305	341			920
Yorba Linda city			280	137	384		800.54
TOTAL	84,479	18,051	48,778	30,083	37,753	1,197	220,342
NEWPORT BEACH	56,407	10,799	11,529	19,328	15,677	1,034	114,775
ADJACENT CITY	20,269	6,129	15,080	7,569	13,455	0	62,501
NORTH ORANGE COUNTY	3,038	610	10,168	2,612	5,515	163	22,106
SOUTH ORANGE COUNTY	2,035	0	6,050	126	1,206	0	9,417
LOS ANGELES COUNTY	934	513	4,733	285	908	0	7,373
SAN BERNARDINO COUNTY	847	0	1,010	0	992	0	2,849
RIVERSIDE COUNTY	542	0	208	163	0	0	913
VENTURA COUNTY	407	0	0	0	0	0	407

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APPENDIX H

SHOULDER SEASON 2001/2002 DAILY TRAFFIC COUNT DATA

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Site: EWPORT BCH
Date: 10/31/01

Day: Wednesday

Location : SUPERIOR AVENUE
egment : N/O COAST HIGHWAY
lient : CITY NEWPORT BEA

Interval Begin	NB AM		NB PM		SB AM		SB PM		Combined AM		Combined PM	
12:00	30	74	162	696	19	68	176	684	49	142	338	1,380
12:15	17		154		23		156		40		310	
12:30	12		197		16		166		28		363	
12:45	15		183		10		186		25		369	
01:00	12	47	198	754	4	30	172	695	16	77	370	1,449
01:15	12		170		9		174		21		344	
01:30	10		178		8		190		18		368	
01:45	13		208		9		159		22		367	
02:00	10	26	167	758	6	21	185	707	16	47	352	1,465
02:15	7		192		7		166		14		358	
02:30	4		201		6		170		10		371	
02:45	5		198		2		186		7		384	
03:00	7	17	192	789	5	22	199	886	12	39	391	1,675
03:15	4		196		6		247		10		443	
03:30	0		195		5		226		5		421	
03:45	6		206		6		214		12		420	
04:00	5	39	206	743	7	32	268	1,152	12	71	474	1,895
04:15	8		178		8		266		16		444	
04:30	10		175		8		318		18		493	
04:45	16		184		9		300		25		484	
05:00	21	160	176	660	11	83	354	1,165	32	243	530	1,825
05:15	23		166		14		297		37		463	
05:30	44		164		22		270		66		434	
05:45	72		154		36		244		108		398	
06:00	96	653	168	503	38	291	232	802	134	944	400	1,305
06:15	136		138		54		223		190		361	
06:30	169		93		87		190		256		283	
06:45	252		104		112		157		364		261	
07:00	222	1,324	84	373	148	579	132	488	370	1,903	216	861
07:15	326		99		132		106		458		205	
07:30	382		92		146		128		528		220	
07:45	394		98		153		122		547		220	
08:00	356	1,319	78	348	136	533	106	382	492	1,852	184	730
08:15	354		88		130		94		484		182	
08:30	296		90		136		88		432		178	
08:45	313		92		131		94		444		186	
09:00	241	843	115	387	120	502	91	397	361	1,345	206	784
09:15	216		108		118		98		334		206	
09:30	214		78		138		124		352		202	
09:45	172		86		126		84		298		170	
10:00	161	681	84	302	130	512	86	292	291	1,193	170	594
10:15	178		78		114		75		292		153	
10:30	164		66		124		72		288		138	
10:45	178		74		144		59		322		133	
11:00	170	671	68	226	158	629	63	190	328	1,300	131	416
11:15	178		53		144		46		322		99	
11:30	158		50		152		44		310		94	
11:45	165		55		175		37		340		92	
otals	5,854		6,539		3,302		7,840		9,156		14,379	
-plit%	63.9		45.5		36.1		54.5					
Day Totals		12,393				11,142				23,535		
ay Splits		52.7				47.3						
Peak Hour	07:30		03:15		11:00		04:30		07:30		04:30	
Volume	1,486		803		629		1,269		2,051		1,970	
actor	0.94		0.97		0.90		0.90		0.94		0.93	

16.1%
6.196

Data File: D0111009

H3

NB

Location : N/O VIA LIDO N/B
Weather : CLEAR
Counter : 0023
JANUS File: STM30001

CITY OF NEWPORT BEACH
TRAFFIC ENGINEERING DIVISION
3300 NEWPORT BLVD. P.O. BOX 1768
NEWPORT BEACH, CA. 92659-1768

Site Code : NEWPORT BLVD
Start Date: 03/13/94
File I.D. :

TUES WED THUR FRI

Begin Time	Mon. 03/13	Tues. 03/14	Wed. 03/15	Thur. 03/16	Fri. 03/17	Weekday Avg.	Sat. 03/18	Sun. 03/19	Week Avg.	Each * Equals 25 Vehicles
am	*	*	*	210	244	227	566	*	340	**********
01:00	*	*	*	135	145	140	551	*	277	**********
02:00	*	*	*	54	69	62	221	*	115	*****
03:00	*	*	*	49	44	46	91	*	61	**
04:00	*	*	*	66	88	77	94	*	83	***
05:00	*	*	*	282	285	284	266	*	278	**********
06:00	*	*	*	780	747	764	716	*	748	**********
07:00	*	*	*	1534	1585	1560	1492	*	1537	**********
08:00	*	*	*	1666	1644	1655	1820	*	1710	**********
09:00	*	*	*	1399	1486	1442	1514	*	1466	**********
10:00	*	*	1297	1392	1599	1429	1572	*	1465	**********
11:00	*	*	1458	1372	1594	1475	1643	*	1517	**********
12:00 pm	*	*	1634	1587	1748	1656	1731	*	1675	**********
01:00	*	*	1779	1659	1782	1740	1862	*	1770	**********
02:00	*	*	1723	1618	1733	1691	964	*	1510	**********
03:00	*	*	1822	1740	1856	1806	*	*	1806	**********
04:00	*	*	1830	1607	1794	1744	*	*	1744	**********
05:00	*	*	1642	1614	1609	1622	*	*	1622	**********
06:00	*	*	1519	1508	1395	1474	*	*	1474	**********
07:00	*	*	1111	1114	1152	1126	*	*	1126	**********
08:00	*	*	940	872	1036	949	*	*	949	**********
09:00	*	*	765	811	1078	885	*	*	885	**********
10:00	*	*	647	666	982	765	*	*	765	**********
11:00	*	*	361	362	793	505	*	*	505	**********
Totals	0	0	18528	24097	26488	25124	15103	0	25428	
% Avg. WkDa	.0%	.0%	73.7%	95.9%	105.4%					
% Avg. Day	.0%	.0%	72.8%	94.7%	104.1%		59.4%	.0%		
AM Peak			11:00	08:00	08:00	08:00	08:00		08:00	
			1458	1666	1644	1655	1820		1710	
PM Peak			04:00	03:00	03:00	03:00	01:00		03:00	
			1830	1740	1856	1806	1862		1806	

ADTs

BOTH DIR = 5284

H4

Location : N/O VIA LIDO S/B
Weather : CLEAR
Counter : 0026
JAMUS File: STMS0001

CITY OF NEWPORT BEACH
TRAFFIC ENGINEERING DIVISION
3300 NEWPORT BLVD. P.O. BOX 1768
NEWPORT BEACH, CA. 92659-1768

Site Code : NEWPORT
Start Date: 02/27/94
File I.D. :
Page : 1

Begin Time	Mon. 02/27	Tues. 02/28	Wed. 03/01	Thur. 03/02	Fri. 03/03	Weekday Avg.	Sat. 03/04	Sun. 03/05	Week Avg.	Each * Equals 25 Vehicles
am	*	*	*	190	194	192	285	*	223	*********
01:00	*	*	*	103	115	109	152	*	123	*****
02:00	*	*	*	51	53	52	92	*	65	***
03:00	*	*	*	48	44	46	51	*	48	**
04:00	*	*	*	55	52	54	65	*	57	**
05:00	*	*	*	118	112	115	138	*	123	*****
06:00	*	*	*	418	450	434	396	*	421	*****************
07:00	*	*	*	832	859	846	839	*	843	**********************************
08:00	*	*	*	1185	1233	1209	1299	*	1239	**********************************
09:00	*	*	*	1406	1256	1331	1359	*	1340	**********************************
10:00	*	*	*	1488	1530	1509	1496	*	1505	**********************************
11:00	*	*	*	1893	1666	1780	1749	*	1769	**********************************
12:00 pm	*	*	1573	1950	1836	1786	1934	*	1823	**********************************
01:00	*	*	1707	1757	1818	1761	*	*	1761	**********************************
02:00	*	*	1602	1675	1705	1661	*	*	1661	**********************************
03:00	*	*	1769	1744	1766	1760	*	*	1760	**********************************
04:00	*	*	1868	1821	1798	1829	*	*	1829	**********************************
05:00	*	*	2102	1996	2058	2052	*	*	2052	**********************************
06:00	*	*	2007	2022	2035	2021	*	*	2021	**********************************
07:00	*	*	1752	1615	1592	1653	*	*	1653	**********************************
08:00	*	*	1241	1114	1394	1250	*	*	1250	**********************************
09:00	*	*	1031	1010	1282	1108	*	*	1108	**********************************
10:00	*	*	706	717	956	793	*	*	793	**********************************
11:00	*	*	389	373	552	438	*	*	438	**********
Totals	0	0	17747	25581	26356	25789	9855	0	25905	
Avg. Wkda	.0%	.0%	68.8%	99.1%	102.2%		38.0%	.0%		
Avg. Day	.0%	.0%	68.5%	98.7%	101.7%					
Peak				11:00	11:00	11:00	11:00		11:00	
				1893	1666	1780	1749		1769	
PM Peak			05:00	06:00	05:00	05:00	12:00		05:00	
			2102	2022	2058	2052	1934		2052	

)Ts

Transportation Studies, Inc.

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Location : RIVERSIDE AVENUE
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: EWPORT BCH
Date: 10/31/01
Day: Wednesday

Interval	SB				NB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	3	23	69	328	8	21	91	335	11	44	160	663
12:15	9		79		7		61		16		140	
12:30	6		80		6		93		12		173	
12:45	5		100		0		90		5		190	
01:00	3	6	74	364	3	15	73	311	6	21	147	675
01:15	1		113		1		83		2		196	
01:30	1		91		5		73		6		164	
01:45	1		86		6		82		7		168	
02:00	1	8	90	398	3	11	96	332	4	19	186	730
02:15	3		124		3		93		6		217	
02:30	2		108		2		72		4		180	
02:45	2		76		3		71		5		147	
03:00	2	11	73	391	2	8	88	330	4	19	161	721
03:15	1		95		2		72		3		167	
03:30	4		90		2		96		6		186	
03:45	4		133		2		74		6		207	
04:00	2	7	85	400	3	5	85	315	5	12	170	715
04:15	2		94		0		76		2		170	
04:30	1		118		0		82		1		200	
04:45	2		103		2		72		4		175	
05:00	0	2	109	451	2	8	87	327	2	10	196	778
05:15	0		102		2		92		2		194	
05:30	2		122		1		88		3		210	
05:45	0		118		3		60		3		178	
06:00	2	32	117	452	1	20	36	152	3	52	153	604
06:15	8		135		7		40		15		175	
06:30	10		108		4		56		14		164	
06:45	12		92		8		20		20		112	
07:00	20	112	84	245	12	122	30	68	32	234	114	313
07:15	25		60		24		34		49		94	
07:30	29		63		38		1		67		64	
07:45	38		38		48		3		86		41	
08:00	48	337	40	120	66	352	11	62	114	689	51	182
08:15	64		24		100		12		164		36	
08:30	114		30		114		18		228		48	
08:45	111		26		72		21		183		47	
09:00	62	255	35	146	74	308	7	34	136	563	42	180
09:15	69		32		84		2		153		34	
09:30	66		33		78		5		144		38	
09:45	58		46		72		20		130		66	
10:00	66	266	45	141	89	333	19	85	155	599	64	226
10:15	68		26		70		24		138		50	
10:30	68		38		91		18		159		56	
10:45	64		32		83		24		147		56	
11:00	57	259	22	65	64	288	20	56	121	547	42	121
11:15	70		23		75		15		145		38	
11:30	74		10		72		9		146		19	
11:45	58		10		77		12		135		22	
Totals	1,318		3,501		1,491		2,407		2,809		5,908	
Split%	46.9		59.3		53.1		40.7					
Day Totals		4,819				3,898				8,717		
Day Splits		55.3				44.7						
Peak Hour	08:30		05:30		08:15		01:30		08:15		05:00	
Volume	356		492		360		344		711		778	
Factor	0.78		0.91		0.79		0.90		0.78		0.93	

Data File : D0111011

H6

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Site: EWPORT BEAC
Date: 10/31/01
D0110198
Day: Wednesday

Location : MACARTHUR BOULEVARD
S ment : N/O CAMPUS DRIVE
C nt : CITY NEWPORT BEA
Interval

Begin	NB AM		NB PM		SB AM		SB PM		File: Combined AM		Combined PM	
2:00	21	65	316	1,241	13	46	307	1,251	34	111	623	2,492
2:15	13		290		12		309		25		599	
12:30	20		330		10		307		30		637	
12:45	11		305		11		328		22		633	
1:00	8	29	322	1,187	5	21	287	1,123	13	50	609	2,310
01:15	3		289		5		278		8		567	
01:30	9		299		5		304		14		603	
1:45	9		277		6		254		15		531	
2:00	10	27	284	1,134	13	31	242	1,002	23	58	526	2,136
02:15	7		286		5		234		12		520	
02:30	6		278		8		284		14		562	
2:45	4		286		5		242		9		528	
03:00	9	24	287	1,116	5	22	262	1,112	14	46	549	2,228
03:15	2		262		3		278		5		540	
3:30	9		273		4		270		13		543	
3:45	4		294		10		302		14		596	
04:00	6	52	349	1,295	8	86	288	1,461	14	138	637	2,756
4:15	6		314		12		370		18		684	
4:30	16		303		24		383		40		686	
04:45	24		329		42		420		66		749	
05:00	37	216	408	1,372	42	298	421	1,705	79	514	829	3,077
5:15	33		398		64		452		97		850	
5:30	64		324		74		398		138		722	
05:45	82		242		118		434		200		676	
6:00	78	409	238	706	111	576	289	824	189	985	527	1,530
6:15	96		185		137		220		233		405	
06:30	95		146		159		179		254		325	
6:45	140		137		169		136		309		273	
7:00	195	1,111	140	431	204	1,181	112	401	399	2,292	252	832
07:15	244		93		302		108		546		201	
07:30	306		100		312		107		618		207	
7:45	366		98		363		74		729		172	
8:00	369	1,319	86	339	358	1,407	70	298	727	2,726	156	637
08:15	338		94		401		74		739		168	
8:30	308		81		318		76		626		157	
8:45	304		78		330		78		634		156	
09:00	231	908	86	343	292	1,102	60	277	523	2,010	146	620
09:15	232		111		282		86		514		197	
9:30	226		76		248		69		474		145	
09:45	219		70		280		62		499		132	
10:00	226	927	77	236	214	968	66	242	440	1,895	143	478
10:15	245		63		238		78		483		141	
10:30	218		58		260		55		478		113	
10:45	238		38		256		43		494		81	
11:00	236	1,095	43	143	247	1,158	23	86	483	2,253	66	229
11:15	269		54		270		24		539		78	
11:30	287		26		319		20		606		46	
11:45	303		20		322		19		625		39	
Totals	6,182		9,543		6,896		9,782		13,078		19,325	
S t%	47.3		49.4		52.7		50.6					
Day Totals		15,725				16,678				32,403		
D Splits		48.5				51.5						
Peak Hour	07:45		04:45		07:45		05:00		07:45		04:45	
Volume	1,381		1,459		1,440		1,705		2,821		3,150	
F or	0.94		0.89		0.90		0.94		0.95		0.93	

Data File: S9025001

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Site: EWPORT BCH
Date: 11/06/01

Location : VON KARMAN AVENUE
Segment : N/O CAMPUS DRIVE
Client : NEWPORT BEACH

Day: Tuesday

Interval Begin	SB AM		SB PM		NB AM		NB PM		Combined AM		Combined PM	
12:00	1	12	178	671	2	7	147	609	3	19	325	1,280
12:15	4		182		2		146		6		328	
12:30	5		154		0		134		5		288	
12:45	2		157		3		182		5		339	
01:00	1	3	202	650	1	5	154	612	2	8	356	1,262
01:15	0		182		0		158		0		340	
01:30	0		142		2		148		2		290	
01:45	2		124		2		152		4		276	
02:00	0	1	108	433	1	3	128	420	1	4	236	853
02:15	0		106		0		109		0		215	
02:30	1		126		1		85		2		211	
02:45	0		93		1		98		1		191	
03:00	0	3	108	430	1	5	106	425	1	8	214	855
03:15	0		114		0		96		0		210	
03:30	1		108		3		94		4		202	
03:45	2		100		1		129		3		229	
04:00	1	5	140	608	1	7	94	509	2	12	234	1,117
04:15	1		154		1		102		2		256	
04:30	2		154		3		146		5		300	
04:45	1		160		2		167		3		327	
05:00	5	25	246	836	5	44	187	744	10	69	433	1,580
05:15	4		242		8		174		12		416	
05:30	4		214		13		179		17		393	
05:45	12		134		18		204		30		338	
06:00	18	100	146	437	24	178	163	499	42	278	309	936
06:15	14		127		29		128		43		255	
06:30	27		84		48		122		75		206	
06:45	41		80		77		86		118		166	
07:00	38	283	72	255	94	640	64	220	132	923	136	475
07:15	56		76		130		54		186		130	
07:30	83		56		174		52		257		108	
07:45	106		51		242		50		348		101	
08:00	82	447	44	157	281	910	44	136	363	1,357	88	293
08:15	91		54		237		24		328		78	
08:30	136		38		218		32		354		70	
08:45	138		21		174		36		312		57	
09:00	147	422	30	126	142	483	18	59	289	905	48	185
09:15	105		24		131		13		236		37	
09:30	106		40		108		14		214		54	
09:45	64		32		102		14		166		46	
10:00	72	306	19	67	70	321	20	46	142	627	39	113
10:15	70		19		86		9		156		28	
10:30	74		17		81		7		155		24	
10:45	90		12		84		10		174		22	
11:00	100	568	7	30	100	472	11	21	200	1,040	18	51
11:15	128		12		108		4		236		16	
11:30	158		5		120		5		278		10	
11:45	182		6		144		1		326		7	
Totals	2,175		4,700		3,075		4,300		5,250		9,000	
Splits%	41.4		52.2		58.6		47.8					
Day Totals		6,875				7,375				14,250		
Day Splits		48.2				51.8						
Peak Hour	11:00		04:45		07:45		05:00		07:45		05:00	
Volume	568		862		978		744		1,393		1,580	
Factor	0.78		0.88		0.87		0.91		0.96		0.91	

Data File: D0110199

48

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Site: EWPORT BCH
Date: 11/06/01

Day: Tuesday

Location : JAMBOREE ROAD
Segment : N/O CAMPUS DRIVE
City : NEWPORT BEACH

Interval Begin	NB AM		NB PM		SB AM		SB PM		Combined AM		Combined PM	
7:00	42	145	456	1,614	17	65	336	1,475	59	210	792	3,089
7:15	38		380		16		385		54		765	
12:30	29		408		16		338		45		746	
12:45	36		370		16		416		52		786	
:00	17	61	360	1,456	8	32	370	1,498	25	93	730	2,954
:15	12		377		8		396		20		773	
01:30	16		323		8		356		24		679	
:45	16		396		8		376		24		772	
:00	10	37	408	1,469	6	25	330	1,313	16	62	738	2,782
02:15	13		337		3		338		16		675	
02:30	10		342		10		311		20		653	
:45	4		382		6		334		10		716	
03:00	12	32	380	1,576	6	24	308	1,324	18	56	688	2,900
03:15	7		384		6		338		13		722	
:30	9		422		7		356		16		778	
:45	4		390		5		322		9		712	
04:00	12	40	396	1,605	7	63	318	1,621	19	103	714	3,226
15	11		378		16		429		27		807	
:30	8		395		14		394		22		789	
04:45	9		436		26		480		35		916	
05:00	16	127	560	2,098	50	367	513	2,212	66	494	1,073	4,310
:15	25		588		78		631		103		1,219	
:30	34		484		94		517		128		1,001	
05:45	52		466		145		551		197		1,017	
:00	52	349	448	1,675	126	782	438	1,419	178	1,131	886	3,094
15	64		476		184		376		248		852	
06:30	93		380		189		304		282		684	
06:45	140		371		283		301		423		672	
:00	191	1,130	328	1,083	326	1,672	228	688	517	2,802	556	1,771
07:15	216		278		366		162		582		440	
07:30	347		255		482		154		829		409	
45	376		222		498		144		874		366	
:00	438	1,461	202	779	531	2,180	161	546	969	3,641	363	1,325
08:15	374		203		490		134		864		337	
:30	334		182		592		113		926		295	
:45	315		192		567		138		882		330	
09:00	283	1,052	206	707	544	1,746	120	415	827	2,798	326	1,122
09:15	266		190		398		104		664		294	
:30	278		163		402		104		680		267	
09:45	225		148		402		87		627		235	
10:00	258	1,011	164	418	322	1,310	78	262	580	2,321	242	680
15	237		86		324		74		561		160	
30	242		90		328		52		570		142	
10:45	274		78		336		58		610		136	
11:00	294	1,335	78	222	339	1,438	40	118	633	2,773	118	340
15	314		44		330		29		644		73	
11:30	368		56		349		19		717		75	
11:45	359		44		420		30		779		74	
Totals	6,780		14,702		9,704		12,891		16,484		27,593	
Splits %	41.1		53.3		58.9		46.7					
Day Totals		21,482				22,595				44,077		
Day Splits		48.7				51.3						
Peak Hour	07:30		05:00		08:15		05:00		08:00		05:00	
Volume	1,535		2,098		2,193		2,212		3,641		4,310	
Factor	0.88		0.89		0.93		0.88		0.94		0.88	

Data File : D0110200

H9

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Site: EWPORT BCH
Date: 10/30/01
D0110206
Day: Tuesday

Location : IRVINE AVENUE
Segment : S/O 22ND STREET
Client : NEWPORT BEACH
File:

Interval Begin	NB AM		NB PM		SB AM		SB PM		Combined AM		Combined PM	
12:00	6	27	176	803	16	48	300	1,017	22	75	476	1,820
12:15	12		210		19		268		31		478	
12:30	7		202		8		225		15		427	
12:45	2		215		5		224		7		439	
01:00	4	19	240	876	9	26	210	875	13	45	450	1,751
01:15	4		218		7		226		11		444	
01:30	6		220		6		208		12		428	
01:45	5		198		4		231		9		429	
02:00	5	12	194	792	5	11	242	1,025	10	23	436	1,817
02:15	2		190		1		224		3		414	
02:30	3		180		3		274		6		454	
02:45	2		228		2		285		4		513	
03:00	4	13	281	915	4	14	236	1,038	8	27	517	1,953
03:15	2		226		3		234		5		460	
03:30	3		204		2		264		5		468	
03:45	4		204		5		304		9		508	
04:00	7	34	230	854	2	26	319	1,417	9	60	549	2,271
04:15	6		202		6		326		12		528	
04:30	7		218		5		360		12		578	
04:45	14		204		13		412		27		616	
05:00	18	127	238	922	7	84	358	1,723	25	211	596	2,645
05:15	26		262		21		442		47		704	
05:30	33		202		25		473		58		675	
05:45	50		220		31		450		81		670	
06:00	60	446	197	600	33	300	444	1,369	93	746	641	1,969
06:15	82		144		45		364		127		508	
06:30	128		137		92		308		220		445	
06:45	176		122		130		253		306		375	
07:00	184	1,302	112	395	132	740	208	698	316	2,042	320	1,093
07:15	292		86		214		190		506		276	
07:30	384		103		228		159		612		262	
07:45	442		94		166		141		608		235	
08:00	390	1,366	76	312	204	723	118	414	594	2,089	194	726
08:15	412		82		158		114		570		196	
08:30	290		74		167		82		457		156	
08:45	274		80		194		100		468		180	
09:00	216	741	74	260	164	648	90	344	380	1,389	164	604
09:15	179		74		178		110		357		184	
09:30	162		60		148		64		310		124	
09:45	184		52		158		80		342		132	
10:00	148	630	42	134	162	585	81	228	310	1,215	123	362
10:15	162		32		144		64		306		96	
10:30	159		34		132		45		291		79	
10:45	161		26		147		38		308		64	
11:00	154	676	33	75	206	859	40	122	360	1,535	73	197
11:15	162		14		190		32		352		46	
11:30	178		16		238		32		416		48	
11:45	182		12		225		18		407		30	
Totals	5,393		6,938		4,064		10,270		9,457		17,208	
Splits%	57.0		40.3		43.0		59.7					
Day Totals		12,331				14,334				26,665		
Day Splits		46.2				53.8						
Peak Hour	07:30		02:45		11:00		05:15		07:30		05:15	
Volume	1,628		939		859		1,809		2,384		2,690	
Factor	0.92		0.84		0.90		0.96		0.97		0.96	

Data File : 59075001

H10

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Site: EWPORT BCH
Date: 11/01/01
D0111013
Day: Thursday

Location : DOVER DRIVE
Segment : N/O COAST HIGHWAY
Int : NEWPORT BEACH
Interval

Begin	NB AM		NB PM		SB AM		SB PM		File: Combined AM		Combined PM	
12:00	45	168	224	1,039	30	85	260	1,136	75	253	484	2,175
12:15	36		259		27		268		63		527	
12:30	52		267		13		300		65		567	
12:45	35		289		15		308		50		597	
01:00	30	84	284	1,080	15	56	278	1,106	45	140	562	2,186
01:15	14		282		10		258		24		540	
01:30	23		270		18		274		41		544	
01:45	17		244		13		296		30		540	
02:00	15	55	254	1,028	6	25	230	996	21	80	484	2,024
02:15	14		230		9		262		23		492	
02:30	14		274		4		241		18		515	
02:45	12		270		6		263		18		533	
03:00	8	24	278	1,145	8	21	260	1,112	16	45	538	2,257
03:15	4		247		5		282		9		529	
03:30	7		283		6		270		13		553	
03:45	5		337		2		300		7		637	
04:00	6	21	316	1,292	7	28	270	1,058	13	49	586	2,350
04:15	8		326		6		238		14		564	
04:30	5		352		4		286		9		638	
04:45	2		298		11		264		13		562	
05:00	4	26	348	1,358	17	136	273	1,120	21	162	621	2,478
05:15	3		324		20		279		23		603	
05:30	10		342		50		310		60		652	
05:45	9		344		49		258		58		602	
06:00	15	101	405	1,439	62	450	237	777	77	551	642	2,216
06:15	22		348		86		192		108		540	
06:30	26		384		129		194		155		578	
06:45	38		302		173		154		211		456	
07:00	40	241	278	942	189	962	144	522	229	1,203	422	1,464
07:15	56		253		262		140		318		393	
07:30	55		218		263		126		318		344	
07:45	90		193		248		112		338		305	
08:00	120	606	212	662	210	1,027	82	435	330	1,633	294	1,097
08:15	130		194		259		93		389		287	
08:30	168		135		266		104		434		239	
08:45	188		121		292		156		480		277	
09:00	180	809	87	363	272	953	114	361	452	1,762	201	724
09:15	185		88		216		101		401		189	
09:30	174		102		219		68		393		170	
09:45	270		86		246		78		516		164	
10:00	220	889	108	428	198	892	60	174	418	1,781	168	602
10:15	230		134		205		48		435		182	
10:30	203		102		250		32		453		134	
10:45	236		84		239		34		475		118	
11:00	220	916	100	265	202	942	32	93	422	1,858	132	358
11:15	234		71		220		27		454		98	
11:30	236		50		256		24		492		74	
11:45	226		44		264		10		490		54	
Totals	3,940		11,041		5,577		8,890		9,517		19,931	
Split%	41.4		55.4		58.6		44.6					
Day Totals		14,981				14,467				29,448		
Day Splits		50.9				49.1						
Peak Hour	10:45		05:45		08:15		12:15		11:00		05:15	
Volume	926		1,481		1,089		1,154		1,858		2,499	
Factor	0.98		0.91		0.93		0.94		0.94		0.96	

Data File : 53095002

H 11

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Site: EWPORT BCH
Date: 10/31/01

Location : JAMBOREE ROAD
Segment : E.BLUFF DR/FORD TO SAN JOAQUIN
Client : CITY NEWPORT BEA

Day: Wednesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	32	129	374	1,511	30	90	388	1,616	62	219	762	3,127
12:15	32		400		31		389		63		789	
12:30	43		330		18		428		61		758	
12:45	22		407		11		411		33		818	
01:00	15	39	388	1,508	10	38	368	1,483	25	77	756	2,991
01:15	8		402		8		313		16		715	
01:30	12		338		11		420		23		758	
01:45	4		380		9		382		13		762	
02:00	12	36	397	1,616	7	33	356	1,455	19	69	753	3,071
02:15	6		366		12		336		18		702	
02:30	11		428		3		363		14		791	
02:45	7		425		11		400		18		825	
03:00	3	23	490	1,798	10	38	474	1,752	13	61	964	3,550
03:15	3		439		12		502		15		941	
03:30	7		461		6		390		13		851	
03:45	10		408		10		386		20		794	
04:00	10	61	518	1,996	15	87	460	1,828	25	148	978	3,824
04:15	10		462		4		410		14		872	
04:30	17		540		24		443		41		983	
04:45	24		476		44		515		68		991	
05:00	22	206	607	1,955	32	412	552	2,221	54	618	1,159	4,176
05:15	40		514		88		566		128		1,080	
05:30	56		478		112		581		168		1,059	
05:45	88		356		180		522		268		878	
06:00	112	624	365	1,120	155	963	430	1,470	267	1,587	795	2,590
06:15	136		283		194		405		330		688	
06:30	152		246		266		345		418		591	
06:45	224		226		348		290		572		516	
07:00	263	1,653	238	820	308	1,605	258	862	571	3,258	496	1,682
07:15	400		195		359		202		759		397	
07:30	510		206		404		201		914		407	
07:45	480		181		534		201		1,014		382	
08:00	434	1,510	208	816	437	1,729	182	690	871	3,239	390	1,506
08:15	416		200		464		162		880		362	
08:30	380		200		396		162		776		362	
08:45	280		208		432		184		712		392	
09:00	328	1,214	230	816	294	1,341	196	628	622	2,555	426	1,444
09:15	302		254		346		172		648		426	
09:30	286		184		327		148		613		332	
09:45	298		148		374		112		672		260	
10:00	276	1,174	132	421	308	1,252	120	414	584	2,426	252	835
10:15	270		122		314		110		584		232	
10:30	310		83		292		112		602		195	
10:45	318		84		338		72		656		156	
11:00	290	1,387	75	248	326	1,428	54	186	616	2,815	129	434
11:15	332		70		292		52		624		122	
11:30	383		58		400		48		783		106	
11:45	382		45		410		32		792		77	
Totals	8,056		14,625		9,016		14,605		17,072		29,230	
Split%	47.2		50.0		52.8		50.0					
Day Totals		22,681				23,621				46,302		
Day Splits		49.0				51.0						
Peak Hour	07:30		04:30		07:30		05:00		07:30		04:45	
Volume	1,840		2,137		1,839		2,221		3,679		4,289	
Factor	0.90		0.88		0.86		0.96		0.91		0.93	

Data File : D0110207

H 12

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Site: EWPORT BCH
Date: 10/31/01

Day: Wednesday

Location : JAMBOREE ROAD
Segment : N/O COAST HIGHWAY
Agent : CITY NEWPORT BEA
Interval

Begin	NB AM		NB PM		SB AM		SB PM		Combined AM		Combined PM	
12:00	19	57	207	922	19	63	273	1,073	38	120	480	1,995
12:15	14		222		19		262		33		484	
12:30	14		225		13		278		27		503	
12:45	10		268		12		260		22		528	
01:00	1	10	246	920	6	18	252	1,077	7	28	498	1,997
01:15	0		226		2		233		2		459	
01:30	6		226		6		306		12		532	
01:45	3		222		4		286		7		508	
02:00	4	25	256	949	4	19	266	1,089	8	44	522	2,038
02:15	8		205		6		252		14		457	
02:30	9		234		6		287		15		521	
02:45	4		254		3		284		7		538	
03:00	4	14	248	986	5	21	312	1,300	9	35	560	2,286
03:15	4		240		6		348		10		588	
03:30	2		268		6		326		8		594	
03:45	4		230		4		314		8		544	
04:00	5	37	251	935	3	24	354	1,683	8	61	605	2,618
04:15	6		232		6		418		12		650	
04:30	12		232		5		429		17		661	
04:45	14		220		10		482		24		702	
05:00	17	182	249	951	18	122	536	2,091	35	304	785	3,042
05:15	36		265		22		560		58		825	
05:30	56		230		37		504		93		734	
05:45	73		207		45		491		118		698	
06:00	82	513	176	608	60	385	384	1,221	142	898	560	1,829
06:15	125		136		62		332		187		468	
06:30	118		146		118		281		236		427	
06:45	188		150		145		224		333		374	
07:00	248	1,398	146	535	136	755	215	674	384	2,153	361	1,209
07:15	356		112		149		170		505		282	
07:30	402		139		206		150		608		289	
07:45	392		138		264		139		656		277	
08:00	394	1,329	156	637	250	974	154	597	644	2,303	310	1,234
08:15	364		161		226		144		590		305	
08:30	281		148		256		147		537		295	
08:45	290		172		242		152		532		324	
09:00	240	899	168	575	187	813	133	509	427	1,712	301	1,084
09:15	242		168		210		154		452		322	
09:30	199		133		190		120		389		253	
09:45	218		106		226		102		444		208	
10:00	183	759	104	284	210	801	82	300	393	1,560	186	584
10:15	168		75		184		88		352		163	
10:30	200		51		216		76		416		127	
10:45	208		54		191		54		399		108	
11:00	182	848	47	167	212	972	47	143	394	1,820	94	310
11:15	197		57		230		37		427		94	
11:30	263		33		256		33		519		66	
11:45	206		30		274		26		480		56	
Totals	6,071		8,469		4,967		11,757		11,038		20,226	
%	55.0		41.9		45.0		58.1					
Day Totals		14,540				16,724				31,264		
Day Splits		46.5				53.5						
Peak Hour	07:30		02:45		07:45		05:00		07:30		04:45	
Volume	1,552		1,010		996		2,091		2,498		3,046	
Factor	0.97		0.94		0.94		0.93		0.95		0.92	

Data File : D0111014

H 13

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Site: EWPORT BCH
Date: 11/01/01
D0111015
Day: Thursday

Location : NEWPORT CENTER DRIVE
Segment : N/O COAST HIGHWAY
Client : NEWPORT BEACH
Interval

Begin	NB AM		NB PM		SB AM		SB PM		File: Combined AM		Combined PM	
12:00	4	12	136	585	28	61	162	574	32	73	298	1,159
12:15	4		140		15		144		19		284	
12:30	3		144		12		122		15		266	
12:45	1		165		6		146		7		311	
01:00	1	10	148	570	13	26	146	539	14	36	294	1,109
01:15	2		142		7		127		9		269	
01:30	4		126		3		142		7		268	
01:45	3		154		3		124		6		278	
02:00	3	8	139	503	1	3	155	601	4	11	294	1,104
02:15	0		107		1		136		1		243	
02:30	4		122		1		149		5		271	
02:45	1		135		0		161		1		296	
03:00	1	2	96	473	0	3	174	660	1	5	270	1,133
03:15	0		129		0		150		0		279	
03:30	1		116		3		174		4		290	
03:45	0		132		0		162		0		294	
04:00	0	11	109	396	1	4	184	739	1	15	293	1,135
04:15	3		89		1		177		4		266	
04:30	3		114		1		196		4		310	
04:45	5		84		1		182		6		266	
05:00	13	79	94	401	1	18	264	832	14	97	358	1,233
05:15	8		97		3		202		11		299	
05:30	22		84		6		212		28		296	
05:45	36		126		8		154		44		280	
06:00	36	209	75	338	10	41	180	549	46	250	255	887
06:15	48		93		6		137		54		230	
06:30	40		86		8		128		48		214	
06:45	85		84		17		104		102		188	
07:00	76	468	64	211	15	77	90	350	91	545	154	561
07:15	112		43		20		96		132		139	
07:30	110		52		21		80		131		132	
07:45	170		52		21		84		191		136	
08:00	168	626	37	114	32	148	84	311	200	774	121	425
08:15	161		29		38		75		199		104	
08:30	134		29		32		76		166		105	
08:45	163		19		46		76		209		95	
09:00	123	452	21	76	52	205	103	319	175	657	124	395
09:15	114		22		39		80		153		102	
09:30	83		15		54		61		137		76	
09:45	132		18		60		75		192		93	
10:00	88	474	16	51	62	323	64	163	150	797	80	214
10:15	126		15		80		50		206		65	
10:30	121		7		84		30		205		37	
10:45	139		13		97		19		236		32	
11:00	136	567	11	28	109	505	15	69	245	1,072	26	97
11:15	138		7		126		12		264		19	
11:30	143		3		128		28		271		31	
11:45	150		7		142		14		292		21	
Totals	2,918		3,746		1,414		5,706		4,332		9,452	
Split%	67.4		39.6		32.6		60.4					
Day Totals		6,664				7,120				13,784		
Day Splits		48.3				51.7						
Peak Hour	07:45		12:30		11:00		04:45		11:00		04:30	
Volume	633		599		505		860		1,072		1,233	
Factor	0.93		0.91		0.89		0.81		0.92		0.86	

Data File : S9205002

H 14

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Site: EWPORT BCH
Date: 11/01/01
D0111016
Day: Thursday

Location : AVOCADO AVENUE
gment : N/O COAST HIGHWAY
ient : NEWPORT BEACH
...ierval

Begin	NB AM		NB PM		SB AM		SB PM		File: Combined AM		Combined PM	
12:00	1	8	100	468	4	14	146	522	5	22	246	990
12:15	3		114		3		126		6		240	
12:30	2		124		3		128		5		252	
12:45	2		130		4		122		6		252	
01:00	0	2	120	472	1	6	122	477	1	8	242	949
01:15	0		109		0		131		0		240	
01:30	0		117		3		128		3		245	
01:45	2		126		2		96		4		222	
02:00	1	1	134	490	0	1	113	508	1	2	247	998
02:15	0		112		1		110		1		222	
02:30	0		124		0		139		0		263	
02:45	0		120		0		146		0		266	
03:00	0	1	110	406	2	5	124	525	2	6	234	931
03:15	1		100		2		138		3		238	
03:30	0		101		0		135		0		236	
03:45	0		95		1		128		1		223	
04:00	0	16	89	348	1	3	150	594	1	19	239	942
04:15	6		92		0		148		6		240	
04:30	3		87		0		138		3		225	
04:45	7		80		2		158		9		238	
05:00	7	41	56	324	1	10	208	679	8	51	264	1,003
05:15	12		102		1		168		13		270	
05:30	10		86		3		164		13		250	
05:45	12		80		5		139		17		219	
06:00	18	111	60	227	6	56	142	436	24	167	202	663
06:15	28		72		14		114		42		186	
06:30	26		48		14		84		40		132	
06:45	39		47		22		96		61		143	
07:00	56	370	48	168	24	124	78	268	80	494	126	436
07:15	78		39		27		63		105		102	
07:30	99		42		31		59		130		101	
07:45	137		39		42		68		179		107	
08:00	108	469	22	78	45	206	62	193	153	675	84	271
08:15	104		12		52		43		156		55	
08:30	119		22		49		47		168		69	
08:45	138		22		60		41		198		63	
09:00	114	435	8	46	67	287	57	176	181	722	65	222
09:15	117		15		67		36		184		51	
09:30	93		14		71		35		164		49	
09:45	111		9		82		48		193		57	
10:00	110	450	23	44	61	315	32	91	171	765	55	135
10:15	111		10		74		26		185		36	
10:30	115		3		90		20		205		23	
10:45	114		8		90		13		204		21	
11:00	126	438	5	14	106	457	15	47	232	895	20	61
11:15	98		6		130		12		228		18	
11:30	104		1		97		11		201		12	
11:45	110		2		124		9		234		11	
tals	2,342		3,085		1,484		4,516		3,826		7,601	
:it%	61.2		40.6		38.8		59.4					
Day Totals		5,427				6,000				11,427		
y Splits		47.5				52.5						
Peak Hour	08:30		01:45		11:00		04:45		11:00		04:45	
Volume	488		496		457		698		895		1,022	
:tor	0.88		0.93		0.88		0.84		0.96		0.95	

Data File : S918S002

H15

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Site: EWPORT BCH
Date: 11/01/01

Day: Thursday

Location : MAC ARTHUR BOULEVARD
Segment : FORD/BONITA CYN TO SAN JOAQUIN
Client : CITY NEWPORT BEA

Interval Begin	NB AM		NB PM		NB AM		NB PM		Combined AM		Combined PM	
12:00	48	154	460	1,874	25	88	468	1,886	73	242	928	3,760
12:15	38		456		33		518		71		974	
12:30	34		495		22		450		56		945	
12:45	34		463		8		450		42		913	
01:00	26	99	468	1,867	26	79	446	1,804	52	178	914	3,671
01:15	25		452		17		430		42		882	
01:30	30		471		19		448		49		919	
01:45	18		476		17		480		35		956	
02:00	15	56	551	2,060	14	47	404	1,686	29	103	955	3,746
02:15	15		469		10		404		25		873	
02:30	14		530		14		418		28		948	
02:45	12		510		9		460		21		970	
03:00	9	35	579	2,165	10	56	425	1,773	19	91	1,004	3,938
03:15	6		512		13		486		19		998	
03:30	7		558		12		410		19		968	
03:45	13		516		21		452		34		968	
04:00	14	75	552	2,270	15	112	398	1,601	29	187	950	3,871
04:15	11		600		26		435		37		1,035	
04:30	22		566		33		406		55		972	
04:45	28		552		38		362		66		914	
05:00	38	301	647	2,384	44	248	430	1,964	82	549	1,077	4,348
05:15	58		636		69		546		127		1,182	
05:30	90		578		66		478		156		1,056	
05:45	115		523		69		510		184		1,033	
06:00	137	808	474	1,697	150	962	404	1,605	287	1,770	878	3,302
06:15	168		427		190		458		358		885	
06:30	240		398		254		380		494		778	
06:45	263		398		368		363		631		761	
07:00	357	1,769	320	1,141	318	1,718	345	1,168	675	3,487	665	2,309
07:15	366		336		425		292		791		628	
07:30	547		247		447		266		994		513	
07:45	499		238		528		265		1,027		503	
08:00	528	1,984	244	932	462	2,099	146	671	990	4,083	390	1,603
08:15	534		228		522		161		1,056		389	
08:30	453		238		553		180		1,006		418	
08:45	469		222		562		184		1,031		406	
09:00	415	1,631	266	938	540	1,894	152	632	955	3,525	418	1,570
09:15	415		234		408		156		823		390	
09:30	386		230		430		150		816		380	
09:45	415		208		516		174		931		382	
10:00	410	1,534	170	541	352	1,530	124	410	762	3,064	294	951
10:15	343		143		393		106		736		249	
10:30	398		126		372		102		770		228	
10:45	383		102		413		78		796		180	
11:00	388	1,687	104	314	423	1,773	78	198	811	3,460	182	512
11:15	438		68		429		43		867		111	
11:30	425		74		428		47		853		121	
11:45	436		68		493		30		929		98	
Totals	10,133		18,183		10,606		15,398		20,739		33,581	
Split%	48.9		54.1		51.1		45.9					
Day Totals		28,316				26,004				54,320		
Day Splits		52.1				47.9						
Peak Hour	07:30		04:45		08:15		05:00		08:00		05:00	
Volume	2,108		2,413		2,177		1,964		4,083		4,348	
Factor	0.96		0.93		0.97		0.90		0.97		0.92	

Data File : D0110208

H16

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Site: EWPORT BCH
Date: 11/01/01
D0111017
Day: Thursday

Location : MACARTHUR BOULEVARD
gment : N/O COAST HIGHWAY
ient : NEWPORT BEACH
nterval

Begin	NB AM		NB PM		SB AM		SB PM		Combined AM		Combined PM	
12:00	41	114	224	914	19	66	272	982	60	180	496	1,896
12:15	20		216		21		238		41		454	
12:30	16		250		20		218		36		468	
12:45	37		224		6		254		43		478	
01:00	15	57	261	1,003	14	50	218	922	29	107	479	1,925
01:15	12		235		10		242		22		477	
01:30	18		235		9		202		27		437	
01:45	12		272		17		260		29		532	
02:00	6	24	278	1,036	6	34	257	886	12	58	535	1,922
02:15	10		235		12		194		22		429	
02:30	4		278		8		208		12		486	
02:45	4		245		8		227		12		472	
03:00	4	21	267	1,123	4	29	238	1,042	8	50	505	2,165
03:15	4		255		7		268		11		523	
03:30	6		322		4		250		10		572	
03:45	7		279		14		286		21		565	
04:00	8	45	288	1,054	8	59	270	1,129	16	104	558	2,183
04:15	9		258		14		296		23		554	
04:30	12		266		17		289		29		555	
04:45	16		242		20		274		36		516	
05:00	22	215	296	1,018	33	182	336	1,421	55	397	632	2,439
05:15	40		273		28		354		68		627	
05:30	69		227		48		371		117		598	
05:45	84		222		73		360		157		582	
06:00	88	636	262	855	92	572	334	1,200	180	1,208	596	2,055
06:15	131		186		109		276		240		462	
06:30	206		214		183		312		389		526	
06:45	211		193		188		278		399		471	
07:00	272	1,326	179	594	196	825	252	843	468	2,151	431	1,437
07:15	304		158		201		238		505		396	
07:30	380		137		204		185		584		322	
07:45	370		120		224		168		594		288	
08:00	334	1,317	110	433	188	853	158	555	522	2,170	268	988
08:15	368		131		219		124		587		255	
08:30	289		102		200		136		489		238	
08:45	326		90		246		137		572		227	
09:00	262	1,041	116	446	228	896	145	544	490	1,937	261	990
09:15	276		114		184		139		460		253	
09:30	235		110		222		134		457		244	
09:45	268		106		262		126		530		232	
10:00	229	866	101	313	214	799	98	282	443	1,665	199	595
10:15	206		84		186		78		392		162	
10:30	217		68		193		62		410		130	
10:45	214		60		206		44		420		104	
11:00	225	961	60	196	190	957	58	168	415	1,918	118	364
11:15	250		52		222		46		472		98	
11:30	248		50		236		40		484		90	
11:45	238		34		309		24		547		58	
Totals	6,623		8,985		5,322		9,974		11,945		18,959	
Split%	55.4		47.4		44.6		52.6					
Day Totals		15,608				15,296				30,904		
by Splits		50.5				49.5						
Peak Hour	07:30		03:30		11:00		05:00		07:30		05:00	
Volume	1,452		1,147		957		1,421		2,287		2,439	
Factor	0.96		0.89		0.77		0.96		0.96		0.96	

Data File : S9125002

H17

Transportation Studies, Inc.
1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Site: EWPORT BCH
Date: 11 01 01

Day: Thursday

Location : GOLDENROD AVENUE
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Interval Begin	SB AM		SB PM		NB AM		NB PM		Combined AM		Combined PM	
12:00	4	6	41	140	0	0	19	64	4	6	60	204
12:15	1		35		0		13		1		48	
12:30	1		32		0		16		1		48	
12:45	0		32		0		16		0		48	
01:00	1	3	38	132	0	0	18	67	1	3	56	199
01:15	0		32		0		15		0		47	
01:30	0		35		0		18		0		53	
01:45	2		27		0		16		2		43	
02:00	0	0	22	143	0	0	18	60	0	0	40	203
02:15	0		35		0		10		0		45	
02:30	0		36		0		13		0		49	
02:45	0		50		0		19		0		69	
03:00	0	0	23	99	0	0	16	56	0	0	39	155
03:15	0		28		0		12		0		40	
03:30	0		24		0		18		0		42	
03:45	0		24		0		10		0		34	
04:00	0	0	25	97	0	0	16	65	0	0	41	162
04:15	0		22		0		18		0		40	
04:30	0		29		0		17		0		46	
04:45	0		21		0		14		0		35	
05:00	0	4	26	110	0	2	13	65	0	6	39	175
05:15	1		34		0		18		1		52	
05:30	1		24		2		16		3		40	
05:45	2		26		0		18		2		44	
06:00	6	27	19	80	1	3	13	49	7	30	32	129
06:15	8		27		0		17		8		44	
06:30	7		18		1		9		8		27	
06:45	6		16		1		10		7		26	
07:00	12	51	20	72	4	27	16	44	16	78	36	116
07:15	13		20		5		12		18		32	
07:30	8		22		8		10		16		32	
07:45	18		10		10		6		28		16	
08:00	19	81	16	49	10	28	12	42	29	109	28	91
08:15	26		11		8		10		34		21	
08:30	15		12		6		12		21		24	
08:45	21		10		4		8		25		18	
09:00	21	80	14	28	6	41	2	13	27	121	16	41
09:15	10		10		15		2		25		12	
09:30	21		2		10		3		31		5	
09:45	28		2		10		6		38		8	
10:00	21	87	4	10	12	34	5	19	33	121	9	29
10:15	19		4		8		8		27		12	
10:30	22		1		4		2		26		3	
10:45	25		1		10		4		35		5	
11:00	32	134	4	7	6	48	0	2	38	182	4	9
11:15	24		0		6		2		30		2	
11:30	42		1		18		0		60		1	
11:45	36		2		18		0		54		2	
Totals	473		967		183		546		656		1,513	
Splits	72.1		63.9		27.9		36.1					
Day Totals		1,440				729				2,169		
Day Splits		66.4				33.6						
Peak Hour	11:00		02:15		11:00		12:45		11:00		12:00	
Volume	134		144		48		67		182		204	
Factor	0.80		0.72		0.67		0.93		0.76		0.85	

* Data File : D0111018

H18

Transportation Studies, Inc.
1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Location : MARGUERITE AVENUE
Segment : N/O COAST HIGHWAY
ent : CITY NEWPORT BEA
erval

Site: EWPORT BCH
Date: 11/01/01
Day: Thursday

	SB				NB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	6	13	60	269	4	15	52	192	10	28	112	461
12:15	3		70		4		38		7		108	
12:30	1		79		4		48		5		127	
12:45	3		60		3		54		6		114	
01:00	4	7	84	291	3	5	46	186	7	12	130	477
01:15	2		82		1		47		3		129	
01:30	0		68		0		53		0		121	
01:45	1		57		1		40		2		97	
02:00	0	4	80	256	0	4	51	192	0	8	131	448
02:15	1		59		1		45		2		104	
02:30	2		56		2		42		4		98	
02:45	1		61		1		54		2		115	
03:00	0	3	76	274	1	3	50	182	1	6	126	456
03:15	3		58		1		44		4		102	
03:30	0		70		1		45		1		115	
03:45	0		70		0		43		0		113	
04:00	1	3	72	298	0	2	43	236	1	5	115	534
04:15	1		88		1		69		2		157	
04:30	1		70		0		62		1		132	
04:45	0		68		1		62		1		130	
05:00	5	21	77	316	0	6	55	265	5	27	132	581
05:15	3		81		1		78		4		159	
05:30	4		80		3		68		7		148	
05:45	9		78		2		64		11		142	
06:00	8	53	65	242	0	25	66	235	8	78	131	477
06:15	10		69		2		61		12		130	
06:30	15		64		10		66		25		130	
06:45	20		44		13		42		33		86	
07:00	37	160	33	147	30	117	34	105	67	277	67	252
07:15	42		35		18		29		60		64	
07:30	33		44		30		20		63		64	
07:45	48		35		39		22		87		57	
08:00	51	200	25	89	46	171	16	60	97	371	41	149
08:15	46		18		40		10		86		28	
08:30	47		22		41		18		88		40	
08:45	56		24		44		16		100		40	
09:00	30	190	13	63	45	182	18	63	75	372	31	126
09:15	61		15		41		19		102		34	
09:30	57		18		44		16		101		34	
09:45	42		17		52		10		94		27	
10:00	66	217	11	46	45	178	5	23	111	395	16	69
10:15	43		11		49		8		92		19	
10:30	54		14		36		5		90		19	
10:45	54		10		48		5		102		15	
11:00	60	263	6	25	46	198	6	16	106	461	12	41
11:15	66		8		44		2		110		10	
11:30	63		5		58		4		121		9	
11:45	74		6		50		4		124		10	
Totals	1,134		2,316		906		1,755		2,040		4,071	
[illegible]	55.6		56.9		44.4		43.1					
Day Totals		3,450				2,661				6,111		
Splits		56.5				43.5						
Peak Hour	11:00		05:00		11:00		05:15		11:00		05:00	
Volume	263		316		198		276		461		581	
Factor	0.89		0.98		0.85		0.88		0.93		0.91	

Data File : D0111019

H19

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Site: EWPORT BCH
Date: 11/01/01

Location : POPPY AVENUE
Segment : N/O COAST HIGHWAY
Client : NEWPORT BEACH

Day: Thursday

Interval Begin	NB AM		NB PM		SB AM		SB PM		Combined AM		Combined PM	
12:00	4	7	16	56	2	2	14	78	6	9	30	134
12:15	2		16		0		28		2		44	
12:30	0		8		0		23		0		31	
12:45	1		16		0		13		1		29	
01:00	0	1	7	37	0	0	18	80	0	1	25	117
01:15	0		8		0		26		0		34	
01:30	0		12		0		18		0		30	
01:45	1		10		0		18		1		28	
02:00	0	2	10	56	0	1	24	87	0	3	34	143
02:15	0		22		0		29		0		51	
02:30	2		9		1		13		3		22	
02:45	0		15		0		21		0		36	
03:00	0	0	12	61	0	0	14	70	0	0	26	131
03:15	0		14		0		25		0		39	
03:30	0		20		0		15		0		35	
03:45	0		15		0		16		0		31	
04:00	0	1	21	68	0	0	28	108	0	1	49	176
04:15	1		17		0		25		1		42	
04:30	0		18		0		27		0		45	
04:45	0		12		0		28		0		40	
05:00	1	6	14	57	0	4	24	86	1	10	38	143
05:15	2		15		0		30		2		45	
05:30	0		14		2		18		2		32	
05:45	3		14		2		14		5		28	
06:00	1	10	12	46	2	13	8	34	3	23	20	80
06:15	2		13		1		10		3		23	
06:30	4		9		2		4		6		13	
06:45	3		12		8		12		11		24	
07:00	1	22	6	33	5	37	4	22	6	59	10	55
07:15	6		7		10		8		16		15	
07:30	8		11		12		6		20		17	
07:45	7		9		10		4		17		13	
08:00	11	47	7	22	16	47	2	20	27	94	9	42
08:15	14		3		11		6		25		9	
08:30	8		6		8		8		16		14	
08:45	14		6		12		4		26		10	
09:00	12	47	6	18	19	56	5	12	31	103	11	30
09:15	14		6		9		4		23		10	
09:30	10		4		16		0		26		4	
09:45	11		2		12		3		23		5	
10:00	12	37	5	12	16	52	6	15	28	89	11	27
10:15	10		3		18		5		28		8	
10:30	6		2		10		2		16		4	
10:45	9		2		8		2		17		4	
11:00	16	62	2	6	10	51	1	4	26	113	3	10
11:15	19		1		13		2		32		3	
11:30	10		2		14		0		24		2	
11:45	17		1		14		1		31		2	
Totals	242		472		263		616		505		1,088	
Split%	47.9		43.4		52.1		56.6					
Day Totals		714				879				1,593		
Day Splits		44.8				55.2						
Peak Hour	11:00		03:30		09:30		04:30		11:00		04:00	
Volume	62		73		62		109		113		176	
Factor	0.82		0.87		0.86		0.91		0.88		0.90	

H20

Data File : D0111020

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Site: EWPORT BCH
Date: 11/01/01

Location : NEWPORT COAST DRIVE
Segment : BONITA CYN DR TO SR-73 FWY
lient : CITY NEWPORT BEA
Day: Thursday

terval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	9	23	72	298	8	29	50	212	17	52	122	510
12:15	6		74		9		68		15		142	
12:30	2		80		5		38		7		118	
12:45	6		72		7		56		13		128	
01:00	3	7	86	331	1	12	65	232	4	19	151	563
01:15	2		82		3		62		5		144	
01:30	1		92		4		56		5		148	
01:45	1		71		4		49		5		120	
02:00	1	4	75	377	3	10	58	298	4	14	133	675
02:15	1		80		1		69		2		149	
02:30	1		112		4		91		5		203	
02:45	1		110		2		80		3		190	
03:00	1	3	139	594	1	2	74	326	2	5	213	920
03:15	1		146		0		88		1		234	
03:30	0		173		0		85		0		258	
03:45	1		136		1		79		2		215	
04:00	0	9	90	396	0	3	82	342	0	12	172	738
04:15	4		102		2		84		6		186	
04:30	3		100		0		86		3		186	
04:45	2		104		1		90		3		194	
05:00	5	40	125	387	7	30	98	437	12	70	223	824
05:15	12		107		6		118		18		225	
05:30	10		90		6		112		16		202	
05:45	13		65		11		109		24		174	
06:00	33	198	78	225	20	244	91	340	53	442	169	565
06:15	33		42		40		86		73		128	
06:30	58		57		80		83		138		140	
06:45	74		48		104		80		178		128	
07:00	100	671	34	131	96	355	66	228	196	1,026	100	359
07:15	148		32		78		54		226		86	
07:30	217		30		93		56		310		86	
07:45	206		35		88		52		294		87	
08:00	150	614	27	103	47	243	36	143	197	857	63	246
08:15	160		28		78		45		238		73	
08:30	134		21		58		40		192		61	
08:45	170		27		60		22		230		49	
09:00	130	424	13	91	52	194	35	149	182	618	48	240
09:15	110		33		38		50		148		83	
09:30	92		25		47		29		139		54	
09:45	92		20		57		35		149		55	
10:00	78	270	22	49	40	182	32	97	118	452	54	146
10:15	64		9		40		28		104		37	
10:30	66		11		52		22		118		33	
10:45	62		7		50		15		112		22	
11:00	76	307	9	37	62	215	13	42	138	522	22	79
11:15	74		13		44		9		118		22	
11:30	77		10		60		9		137		19	
11:45	80		5		49		11		129		16	
Totals	2,570		3,019		1,519		2,846		4,089		5,865	
In%	62.9		51.5		37.1		48.5					
Day Totals		5,589				4,365				9,954		
Day Splits		56.1				43.9						
ak Hour	07:30		03:00		06:45		05:00		07:30		03:00	
Volume	733		594		371		437		1,039		920	
Factor	0.84		0.86		0.89		0.93		0.84		0.89	

Data File : D0110210

H 21

Location : NEWPORT COAST DRIVE
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: EWPORT BCH
Date: 11/01/01
Day Thursday

Interval Begin	NB AM		NB PM		SB AM		SB PM		Combined AM		Combined PM	
12:00	14	26	96	406	6	20	98	376	20	46	194	782
12:15	4		102		5		84		9		186	
12:30	4		112		6		104		10		216	
12:45	4		96		3		90		7		186	
01:00	3	10	86	352	6	17	92	407	9	27	178	759
01:15	2		84		1		108		3		192	
01:30	3		86		5		103		8		189	
01:45	2		96		5		104		7		200	
02:00	2	8	82	369	3	11	88	403	5	19	170	772
02:15	3		95		4		97		7		192	
02:30	2		94		3		102		5		196	
02:45	1		98		1		116		2		214	
03:00	1	8	104	426	2	11	92	534	3	19	196	960
03:15	1		94		3		139		4		233	
03:30	2		130		4		152		6		282	
03:45	4		98		2		151		6		249	
04:00	4	21	81	342	0	9	122	526	4	30	203	868
04:15	6		97		0		128		6		225	
04:30	4		90		5		104		9		194	
04:45	7		74		4		172		11		246	
05:00	9	69	96	308	5	31	142	692	14	100	238	1,000
05:15	21		84		2		186		23		270	
05:30	16		61		14		184		30		245	
05:45	23		67		10		180		33		247	
06:00	29	325	58	228	18	162	127	464	47	487	185	692
06:15	53		64		30		123		83		187	
06:30	101		58		38		124		139		182	
06:45	142		48		76		90		218		138	
07:00	150	731	34	130	74	320	98	295	224	1,051	132	425
07:15	188		28		76		82		264		110	
07:30	217		38		94		63		311		101	
07:45	176		30		76		52		252		82	
08:00	224	741	41	121	73	327	46	152	297	1,068	87	273
08:15	220		30		76		42		296		72	
08:30	159		24		84		41		243		65	
08:45	138		26		94		23		232		49	
09:00	166	502	26	112	89	309	38	175	255	811	64	287
09:15	117		29		76		56		193		85	
09:30	113		25		64		44		177		69	
09:45	106		32		80		37		186		69	
10:00	78	379	22	82	67	302	32	93	145	681	54	175
10:15	106		27		82		33		188		60	
10:30	107		22		78		14		185		36	
10:45	88		11		75		14		163		25	
11:00	94	379	21	55	91	398	28	59	185	777	49	114
11:15	96		10		104		13		200		23	
11:30	102		14		95		10		197		24	
11:45	87		10		108		8		195		18	
Totals	3,199		2,931		1,917		4,176		5,116		7,107	
Split%	62.5		41.2		37.5		58.8					
Day Totals		6,130				6,093				12,223		
Day Splits		50.2				49.8						
Peak Hour	07:30		02:45		11:00		05:00		07:30		05:00	
Volume	837		426		398		692		1,156		1,000	
Factor	0.93		0.82		0.92		0.93		0.93		0.93	

Data File : D0111021

H22

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Site: EWPORT BCH
Date: 10/31/01

Day: Wednesday

Location : NEWPORT BLVD (SR-55)
Segment : S/O HOSPITAL ROAD
Jient : CITY NEWPORT BEA

Interval Begin	NB AM		NB PM		SB AM		SB PM		Combined AM		Combined PM	
12:00	37	205	376	1,405	46	153	370	1,480	83	358	746	2,885
12:15	68		360		47		358		115		718	
12:30	46		319		32		380		78		699	
12:45	54		350		28		372		82		722	
01:00	26	119	352	1,434	18	76	394	1,515	44	195	746	2,949
01:15	33		362		19		394		52		756	
01:30	31		380		14		373		45		753	
01:45	29		340		25		354		54		694	
02:00	20	64	331	1,402	18	62	360	1,441	38	126	691	2,843
02:15	14		358		17		352		31		710	
02:30	12		345		15		370		27		715	
02:45	18		368		12		359		30		727	
03:00	9	48	341	1,263	14	42	368	1,587	23	90	709	2,850
03:15	12		318		6		420		18		738	
03:30	16		300		9		406		25		706	
03:45	11		304		13		393		24		697	
04:00	12	88	377	1,347	14	94	430	1,708	26	182	807	3,055
04:15	18		328		14		404		32		732	
04:30	24		348		25		466		49		814	
04:45	34		294		41		408		75		702	
05:00	54	324	374	1,235	44	291	460	1,669	98	615	834	2,904
05:15	56		333		44		411		100		744	
05:30	110		292		87		396		197		688	
05:45	104		236		116		402		220		638	
06:00	150	813	251	877	127	782	393	1,462	277	1,595	644	2,339
06:15	157		234		194		367		351		601	
06:30	230		192		197		363		427		555	
06:45	276		200		264		339		540		539	
07:00	342	1,522	202	781	210	1,124	302	1,041	552	2,646	504	1,822
07:15	406		175		274		277		680		452	
07:30	416		196		306		250		722		446	
07:45	358		208		334		212		692		420	
08:00	395	1,524	190	750	318	1,287	222	880	713	2,811	412	1,630
08:15	370		166		317		262		687		428	
08:30	394		210		316		210		710		420	
08:45	365		184		336		186		701		370	
09:00	324	1,296	196	804	308	1,265	186	783	632	2,561	382	1,587
09:15	316		220		298		230		614		450	
09:30	304		200		310		176		614		376	
09:45	352		188		349		191		701		379	
10:00	268	1,272	178	609	297	1,242	193	615	565	2,514	371	1,224
10:15	342		184		298		158		640		342	
10:30	340		125		316		134		656		259	
10:45	322		122		331		130		653		252	
11:00	363	1,421	136	429	324	1,438	114	411	687	2,859	250	840
11:15	370		117		368		100		738		217	
11:30	340		90		350		104		690		194	
11:45	348		86		396		93		744		179	
Totals	8,696		12,336		7,856		14,592		16,552		26,928	
Split%	52.5		45.8		47.5		54.2					
Day Totals		21,032				22,448				43,480		
Day Splits		48.4				51.6				5866		
Peak Hour	07:15		12:45		11:00		04:30		11:00		04:30	
Volume	1,575		1,444		1,438		1,745		2,859		3,094	
Factor	0.95		0.95		0.91		0.94		0.96		0.93	

AM+PM Pk. % = 13.5

Factor = 7.413

Data File : D0111010

H23

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Site: EWPORT BCH
Date: 10/31/01

Location : MAC ARTHUR BOULEVARD
Segment : E/O FAIRCHILD RD
Client : CTIY NEWPORT BEA

Day: Wednesday

Interval Begin	EB AM		EB PM		WB AM		WB PM		Combined AM		Combined PM	
12:00	10	26	214	857	7	26	218	837	17	52	432	1,694
12:15	10		200		12		194		22		394	
12:30	4		203		4		206		8		409	
12:45	2		240		3		219		5		459	
01:00	5	13	206	852	8	13	209	897	13	26	415	1,749
01:15	3		214		1		238		4		452	
01:30	1		210		2		232		3		442	
01:45	4		222		2		218		6		440	
02:00	8	16	212	845	4	12	204	791	12	28	416	1,636
02:15	0		176		4		209		4		385	
02:30	4		212		4		189		8		401	
02:45	4		245		0		189		4		434	
03:00	3	7	250	1,105	1	7	186	764	4	14	436	1,869
03:15	0		244		2		182		2		426	
03:30	1		290		3		184		4		474	
03:45	3		321		1		212		4		533	
04:00	2	16	416	2,034	3	46	162	716	5	62	578	2,750
04:15	2		496		5		175		7		671	
04:30	4		506		10		201		14		707	
04:45	8		616		28		178		36		794	
05:00	13	75	626	2,344	27	198	190	722	40	273	816	3,066
05:15	14		652		38		196		52		848	
05:30	18		600		63		190		81		790	
05:45	30		466		70		146		100		612	
06:00	42	209	314	884	94	619	110	393	136	828	424	1,277
06:15	35		242		103		110		138		352	
06:30	56		182		158		82		214		264	
06:45	76		146		264		91		340		237	
07:00	70	360	123	417	330	2,060	83	269	400	2,420	206	686
07:15	93		108		450		66		543		174	
07:30	80		98		548		58		628		156	
07:45	117		88		732		62		849		150	
08:00	94	490	85	292	704	2,488	47	207	798	2,978	132	499
08:15	120		66		674		62		794		128	
08:30	122		72		624		46		746		118	
08:45	154		69		486		52		640		121	
09:00	122	522	47	209	386	1,162	59	196	508	1,684	106	405
09:15	122		64		296		59		418		123	
09:30	124		50		254		45		378		95	
09:45	154		48		226		33		380		81	
10:00	132	536	38	140	216	792	36	129	348	1,328	74	269
10:15	130		34		210		33		340		67	
10:30	136		26		176		34		312		60	
10:45	138		42		190		26		328		68	
11:00	165	748	23	59	182	828	26	49	347	1,576	49	108
11:15	166		16		234		8		400		24	
11:30	186		8		200		11		386		19	
11:45	231		12		212		4		443		16	
Totals	3,018		10,038		8,251		5,970		11,269		16,008	
Split%	26.8		62.7		73.2		37.3					
Day Totals		13,056				14,221				27,277		
Day Splits		47.9				52.1						
Peak Hour	11:00		04:45		07:45		12:45		07:45		04:45	
Volume	748		2,494		2,734		898		3,187		3,248	
Factor	0.81		0.96		0.93		0.94		0.94		0.96	

H24

Data File : D0110189

1820 E. Garry Avenue, Ste 116
Santa Ana, CA. 92705

Location : JAMBOREE ROAD
Segment : N/O UNIVERSITY DRIVE
Client : CITY NEWPORT BEA

Site: EWPORT BCH
Date: 08/29/02

Day: Thursday

Interval Begi	NB AM		NB PM		SB AM		SB PM		Combined AM		Combined PM	
12:00	44	154	432	1,644	27	99	412	1,584	71	253	844	3,228
12:15	38		384		28		410		66		794	
12:30	41		394		16		368		57		762	
12:45	31		434		28		394		59		828	
01:00	25	64	380	1,633	14	59	354	1,511	39	123	734	3,144
01:15	10		413		20		411		30		824	
01:30	15		436		14		352		29		788	
01:45	14		404		11		394		25		798	
02:00	18	62	414	1,650	11	44	380	1,477	29	106	794	3,127
02:15	10		380		11		360		21		740	
02:30	24		440		8		361		32		801	
02:45	10		416		14		376		24		792	
03:00	5	31	458	1,635	12	45	374	1,538	17	76	832	3,173
03:15	6		384		9		382		15		766	
03:30	10		386		15		412		25		798	
03:45	10		407		9		370		19		777	
04:00	18	83	396	1,695	14	103	412	1,840	32	186	808	3,535
04:15	17		437		15		458		32		895	
04:30	20		492		26		476		46		968	
04:45	28		370		48		494		76		864	
05:00	50	266	450	1,670	34	327	486	2,091	84	593	936	3,761
05:15	46		412		66		575		112		987	
05:30	74		444		108		516		182		960	
05:45	96		364		119		514		215		878	
06:00	117	621	392	1,352	128	770	488	1,634	245	1,391	880	2,986
06:15	120		318		155		401		275		719	
06:30	172		350		221		411		393		761	
06:45	212		292		266		334		478		626	
07:00	274	1,454	280	1,105	244	1,253	324	1,173	518	2,707	604	2,278
07:15	306		293		280		314		586		607	
07:30	421		264		342		315		763		579	
07:45	453		268		387		220		840		488	
08:00	424	1,732	258	866	332	1,319	250	850	756	3,051	508	1,716
08:15	467		194		324		234		791		428	
08:30	413		219		329		202		742		421	
08:45	428		195		334		164		762		359	
09:00	428	1,460	251	804	276	1,196	164	703	704	2,656	415	1,507
09:15	360		186		306		209		666		395	
09:30	372		173		298		156		670		329	
09:45	300		194		316		174		616		368	
10:00	301	1,368	168	565	304	1,275	162	542	605	2,643	330	1,107
10:15	353		158		308		182		661		340	
10:30	382		128		316		104		698		232	
10:45	332		111		347		94		679		205	
11:00	336	1,466	94	291	328	1,564	86	267	664	3,030	180	558
11:15	358		68		380		69		738		137	
11:30	388		74		400		62		788		136	
11:45	384		55		456		50		840		105	
Total	8,761		14,910		8,054		15,210		16,815		30,120	
Split	52.1		49.5		47.9		50.5					
Day Total		23,671				23,264				46,935		
Day Split		50.4				49.6						
Peak Hour	07:30		04:15		11:00		05:15		07:30		05:00	
Volum	1,765		1,749		1,564		2,093		3,150		3,761	
Factor	0.94		0.89		0.86		0.91		0.94		0.95	

H 25

Data File : D0209028

1820 E. Garry Avenue, Ste. 110
Santa Ana, CA. 92705

Site: EWPORT BCH
Date: 11/01/01

Location : SAN MIGUEL ROAD
Segment : MAC ARTHUR BLVD TO SAN JOAQUIN
Client : CITY NEWPORT BEA

Day: Thursday

Interval Begin	EB AM		EB PM		WB AM		WB PM		Combined AM		Combined PM	
12.00	9	31	115	471	4	12	100	446	13	43	215	917
12.15	4		134		5		110		9		244	
12 30	7		110		3		106		10		216	
12 45	11		112		0		130		11		242	
01 00	1	15	135	464	1	3	124	486	2	18	259	950
01:15	2		108		1		120		3		228	
01 30	7		112		1		128		8		240	
01 45	5		109		0		114		5		223	
02.00	3	7	117	502	1	6	128	430	4	13	245	932
02:15	3		122		4		98		7		220	
02 30	0		118		1		102		1		220	
02 45	1		145		0		102		1		247	
03:00	2	4	130	584	3	6	135	510	5	10	265	1,094
03 15	2		140		3		115		5		255	
03:30	0		150		0		124		0		274	
03:45	0		164		0		136		0		300	
04 00	2	5	152	602	0	4	113	475	2	9	265	1,077
04 15	0		134		2		122		2		256	
04 30	1		170		0		126		1		296	
04 45	2		146		2		114		4		260	
05 00	3	15	166	640	6	30	128	468	9	45	294	1,108
05:15	3		177		3		116		6		293	
05:30	5		150		8		118		13		268	
05:45	4		147		13		106		17		253	
06 00	10	69	141	468	15	118	90	334	25	187	231	802
06 15	10		118		23		84		33		202	
06.30	25		111		34		80		59		191	
06 45	24		98		46		80		70		178	
07 00	28	244	85	331	47	325	72	200	75	569	157	531
07 15	53		94		48		52		101		146	
07 30	60		72		96		48		156		120	
07 45	103		80		134		28		237		108	
08 00	50	240	53	204	109	415	39	114	159	655	92	318
08 15	70		44		86		31		156		75	
08 30	52		55		96		30		148		85	
08 45	68		52		124		14		192		66	
09:00	82	356	78	203	106	436	23	83	188	792	101	286
09:15	90		41		110		26		200		67	
09 30	98		45		94		18		192		63	
09 45	86		39		126		16		212		55	
10.00	86	343	40	84	100	424	13	37	186	767	53	121
10:15	95		24		96		12		191		36	
10 30	74		14		107		8		181		22	
10:45	88		6		121		4		209		10	
11 00	94	410	18	43	110	461	4	9	204	871	22	52
11 15	98		10		126		1		224		11	
11 30	109		13		108		2		217		15	
11 45	109		2		117		2		226		4	
Totals	1,739		4,596		2,240		3,592		3,979		8,188	
Split%	43.7		56.1		56.3		43.9					
Day Totals		6,335				5,832				12,167		
Day Splits		52.1				47.9						
Peak Hour	11:00		04:30		10:45		03:00		11:00		04:30	
Volume	410		659		465		510		871		1,143	
Factor	0.94		0.93		0.92		0.94		0.96		0.97	

Data File : D0110195

H 20

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Site: EWPORT BCH
Date: 11/06/01
D0110188
Day: Tuesday

Location : CAMPUS DRIVE
Segment : CARLSON TO UNIVERSITY
City : NEWPORT BEACH
File:

Interval Begin	EB AM		EB PM		WB AM		WB PM		Combined AM		Combined PM	
12:00	17	48	175	733	27	80	170	812	44	128	345	1,545
12:15	13		218		21		201		34		419	
12:30	11		152		16		223		27		375	
12:45	7		188		16		218		23		406	
01:00	4	24	156	669	11	36	176	729	15	60	332	1,398
01:15	5		179		9		182		14		361	
01:30	9		168		6		157		15		325	
01:45	6		166		10		214		16		380	
02:00	3	12	122	486	6	17	273	755	9	29	395	1,241
02:15	2		101		6		146		8		247	
02:30	5		146		3		156		8		302	
02:45	2		117		2		180		4		297	
03:00	3	15	138	550	7	22	172	716	10	37	310	1,266
03:15	2		136		7		192		9		328	
03:30	8		142		4		196		12		338	
03:45	2		134		4		156		6		290	
04:00	2	15	140	669	4	22	158	602	6	37	298	1,271
04:15	2		150		5		104		7		254	
04:30	5		174		8		167		13		341	
04:45	6		205		5		173		11		378	
05:00	11	112	267	1,034	7	49	204	681	18	161	471	1,715
05:15	19		258		11		199		30		457	
05:30	34		258		14		138		48		396	
05:45	48		251		17		140		65		391	
06:00	52	215	260	902	21	179	147	601	73	394	407	1,503
06:15	53		248		35		142		88		390	
06:30	54		210		49		158		103		368	
06:45	56		184		74		154		130		338	
07:00	65	448	128	390	58	557	134	460	123	1,005	262	850
07:15	90		89		118		111		208		200	
07:30	144		83		167		113		311		196	
07:45	149		90		214		102		363		192	
08:00	116	581	92	302	190	740	99	400	306	1,321	191	702
08:15	121		69		200		105		321		174	
08:30	162		71		162		101		324		172	
08:45	182		70		188		95		370		165	
09:00	208	620	64	245	134	489	110	408	342	1,109	174	653
09:15	150		48		117		95		267		143	
09:30	132		67		136		106		268		173	
09:45	130		66		102		97		232		163	
10:00	123	563	52	183	88	406	86	234	211	969	138	417
10:15	128		57		106		55		234		112	
10:30	166		35		88		46		254		81	
10:45	146		39		124		47		270		86	
11:00	126	638	22	73	154	533	48	152	280	1,171	70	225
11:15	134		25		104		37		238		62	
11:30	166		5		133		35		299		40	
11:45	212		21		142		32		354		53	
Totals	3,291		6,236		3,130		6,550		6,421		12,786	
%	51.3		48.8		48.7		51.2					
Day Totals		9,527				9,680				19,207		
Split %		49.6				50.4						
Peak Hour	08:30		05:00		07:30		01:15		08:15		05:00	
Volume	702		1,034		771		826		1,357		1,715	
Factor	0.84		0.97		0.90		0.76		0.92		0.91	

Data File : S2445003

H27

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Site: EWPORT BCH
Date: 10/31/01
File: D0110191
Day: Wednesday

Location : COAST HIGHWAY
Segment : DOVER DRIVE TO BAYSIDE DRIVE
Client : NEWPORT BEACH

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	34	133	454	2,031	40	143	536	2,150	74	276	990	4,181
12:15	50		515		49		550		99		1,065	
12:30	30		526		34		538		64		1,064	
12:45	19		536		20		526		39		1,062	
01:00	14	56	538	2,152	22	68	490	2,105	36	124	1,028	4,257
01:15	13		582		15		494		28		1,076	
01:30	16		508		17		577		33		1,085	
01:45	13		524		14		544		27		1,068	
02:00	10	42	535	2,049	8	36	542	2,323	18	78	1,077	4,372
02:15	8		516		6		604		14		1,120	
02:30	12		472		14		576		26		1,048	
02:45	12		526		8		601		20		1,127	
03:00	10	36	534	2,232	5	28	610	2,562	15	64	1,144	4,794
03:15	5		612		9		646		14		1,258	
03:30	6		564		7		630		13		1,194	
03:45	15		522		7		676		22		1,198	
04:00	14	74	530	2,188	9	44	674	2,968	23	118	1,204	5,156
04:15	10		540		5		740		15		1,280	
04:30	15		582		12		774		27		1,356	
04:45	35		536		18		780		53		1,316	
05:00	42	320	610	2,161	37	215	915	3,278	79	535	1,525	5,439
05:15	52		544		38		881		90		1,425	
05:30	90		548		48		794		138		1,342	
05:45	136		459		92		688		228		1,147	
06:00	134	1,062	388	1,416	96	659	526	1,801	230	1,721	914	3,217
06:15	216		352		126		522		342		874	
06:30	298		348		189		407		487		755	
06:45	414		328		248		346		662		674	
07:00	464	2,502	275	993	282	1,452	346	1,198	746	3,954	621	2,191
07:15	620		248		310		266		930		514	
07:30	650		238		396		300		1,046		538	
07:45	768		232		464		286		1,232		518	
08:00	736	2,697	237	985	410	1,804	278	1,167	1,146	4,501	515	2,152
08:15	680		228		464		307		1,144		535	
08:30	636		254		438		284		1,074		538	
08:45	645		266		492		298		1,137		564	
09:00	507	2,000	222	830	432	1,782	279	1,173	939	3,782	501	2,003
09:15	526		266		426		350		952		616	
09:30	508		176		458		280		966		456	
09:45	459		166		466		264		925		430	
10:00	487	1,889	154	527	456	1,808	220	714	943	3,697	374	1,241
10:15	497		147		439		186		936		333	
10:30	435		120		448		170		883		290	
10:45	470		106		465		138		935		244	
11:00	452	2,002	100	314	424	1,943	135	414	876	3,945	235	728
11:15	598		90		452		93		1,050		183	
11:30	470		68		519		94		989		162	
11:45	482		56		548		92		1,030		148	
Totals	12,813		17,878		9,982		21,853		22,795		39,731	
Split%	56.2		45.0		43.8		55.0					
Day Totals		30,691				31,835				62,526		
Day Splits		49.1				50.9						
Peak Hour	07:30		04:30		11:00		04:45		07:45		04:30	
Volume	2,834		2,272		1,943		3,370		4,596		5,622	
Factor	0.92		0.93		0.89		0.92		0.93		0.92	

Data File S2835001

H28

Transportation Studies, Inc.
1820 E. Garry Avenue, Ste 116
Santa Ana, CA. 92705

Site: EWPORT BCH
Date: 09/10/02
Day: Tuesday

xation : BISON AVENUE
gment : SR-73 TO CALIFORNIA
Client : CITY NEWPORT BCH

Interval	EB AM		EB PM		WB AM		WB PM		Combined AM		Combined PM	
:gi	AM		PM		AM		PM		AM		PM	
12:00	6	23	102	488	10	45	154	522	16	68	256	1,010
12:15	4		100		15		132		19		232	
12:30	7		132		12		136		19		268	
12:45	6		154		8		100		14		254	
01:00	5	18	126	452	5	12	98	417	10	30	224	869
01:15	5		112		4		127		9		239	
01:30	2		114		1		94		3		208	
01:45	6		100		2		98		8		198	
02:00	4	13	84	329	3	8	126	512	7	21	210	841
02:15	6		75		2		129		8		204	
02:30	2		84		2		113		4		197	
02:45	1		86		1		144		2		230	
03:00	4	8	74	277	1	6	99	496	5	14	173	773
03:15	1		62		2		125		3		187	
03:30	2		74		1		140		3		214	
03:45	1		67		2		132		3		199	
04:00	0	58	76	288	4	20	142	628	4	78	218	916
04:15	10		72		1		144		11		216	
04:30	22		62		1		130		23		192	
04:45	26		78		14		212		40		290	
05:00	22	200	94	358	14	62	238	781	36	262	332	1,139
05:15	36		102		11		204		47		306	
05:30	75		82		21		171		96		253	
05:45	67		80		16		168		83		248	
06:00	66	268	84	242	20	116	174	631	86	384	258	873
06:15	60		60		20		189		80		249	
06:30	66		50		26		126		92		176	
06:45	76		48		50		142		126		190	
07:00	102	733	58	197	42	231	144	403	144	964	202	600
07:15	152		44		61		98		213		142	
07:30	213		45		73		87		286		132	
07:45	266		50		55		74		321		124	
08:00	228	882	60	189	66	283	80	236	294	1,165	140	425
08:15	228		52		71		56		299		108	
08:30	206		41		76		52		282		93	
08:45	220		36		70		48		290		84	
09:00	206	646	40	144	54	248	34	146	260	894	74	290
09:15	176		40		76		43		252		83	
09:30	140		30		66		32		206		62	
09:45	124		34		52		37		176		71	
10:00	109	397	23	87	73	256	20	72	182	653	43	159
10:15	112		17		56		16		168		33	
10:30	90		20		70		18		160		38	
10:45	86		27		57		18		143		45	
11:00	81	347	15	53	102	511	24	59	183	858	39	112
11:15	82		15		119		7		201		22	
11:30	82		14		134		17		216		31	
11:45	102		9		156		11		258		20	
tal	3,593		3,104		1,798		4,903		5,391		8,007	
Split	66.6		38.8		33.4		61.2					
y Total		6,697				6,701				13,398		
y Split		50.0				50.0						
Peak Hour	07:30		12:30		11:00		04:45		07:30		04:45	
lum	935		524		511		825		1,200		1,181	
:tor	0.88		0.85		0.82		0.87		0.93		0.89	

Data File : D0209051

Transportation Studies, Inc.
1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Site: EWPORT BCH
Date: 11/01/01

Location : BISON AVENUE
Segment : MAC ARTHUR BLVD TO SR-73 FWY
Client : CITY NEWPORT BEA

Day: Thursday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	6	19	67	265	1	14	76	295	7	33	143	560
12:15	3		60		7		82		10		142	
12:30	4		71		6		71		10		142	
12:45	6		67		0		66		6		133	
01:00	5	15	64	251	6	9	53	190	11	24	117	441
01:15	5		74		2		31		7		105	
01:30	4		62		0		46		4		108	
01:45	1		51		1		60		2		111	
02:00	2	7	54	224	2	6	56	205	4	13	110	429
02:15	2		46		2		44		4		90	
02:30	3		58		0		46		3		104	
02:45	0		66		2		59		2		125	
03:00	1	3	48	207	1	2	62	256	2	5	110	463
03:15	2		59		1		56		3		115	
03:30	0		48		0		74		0		122	
03:45	0		52		0		64		0		116	
04:00	0	8	55	246	0	4	67	309	0	12	122	555
04:15	1		70		2		82		3		152	
04:30	4		60		2		72		6		132	
04:45	3		61		0		88		3		149	
05:00	2	19	56	180	4	14	104	424	6	33	160	604
05:15	1		48		1		130		2		178	
05:30	6		40		4		96		10		136	
05:45	10		36		5		94		15		130	
06:00	14	55	36	117	10	237	72	269	24	292	108	386
06:15	15		31		10		74		25		105	
06:30	14		26		79		76		93		102	
06:45	12		24		138		47		150		71	
07:00	30	191	23	55	44	206	44	174	74	397	67	229
07:15	39		15		58		46		97		61	
07:30	56		9		48		40		104		49	
07:45	66		8		56		44		122		52	
08:00	80	274	6	29	58	259	25	85	138	533	31	114
08:15	50		10		60		27		110		37	
08:30	70		3		66		17		136		20	
08:45	74		10		75		16		149		26	
09:00	75	257	10	24	52	176	25	93	127	433	35	117
09:15	80		4		42		24		122		28	
09:30	46		8		42		14		88		22	
09:45	56		2		40		30		96		32	
10:00	44	175	6	12	42	161	20	44	86	336	26	56
10:15	37		4		36		8		73		12	
10:30	44		2		35		13		79		15	
10:45	50		0		48		3		98		3	
11:00	35	167	2	10	37	246	6	24	72	413	8	34
11:15	40		3		57		6		97		9	
11:30	48		4		70		4		118		8	
11:45	44		1		82		8		126		9	
Totals	1,190		1,620		1,334		2,368		2,524		3,988	
Split%	47.1		40.6		52.9		59.4					
Day Totals		2,810				3,702				6,512		
Day Splits		43.2				56.8						
Peak Hour	08:30		12:30		06:30		05:00		08:30		04:45	
Volume	299		276		319		424		534		623	
Factor	0.93		0.93		0.58		0.82		0.90		0.88	

Data File : D0110192

H 30

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Site: EWPORT BCH
Date: 11/01/01

Location : BONITA CANYON DRIVE
Segment : MAC ARTHUR BLVD TO BUFFALO RD
Client : CITY NEWPORT BEA

Day: Thursday

Interval Begin	EB AM		EB PM		WB AM		WB PM		Combined AM		Combined PM	
12:00	24	72	190	741	20	41	202	876	44	113	392	1,617
12:15	20		188		9		248		29		436	
12:30	14		186		8		205		22		391	
12:45	14		177		4		221		18		398	
01:00	6	23	167	703	13	18	201	824	19	41	368	1,527
01:15	5		176		5		218		10		394	
01:30	3		170		0		215		3		385	
01:45	9		190		0		190		9		380	
02:00	10	21	189	771	4	14	190	865	14	35	379	1,636
02:15	2		162		6		208		8		370	
02:30	5		200		2		214		7		414	
02:45	4		220		2		253		6		473	
03:00	2	20	236	968	4	14	268	1,146	6	34	504	2,114
03:15	4		244		1		288		5		532	
03:30	5		233		4		310		9		543	
03:45	9		255		5		280		14		535	
04:00	4	26	264	1,119	2	25	240	952	6	51	504	2,071
04:15	4		289		2		238		6		527	
04:30	6		250		8		228		14		478	
04:45	12		316		13		246		25		562	
05:00	10	82	332	1,351	20	170	242	960	30	252	574	2,311
05:15	12		367		34		265		46		632	
05:30	24		346		55		235		79		581	
05:45	36		306		61		218		97		524	
06:00	40	494	285	1,063	88	527	182	605	128	1,021	467	1,668
06:15	98		281		110		152		208		433	
06:30	147		263		140		144		287		407	
06:45	209		234		189		127		398		361	
07:00	178	672	205	710	209	1,225	111	391	387	1,897	316	1,101
07:15	158		189		282		130		440		319	
07:30	158		160		360		75		518		235	
07:45	178		156		374		75		552		231	
08:00	123	600	112	433	390	1,547	78	273	513	2,147	190	706
08:15	162		128		379		71		541		199	
08:30	164		108		394		72		558		180	
08:45	151		85		384		52		535		137	
09:00	168	606	117	393	308	1,120	70	277	476	1,726	187	670
09:15	161		94		292		76		453		170	
09:30	126		92		242		70		368		162	
09:45	151		90		278		61		429		151	
10:00	140	563	70	211	224	810	61	150	364	1,373	131	361
10:15	137		60		193		32		330		92	
10:30	136		52		191		29		327		81	
10:45	150		29		202		28		352		57	
11:00	158	626	29	103	190	871	22	78	348	1,497	51	181
11:15	164		30		207		17		371		47	
11:30	148		22		238		25		386		47	
11:45	156		22		236		14		392		36	
Totals	3,805		8,566		6,382		7,397		10,187		15,963	
Split%	37.4		53.7		62.6		46.3					
Day Totals		12,371				13,779				26,150		
Day Splits		47.3				52.7						
Peak Hour	06:45		04:45		08:00		03:00		07:45		04:45	
Volume	703		1,361		1,547		1,146		2,164		2,349	
Factor	0.84		0.93		0.98		0.92		0.97		0.93	

Data File : D0110193

H31

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Site: EWPORT BCH
Date: 11/01/01
D0110194
Day: Thursday

Location : SAN JOAQUIN HILLS ROAD
Segment : MACARTHUR TO SAN MIGUEL
Client : NEWPORT BEACH
File:

Interval Begin	EB AM		EB PM		WB AM		WB PM		Combined AM		Combined PM	
12:00	8	37	170	674	9	28	146	654	17	65	316	1,328
12:15	13		184		9		160		22		344	
12:30	10		148		4		162		14		310	
12:45	6		172		6		186		12		358	
01:00	11	30	171	630	6	24	160	632	17	54	331	1,262
01:15	7		118		7		152		14		270	
01:30	6		170		8		150		14		320	
01:45	6		171		3		170		9		341	
02:00	5	22	167	721	5	11	147	578	10	33	314	1,299
02:15	5		168		4		138		9		306	
02:30	6		188		1		129		7		317	
02:45	6		198		1		164		7		362	
03:00	3	16	194	720	3	9	187	661	6	25	381	1,381
03:15	5		174		2		170		7		344	
03:30	2		160		0		132		2		292	
03:45	6		192		4		172		10		364	
04:00	3	25	218	841	6	39	160	639	9	64	378	1,480
04:15	8		198		1		168		9		366	
04:30	6		215		10		148		16		363	
04:45	8		210		22		163		30		373	
05:00	6	59	244	1,018	20	132	188	688	26	191	432	1,706
05:15	10		294		26		194		36		488	
05:30	11		260		34		158		45		418	
05:45	32		220		52		148		84		368	
06:00	37	268	180	749	58	328	122	444	95	596	302	1,193
06:15	58		232		78		98		136		330	
06:30	78		179		90		128		168		307	
06:45	95		158		102		96		197		254	
07:00	118	484	166	532	120	722	88	283	238	1,206	254	815
07:15	122		138		150		60		272		198	
07:30	109		130		212		68		321		198	
07:45	135		98		240		67		375		165	
08:00	104	456	76	312	236	902	53	230	340	1,358	129	542
08:15	108		84		236		56		344		140	
08:30	126		84		214		66		340		150	
08:45	118		68		216		55		334		123	
09:00	138	503	63	258	169	651	44	176	307	1,154	107	434
09:15	130		76		160		50		290		126	
09:30	101		55		148		36		249		91	
09:45	134		64		174		46		308		110	
10:00	122	537	58	190	148	584	39	99	270	1,121	97	289
10:15	122		52		136		21		258		73	
10:30	135		50		146		27		281		77	
10:45	158		30		154		12		312		42	
11:00	152	577	30	72	147	617	12	39	299	1,194	42	111
11:15	134		20		146		8		280		28	
11:30	152		12		156		12		308		24	
11:45	139		10		168		7		307		17	
Totals	3,014		6,717		4,047		5,123		7,061		11,840	
Split%	42.7		56.7		57.3		43.3					
Day Totals		9,731				9,170				18,901		
Day Splits		51.5				48.5						
Peak Hour	10:45		05:00		07:45		04:45		07:45		04:45	
Volume	596		1,018		926		703		1,399		1,711	
Factor	0.94		0.87		0.96		0.91		0.93		0.88	

Data File : 5901S001

H32

Transportation Studies, Inc.
1820 E. Garry Avenue, Ste 116
Santa Ana, CA. 92705

Location : PACIFIC COAST HIGHWAY
egment : E/O MACARTHUR BOULEVARD
lient : CITY NEWPORT BCH

Site: EWPORT BCH
Date: 08/29/02

Day: Thursday

Interval Begi	EB AM		EB PM		WB AM		WB PM		Combined AM		Combined PM	
12:00	50	141	448	1,734	64	174	389	1,652	114	315	837	3,386
12:15	42		432		42		419		84		851	
12:30	28		409		32		412		60		821	
12:45	21		445		36		432		57		877	
01:00	24	79	432	1,645	26	79	440	1,738	50	158	872	3,383
01:15	22		383		16		448		38		831	
01:30	15		406		20		430		35		836	
01:45	18		424		17		420		35		844	
02:00	6	34	397	1,703	20	45	447	1,791	26	79	844	3,494
02:15	10		414		9		426		19		840	
02:30	11		442		8		446		19		888	
02:45	7		450		8		472		15		922	
03:00	10	37	434	1,767	8	41	444	1,884	18	78	878	3,651
03:15	7		466		11		482		18		948	
03:30	14		424		12		478		26		902	
03:45	6		443		10		480		16		923	
04:00	7	68	485	1,883	15	71	484	1,794	22	139	969	3,677
04:15	19		444		10		458		29		902	
04:30	18		482		18		406		36		888	
04:45	24		472		28		446		52		918	
05:00	37	230	471	1,959	42	281	464	1,717	79	511	935	3,676
05:15	59		510		48		449		107		959	
05:30	64		506		80		400		144		906	
05:45	70		472		111		404		181		876	
06:00	114	744	476	1,824	110	784	384	1,483	224	1,528	860	3,307
06:15	128		444		174		399		302		843	
06:30	248		474		234		338		482		812	
06:45	254		430		266		362		520		792	
07:00	268	1,131	404	1,520	342	1,693	358	1,398	610	2,824	762	2,918
07:15	272		360		362		390		634		750	
07:30	297		398		482		330		779		728	
07:45	294		358		507		320		801		678	
08:00	286	1,184	351	1,186	482	1,882	329	1,031	768	3,066	680	2,217
08:15	273		299		504		252		777		551	
08:30	301		260		436		220		737		480	
08:45	324		276		460		230		784		506	
09:00	330	1,312	273	1,037	384	1,557	228	877	714	2,869	501	1,914
09:15	321		280		366		219		687		499	
09:30	334		246		409		220		743		466	
09:45	327		238		398		210		725		448	
10:00	396	1,501	202	733	384	1,501	238	788	780	3,002	440	1,521
10:15	330		209		349		215		679		424	
10:30	386		174		386		142		772		316	
10:45	389		148		382		193		771		341	
11:00	418	1,672	134	388	391	1,644	194	532	809	3,316	328	920
11:15	420		92		406		151		826		243	
11:30	406		106		397		115		803		221	
11:45	428		56		450		72		878		128	
Total	8,133		17,379		9,752		16,685		17,885		34,064	
Split	45.5		51.0		54.5		49.0					
Day Total		25,512				26,437				51,949		
Day Split		49.1				50.9						
Peak Hour	11:00		05:15		07:30		03:15		11:00		03:15	
Volum	1,672		1,964		1,975		1,924		3,316		3,742	
Factor	0.98		0.96		0.97		0.99		0.94		0.97	

Largest count 40,000 estimated from adjacent intersection

H33

Data File : D0209021

1820 E. Garry Avenue, Ste 116
Santa Ana, CA. 92705

Site: EWPORT BCH
Date: 09/10/02

Location : BONITA CANYON DRIVE
Segment : SR-73 TO CALIFORNIA
Client : CITY NEWPORT BCH

Day: Tuesday

Interval Begi	EB AM		EB PM		WB AM		WB PM		Combined AM		Combined PM	
12:00	4	24	134	407	10	18	178	443	14	42	252	850
12:15	7		90		4		117		11		207	
12:30	7		97		3		116		10		213	
12:45	6		86		1		92		7		178	
01:00	1	6	99	365	7	13	95	432	8	19	194	797
01:15	2		97		2		104		4		201	
01:30	1		83		2		112		3		195	
01:45	2		86		2		121		4		207	
02:00	2	5	110	456	1	3	108	512	3	8	218	968
02:15	1		116		0		104		1		220	
02:30	1		96		2		164		3		260	
02:45	1		134		0		136		1		270	
03:00	1	4	122	476	0	3	174	773	1	7	296	1,249
03:15	0		136		0		189		0		325	
03:30	3		110		2		228		5		338	
03:45	0		108		1		182		1		290	
04:00	1	10	96	474	3	19	168	577	4	29	264	1,051
04:15	2		120		5		138		7		258	
04:30	2		124		5		134		7		258	
04:45	5		134		6		137		11		271	
05:00	8	70	140	609	4	56	160	613	12	126	300	1,222
05:15	16		164		8		156		24		320	
05:30	22		153		14		161		36		314	
05:45	24		152		30		136		54		288	
06:00	48	458	170	579	32	208	144	506	80	666	314	1,085
06:15	82		145		36		109		118		254	
06:30	148		141		56		117		204		258	
06:45	180		123		84		136		264		259	
07:00	158	558	104	329	100	620	110	337	258	1,178	214	666
07:15	178		83		130		89		308		172	
07:30	146		78		198		70		344		148	
07:45	76		64		192		68		268		132	
08:00	100	578	65	236	197	788	58	250	297	1,366	123	486
08:15	186		62		191		76		377		138	
08:30	154		55		208		74		362		129	
08:45	138		54		192		42		330		96	
09:00	145	510	56	176	162	609	52	158	307	1,119	108	334
09:15	108		48		172		39		280		87	
09:30	120		56		129		38		249		94	
09:45	137		16		146		29		283		45	
10:00	106	446	26	104	162	562	20	80	268	1,008	46	184
10:15	116		28		132		21		248		49	
10:30	114		25		120		20		234		45	
10:45	110		25		148		19		258		44	
11:00	108	582	14	34	126	548	18	45	234	1,130	32	79
11:15	200		9		98		15		298		24	
11:30	143		5		164		7		307		12	
11:45	131		6		160		5		291		11	
Total	3,251		4,245		3,447		4,726		6,698		8,971	
Split	48.5		47.3		51.5		52.7					
Day Total		7,496				8,173				15,669		
Day Split		47.8				52.2						
Peak Hour	06:30		05:15		07:45		03:00		08:15		03:00	
Volum	664		639		788		773		1,376		1,249	
Factor	0.92		0.94		0.95		0.85		0.91		0.92	

Data File : D0209052

H34

1620 E. Gary Avenue, Ste. 110
Santa Ana, CA. 92705

Location : SAN MIGUEL ROAD
Segment : FORD RD TO SPYGLASS HILL RD
Client : CITY NEWPORT BEA

Site: EWPORT BCH
Date: 11-01-01
Day: Thursday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	4	17	107	387	0	0	59	271	4	17	166	658
12:15	5		88		0		70		5		158	
12:30	5		93		0		70		5		163	
12:45	3		99		0		72		3		171	
01:00	6	11	94	401	0	0	62	254	6	11	156	655
01:15	3		112		0		48		3		160	
01:30	1		89		0		72		1		161	
01:45	1		106		0		72		1		178	
02:00	2	5	86	391	0	0	70	291	2	5	156	682
02:15	1		106		0		79		1		185	
02:30	2		95		0		62		2		157	
02:45	0		104		0		80		0		184	
03:00	2	2	122	449	0	0	64	264	2	2	186	713
03:15	0		108		0		68		0		176	
03:30	0		117		0		62		0		179	
03:45	0		102		0		70		0		172	
04:00	1	11	116	416	0	0	67	219	1	11	183	635
04:15	2		94		0		60		2		154	
04:30	5		96		0		54		5		150	
04:45	3		110		0		38		3		148	
05:00	6	45	155	552	0	0	52	173	6	45	207	725
05:15	11		148		0		48		11		196	
05:30	9		121		0		51		9		172	
05:45	19		128		0		22		19		150	
06:00	20	133	80	278	0	1	32	95	20	134	112	373
06:15	26		67		0		20		26		87	
06:30	40		61		0		20		40		81	
06:45	47		70		1		23		48		93	
07:00	50	315	62	169	4	10	12	49	54	325	74	218
07:15	79		34		2		18		81		52	
07:30	90		43		2		9		92		52	
07:45	96		30		2		10		98		40	
08:00	116	452	21	123	2	7	5	21	118	459	26	144
08:15	128		36		1		7		129		43	
08:30	104		40		2		4		106		44	
08:45	104		26		2		5		106		31	
09:00	122	387	36	116	4	19	7	20	126	406	43	136
09:15	92		33		6		7		98		40	
09:30	90		25		5		4		95		29	
09:45	83		22		4		2		87		24	
10:00	84	353	19	57	4	49	4	11	88	402	23	68
10:15	91		15		8		2		99		17	
10:30	84		12		23		4		107		16	
10:45	94		11		14		1		108		12	
11:00	82	356	7	20	23	160	1	4	105	516	8	24
11:15	84		4		35		2		119		6	
11:30	101		5		54		0		155		5	
11:45	89		4		48		1		137		5	
Totals	2,087		3,359		246		1,672		2,333		5,031	
% In%	89.5		66.8		10.5		33.2					
Day Totals		5,446				1,918				7,364		
Day Splits		74.0				26.0						
Pk Hour	08:15		05:00		11:00		01:30		11:00		02:45	
Volume	458		552		160		293		516		725	
Factor	0.89		0.89		0.74		0.93		0.83		0.97	

Data File : D0110209

H35

1820 E. Garry Avenue, Ste 116
Santa Ana, CA. 92705

Site: EWPORT BCH
Date: 09/10/02

Location : PACIFIC COAST HIGHWAY
Segment : E/O NEWPORT COAST DRIVE
Client : CITY NEWPORT BCH

Day: Tuesday

Interval Begi	EB AM		EB PM		WB AM		WB PM		Combined AM		Combined PM	
12:00	23	70	222	964	18	55	270	976	41	125	492	1,940
12:15	21		234		14		227		35		461	
12:30	15		250		16		244		31		494	
12:45	11		258		7		235		18		493	
01:00	13	37	210	1,007	6	26	238	933	19	63	448	1,940
01:15	13		264		10		238		23		502	
01:30	6		283		6		220		12		503	
01:45	5		250		4		237		9		487	
02:00	8	27	270	1,112	6	22	265	1,066	12	49	535	2,178
02:15	7		261		4		261		11		522	
02:30	7		298		10		298		17		596	
02:45	5		283		4		242		9		525	
03:00	2	11	307	1,286	3	19	249	1,171	5	30	556	2,457
03:15	4		323		4		332		8		655	
03:30	4		352		4		302		8		654	
03:45	1		304		8		288		9		592	
04:00	16	53	371	1,497	7	54	300	1,120	23	107	671	2,617
04:15	9		332		8		260		17		592	
04:30	14		370		15		268		29		638	
04:45	14		424		24		292		38		716	
05:00	20	157	484	1,878	30	258	235	1,058	50	415	719	2,936
05:15	25		476		40		300		65		776	
05:30	50		479		78		273		128		752	
05:45	62		439		110		250		172		689	
06:00	87	564	416	1,562	110	843	268	962	197	1,407	684	2,524
06:15	118		439		171		252		289		691	
06:30	154		377		268		226		422		603	
06:45	205		330		294		216		499		546	
07:00	190	925	264	938	355	1,806	202	728	545	2,731	466	1,666
07:15	220		254		452		184		672		438	
07:30	253		236		479		171		732		407	
07:45	262		184		520		171		782		355	
08:00	249	907	193	704	478	1,918	142	472	727	2,825	335	1,176
08:15	240		167		465		106		705		273	
08:30	230		156		515		116		745		272	
08:45	188		188		460		108		648		296	
09:00	212	901	186	606	354	1,311	89	385	566	2,212	275	991
09:15	225		158		290		108		515		266	
09:30	234		152		346		96		580		248	
09:45	230		110		321		92		551		202	
10:00	222	882	92	360	284	1,110	74	273	506	1,992	166	633
10:15	242		101		278		103		520		204	
10:30	216		75		280		60		496		135	
10:45	202		92		268		36		470		128	
11:00	244	936	68	195	248	1,078	56	152	492	2,014	124	347
11:15	216		56		290		34		506		90	
11:30	212		42		270		30		482		72	
11:45	264		29		270		32		534		61	
Total	5,470		12,109		8,500		9,296		13,970		21,405	
Split	39.2		56.6		60.8		43.4					
Day Total		17,579				17,796				35,375		
Day Split		49.7				50.3						
Peak Hour	07:30		05:00		07:45		03:15		07:45		04:45	
Volum	1,004		1,878		1,978		1,222		2,959		2,963	
Factor	0.96		0.97		0.95		0.92		0.95		0.95	

* Data File : D0209048

H 36

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA 92705

Site: EWPORT BCH
Date: 11/20/01
Day: Tuesday

Location : PACIFIC COAST HIGHWAY
Segment : AT THE SANTA ANA RIVER
Client : NEWPORT BEACH

Interval Begin	EB AM		EB PM		WB AM		WB PM		Combined AM		Combined PM	
12:00	31	105	276	1,094	50	145	313	1,198	81	250	589	2,292
12:15	24		242		30		312		54		554	
12:30	24		258		39		278		63		536	
12:45	26		318		26		295		52		613	
01:00	17	55	242	1,072	19	64	298	1,193	36	119	540	2,265
01:15	14		268		16		304		30		572	
01:30	14		282		18		273		32		555	
01:45	10		280		11		318		21		598	
02:00	12	36	263	1,149	12	41	328	1,373	24	77	591	2,522
02:15	10		297		12		368		22		665	
02:30	6		299		7		342		13		641	
02:45	8		290		10		335		18		625	
03:00	6	37	264	1,176	10	30	458	1,816	16	67	722	2,992
03:15	5		308		8		440		13		748	
03:30	10		325		6		462		16		787	
03:45	16		279		6		456		22		735	
04:00	8	59	265	1,207	6	49	556	2,302	14	108	821	3,509
04:15	9		294		5		555		14		849	
04:30	11		316		17		609		28		925	
04:45	31		332		21		582		52		914	
05:00	33	306	300	1,250	34	164	681	2,709	67	470	981	3,959
05:15	66		310		28		719		94		1,029	
05:30	92		340		44		721		136		1,061	
05:45	115		300		58		588		173		888	
06:00	156	1,223	248	1,012	85	557	505	1,622	241	1,780	753	2,634
06:15	252		260		129		428		381		688	
06:30	365		274		162		417		527		691	
06:45	450		230		181		272		631		502	
07:00	473	2,465	184	588	218	1,078	294	1,014	691	3,543	478	1,602
07:15	628		142		249		226		877		368	
07:30	652		140		329		249		981		389	
07:45	712		122		282		245		994		367	
08:00	606	2,261	125	463	306	1,068	204	750	912	3,329	329	1,213
08:15	565		117		256		194		821		311	
08:30	586		120		274		166		860		286	
08:45	504		101		232		186		736		287	
09:00	350	1,341	122	455	238	958	190	702	588	2,299	312	1,157
09:15	341		128		224		178		565		306	
09:30	334		101		228		168		562		269	
09:45	316		104		268		166		584		270	
10:00	268	1,080	116	369	252	1,020	144	512	520	2,100	260	881
10:15	257		81		246		135		503		216	
10:30	274		92		258		118		532		210	
10:45	281		80		264		115		545		195	
11:00	275	1,107	64	212	264	1,112	103	367	539	2,219	167	579
11:15	296		58		268		97		564		155	
11:30	254		42		266		102		520		144	
11:45	282		48		314		65		596		113	
Total	10,075		10,047		6,286		15,558		16,361		25,605	
Split	61.6		39.2		38.4		60.8					
Day Total		20,122				21,844				41,966		
Day Split		47.9				52.1						
Peak Hour	07:15		04:45		07:30		05:00		07:15		04:45	
Volume	2,598		1,282		1,173		2,709		3,764		3,985	
Factor	0.91		0.94		0.89		0.94		0.95		0.94	

Thanksgiving week count
~46,000 from Caltrans count data

Data File : D0111143

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Site: EWPORT BCH
Date: 10/31/01

Day: Wednesday

Location : COAST HIGHWAY
Segment : OLD NEWPORT BLVD TO RIVERSIDE
Client : CITY NEWPORT BEA

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	42	123	399	1,688	38	151	426	1,800	80	274	825	3,488
12:15	32		428		40		466		72		894	
12:30	31		442		41		468		72		910	
12:45	18		419		32		440		50		859	
01:00	17	63	444	1,738	28	127	446	1,874	45	190	890	3,612
01:15	15		480		33		456		48		936	
01:30	12		408		36		488		48		896	
01:45	19		406		30		484		49		890	
02:00	16	46	414	1,693	15	51	438	2,031	31	97	852	3,724
02:15	11		396		12		508		23		904	
02:30	10		447		12		503		22		950	
02:45	9		436		12		582		21		1,018	
03:00	7	36	416	1,746	6	33	510	2,200	13	69	926	3,946
03:15	10		476		9		526		19		1,002	
03:30	5		435		10		550		15		985	
03:45	14		419		8		614		22		1,033	
04:00	16	84	438	1,786	3	35	592	2,615	19	119	1,030	4,401
04:15	6		460		8		684		14		1,144	
04:30	18		436		14		649		32		1,085	
04:45	44		452		10		690		54		1,142	
05:00	46	324	443	1,647	36	179	742	2,936	82	503	1,185	4,583
05:15	52		431		31		764		83		1,195	
05:30	86		416		46		746		132		1,162	
05:45	140		357		66		684		206		1,041	
06:00	139	1,051	295	1,110	87	567	507	1,566	226	1,618	802	2,676
06:15	222		294		114		444		336		738	
06:30	294		258		168		336		462		594	
06:45	396		263		198		279		594		542	
07:00	440	2,358	212	801	236	1,293	291	1,026	676	3,651	503	1,827
07:15	582		172		263		243		845		415	
07:30	676		195		380		238		1,056		433	
07:45	660		222		414		254		1,074		476	
08:00	704	2,500	187	761	338	1,424	243	992	1,042	3,924	430	1,753
08:15	626		196		348		260		974		456	
08:30	560		184		358		251		918		435	
08:45	610		194		380		238		990		432	
09:00	436	1,784	186	664	357	1,423	271	1,023	793	3,207	457	1,687
09:15	464		180		362		279		826		459	
09:30	466		144		325		270		791		414	
09:45	418		154		379		203		797		357	
10:00	356	1,534	159	493	332	1,435	214	701	688	2,969	373	1,194
10:15	390		120		387		180		777		300	
10:30	395		122		354		166		749		288	
10:45	393		92		362		141		755		233	
11:00	384	1,554	96	310	378	1,660	137	454	762	3,214	233	764
11:15	384		78		412		120		796		198	
11:30	370		66		406		100		776		166	
11:45	416		70		464		97		880		167	
Totals	11,457		14,437		8,378		19,218		19,835		33,655	
Split%	57.8		42.9		42.2		57.1					
Day Totals		25,894				27,596				53,490		
Day Splits		48.4				51.6						
Peak Hour	07:30		04:15		11:00		04:45		07:30		04:45	
Volume	2,666		1,791		1,660		2,942		4,146		4,684	
Factor	0.95		0.97		0.89		0.96		0.97		0.98	

Data File : D0110187

H 38

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Location : ADAMS AVENUE
Segment : AT THE SANTA ANA RIVER
Count : NEWPORT BEACH
Interval

Site: EWPORT BCH
Date: 11.20.01

Day: Tuesday

Interval Begin	EB AM		EB PM		WB AM		WB PM		Combined AM		Combined PM	
12:00	18	62	265	1,172	36	122	295	1,130	54	184	560	2,302
12:15	18		302		38		296		56		598	
12:30	17		320		28		292		45		612	
12:45	9		285		20		247		29		532	
01:00	8	30	242	975	26	65	296	1,187	34	95	538	2,162
01:15	8		242		14		280		22		522	
01:30	10		255		13		309		23		564	
01:45	4		236		12		302		16		538	
02:00	11	35	248	1,085	12	39	346	1,380	23	74	594	2,465
02:15	10		260		10		341		20		601	
02:30	12		289		9		343		21		632	
02:45	2		288		8		350		10		638	
03:00	7	24	306	1,152	8	38	392	1,699	15	62	698	2,851
03:15	3		280		12		400		15		680	
03:30	8		284		8		438		16		722	
03:45	6		282		10		469		16		751	
04:00	12	102	292	1,139	5	43	470	2,192	17	145	762	3,331
04:15	24		254		10		554		34		808	
04:30	29		317		10		578		39		895	
04:45	37		276		18		590		55		866	
05:00	35	287	315	1,277	13	117	666	2,505	48	404	981	3,782
05:15	64		310		32		662		96		972	
05:30	100		354		30		603		130		957	
05:45	88		298		42		574		130		872	
06:00	132	970	257	1,098	51	318	517	1,865	183	1,288	774	2,963
06:15	182		292		71		526		253		818	
06:30	281		283		83		428		364		711	
06:45	375		266		113		394		488		660	
07:00	532	2,729	210	766	120	719	330	1,102	652	3,448	540	1,868
07:15	678		206		151		284		829		490	
07:30	774		174		198		256		972		430	
07:45	745		176		250		232		995		408	
08:00	520	2,068	114	509	224	850	238	849	744	2,924	352	1,358
08:15	558		128		234		203		792		331	
08:30	514		137		192		202		706		339	
08:45	476		130		206		206		682		336	
09:00	414	1,346	122	417	214	830	220	801	628	2,176	342	1,218
09:15	354		107		200		190		554		297	
09:30	309		94		210		198		519		292	
09:45	269		94		206		193		475		287	
10:00	234	1,038	86	300	192	848	158	464	426	1,886	244	764
10:15	254		93		188		126		442		219	
10:30	270		66		200		92		470		158	
10:45	280		55		268		88		548		143	
11:00	249	1,048	61	175	265	1,025	88	262	514	2,073	149	437
11:15	263		36		228		70		491		106	
11:30	268		48		258		60		526		108	
11:45	268		30		274		44		542		74	
Total	9,739		10,065		5,020		15,436		14,759		25,501	
Split	66.0		39.5		34.0		60.5					
Day Total		19,804				20,456				40,260		
Day Split		49.2				50.8						
Peak Hour	07:00		05:00		11:00		04:45		07:15		05:00	
Volume	2,729		1,277		1,025		2,521		3,540		3,782	
PHF	0.88		0.90		0.94		0.95		0.89		0.96	

Thanksgiving week count

43,000 per 2000 Orange County Flow Map

Data File D0111141

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Location : VICTORIA STREET
Segment : AT THE SANTA ANA RIVER
Client : NEWPORT BEACH
Interval

Site: EWPORT BCH
Date: 11/20/01
File: D0111142
Day: Tuesday

Begi	EB AM		EB PM		WB AM		WB PM		Combined AM		Combined PM	
12:00	20	65	143	610	36	105	168	662	56	170	311	1,272
12:15	18		159		31		162		49		321	
12:30	16		171		20		154		36		325	
12:45	11		137		18		178		29		315	
01:00	10	33	165	622	8	46	190	746	18	79	355	1,368
01:15	9		142		16		182		25		324	
01:30	8		172		15		186		23		358	
01:45	6		143		7		188		13		331	
02:00	5	18	152	675	20	58	204	936	25	76	356	1,611
02:15	2		150		16		205		18		355	
02:30	5		167		12		254		17		421	
02:45	6		206		10		273		16		479	
03:00	7	40	136	635	2	23	241	1,108	9	63	377	1,743
03:15	8		190		7		271		15		461	
03:30	11		181		7		304		18		485	
03:45	14		128		7		292		21		420	
04:00	7	58	210	726	6	43	368	1,517	13	101	578	2,243
04:15	14		168		10		350		24		518	
04:30	12		168		11		374		23		542	
04:45	25		180		16		425		41		605	
05:00	28	213	196	764	30	164	400	1,693	58	377	596	2,457
05:15	42		208		36		443		78		651	
05:30	81		156		52		448		133		604	
05:45	62		204		46		402		108		606	
06:00	114	676	160	629	37	323	424	1,286	151	999	584	1,915
06:15	122		167		80		356		202		523	
06:30	176		182		92		262		268		444	
06:45	264		120		114		244		378		364	
07:00	294	1,392	132	512	110	568	202	744	404	1,960	334	1,256
07:15	352		126		141		210		493		336	
07:30	394		104		151		172		545		276	
07:45	352		150		166		160		518		310	
08:00	342	1,140	98	342	156	594	138	527	498	1,734	236	869
08:15	254		88		164		132		418		220	
08:30	272		74		142		122		414		196	
08:45	272		82		132		135		404		217	
09:00	230	742	74	263	132	564	116	420	362	1,306	190	683
09:15	205		66		136		98		341		164	
09:30	169		73		162		104		331		177	
09:45	138		50		134		102		272		152	
10:00	140	543	75	227	155	559	92	309	295	1,102	167	536
10:15	124		46		137		92		261		138	
10:30	169		68		124		61		293		129	
10:45	110		38		143		64		253		102	
11:00	156	543	41	108	148	662	70	247	304	1,205	111	355
11:15	119		15		154		84		273		99	
11:30	136		34		170		51		306		85	
11:45	132		18		190		42		322		60	
Total	5,463		6,113		3,709		10,195		9,172		16,308	
Split	59.6		37.5		40.4		62.5					
Day Total		11,576				13,904				25,480		
Day Split		45.4				54.6						
Peak Hou	07:15		05:00		11:00		05:15		07:15		05:00	
Volum	1,440		764		662		1,717		2,054		2,457	
Facto	0.91		0.92		0.87		0.96		0.94		0.94	

Thanksgiving week count
28,000 per 2000 Orange County Flow Map

Data File S9325001

H 40

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Site: EWPORT BCH
Date: 10/30/01

Location : MESA DRIVE
Segment : E/O NEWPORT BLVD-EAST
Client : CITY NEWPORT BEA

Day: Tuesday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	8	20	60	244	1	5	42	151	9	25	102	395
12:15	4		54		1		32		5		86	
12:30	4		58		2		40		6		98	
12:45	4		72		1		37		5		109	
01:00	10	17	54	195	2	8	42	137	12	25	96	332
01:15	1		47		3		30		4		77	
01:30	5		41		2		29		7		70	
01:45	1		53		1		36		2		89	
02:00	1	7	67	214	1	4	30	114	2	11	97	328
02:15	4		47		2		24		6		71	
02:30	0		42		0		32		0		74	
02:45	2		58		1		28		3		86	
03:00	0	4	53	241	0	3	40	163	0	7	93	404
03:15	2		50		1		36		3		86	
03:30	0		69		2		48		2		117	
03:45	2		69		0		39		2		108	
04:00	2	13	66	287	2	8	52	242	4	21	118	529
04:15	3		74		3		45		6		119	
04:30	2		78		1		66		3		144	
04:45	6		69		2		79		8		148	
05:00	7	39	80	345	2	20	118	470	9	59	198	815
05:15	5		89		2		128		7		217	
05:30	14		84		5		128		19		212	
05:45	13		92		11		96		24		188	
06:00	17	95	99	270	8	38	84	206	25	133	183	476
06:15	14		66		8		56		22		122	
06:30	16		49		6		32		22		81	
06:45	48		56		16		34		64		90	
07:00	44	242	57	190	17	117	34	86	61	359	91	276
07:15	56		47		32		18		88		65	
07:30	50		41		44		17		94		58	
07:45	92		45		24		17		116		62	
08:00	74	248	46	168	24	107	26	80	98	355	72	248
08:15	76		44		35		24		111		68	
08:30	57		37		24		15		81		52	
08:45	41		41		24		15		65		56	
09:00	29	146	44	156	14	80	8	39	43	226	52	195
09:15	39		43		24		5		63		48	
09:30	40		36		22		18		62		54	
09:45	38		33		20		8		58		41	
10:00	38	156	35	90	32	93	8	35	70	249	43	125
10:15	43		16		26		9		69		25	
10:30	40		23		18		14		58		37	
10:45	35		16		17		4		52		20	
11:00	38	191	11	55	35	146	5	17	73	337	16	72
11:15	48		11		38		5		86		16	
11:30	47		16		29		2		76		18	
11:45	58		17		44		5		102		22	
Totals	1,178		2,455		629		1,740		1,807		4,195	
plit%	65.2		58.5		34.8		41.5					
Day Totals		3,633				2,369				6,002		
Day Splits		60.5				39.5						
eak Hour	07:45		05:15		11:00		05:00		07:30		05:00	
Volume	299		364		146		470		419		815	
Factor	0.81		0.92		0.83		0.92		0.90		0.94	

Data File : D0110178

H 41

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Location : DEL MAR AVENUE
Segment : E/O NEWPORT BOULEVARD
Client : NEWPORT BEACH
Interval

Site: EWPORT BCH
Date: 10/30/01
File: D0110179
Day: Tuesday

Begin	EB AM		EB PM		WB AM		WB PM		Combined AM		Combined PM	
12:00	9	33	75	377	12	31	92	367	21	64	167	744
12:15	10		94		12		81		22		175	
12:30	8		108		2		95		10		203	
12:45	6		100		5		99		11		199	
01:00	7	33	116	384	5	18	79	334	12	51	195	718
01:15	10		66		4		86		14		152	
01:30	6		108		3		91		9		199	
01:45	10		94		6		78		16		172	
02:00	2	20	100	359	4	20	94	315	6	40	194	674
02:15	5		62		4		74		9		136	
02:30	10		93		10		70		20		163	
02:45	3		104		2		77		5		181	
03:00	7	13	100	461	4	11	84	344	11	24	184	805
03:15	2		112		4		80		6		192	
03:30	2		122		2		90		4		212	
03:45	2		127		1		90		3		217	
04:00	7	22	139	544	6	45	96	434	13	67	235	978
04:15	5		130		8		116		13		246	
04:30	4		143		9		132		13		275	
04:45	6		132		22		90		28		222	
05:00	9	52	172	652	14	121	150	600	23	173	322	1,252
05:15	12		172		22		164		34		336	
05:30	13		152		37		150		50		302	
05:45	18		156		48		136		66		292	
06:00	38	202	164	518	56	343	151	464	94	545	315	982
06:15	38		122		73		132		111		254	
06:30	44		114		108		112		152		226	
06:45	82		118		106		69		188		187	
07:00	95	427	116	401	119	620	76	255	214	1,047	192	656
07:15	94		108		169		72		263		180	
07:30	108		106		180		54		288		160	
07:45	130		71		152		53		282		124	
08:00	115	394	92	329	134	517	45	155	249	911	137	484
08:15	110		78		116		36		226		114	
08:30	84		90		131		34		215		124	
08:45	85		69		136		40		221		109	
09:00	78	285	62	269	104	396	57	165	182	681	119	434
09:15	72		80		116		38		188		118	
09:30	64		63		90		37		154		100	
09:45	71		64		86		33		157		97	
10:00	69	288	60	176	102	335	29	90	171	623	89	266
10:15	70		42		69		20		139		62	
10:30	79		44		77		19		156		63	
10:45	70		30		87		22		157		52	
11:00	101	346	30	102	70	293	26	61	171	639	56	163
11:15	78		22		68		13		146		35	
11:30	74		32		67		10		141		42	
11:45	93		18		88		12		181		30	
Totals	2,115		4,572		2,750		3,584		4,865		8,156	
Split%	43.5		56.1		56.5		43.9					
Day Totals		6,687				6,334				13,021		
Day Splits		51.4				48.6						
Peak Hour	07:30		05:00		07:15		05:15		07:15		05:00	
Volume	463		652		635		601		1,082		1,252	
Factor	0.89		0.95		0.88		0.92		0.94		0.93	

Data File 59205001

H42

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Location : 22nd STREET
Segment : E/O NEWPORT BLVD-EAST
Client : CITY NEWPORT BEA

Site: EWPOER VXH
Date: 10/30/01
Day: Tuesday

Interval Begin	WB AM		WB PM		EB AM		EB PM		Combined AM		Combined PM	
12:00	3	14	84	339	14	40	122	438	17	54	206	777
12:15	3		78		7		85		10		163	
12:30	5		81		10		113		15		194	
12:45	3		96		9		118		12		214	
01:00	1	7	84	339	6	18	100	375	7	25	184	714
01:15	2		82		5		90		7		172	
01:30	1		90		2		93		3		183	
01:45	3		83		5		92		8		175	
02:00	2	10	86	388	9	17	102	543	11	27	188	931
02:15	2		91		4		132		6		223	
02:30	3		97		3		148		6		245	
02:45	3		114		1		161		4		275	
03:00	1	5	152	471	2	5	117	552	3	10	269	1,023
03:15	2		118		1		119		3		237	
03:30	1		110		0		144		1		254	
03:45	1		91		2		172		3		263	
04:00	3	25	118	468	0	9	140	601	3	34	258	1,069
04:15	5		112		1		148		6		260	
04:30	9		122		2		154		11		276	
04:45	8		116		6		159		14		275	
05:00	8	69	136	536	8	37	146	587	16	106	282	1,123
05:15	16		156		6		132		22		288	
05:30	18		132		6		176		24		308	
05:45	27		112		17		133		44		245	
06:00	32	184	96	339	12	132	129	550	44	316	225	889
06:15	40		79		34		145		74		224	
06:30	44		86		32		146		76		232	
06:45	68		78		54		130		122		208	
07:00	71	405	78	225	80	380	127	383	151	785	205	608
07:15	106		54		92		92		198		146	
07:30	111		46		89		95		200		141	
07:45	117		47		119		69		236		116	
08:00	138	436	44	159	123	417	74	278	261	853	118	437
08:15	124		31		120		70		244		101	
08:30	90		41		82		65		172		106	
08:45	84		43		92		69		176		112	
09:00	83	351	42	149	76	293	74	241	159	644	116	390
09:15	102		36		66		58		168		94	
09:30	74		40		81		64		155		104	
09:45	92		31		70		45		162		76	
10:00	70	291	20	79	82	298	55	134	152	589	75	213
10:15	58		25		68		32		126		57	
10:30	84		20		62		28		146		48	
10:45	79		14		86		19		165		33	
11:00	76	313	7	41	88	394	21	62	164	707	28	103
11:15	77		18		110		18		187		36	
11:30	80		11		94		13		174		24	
11:45	80		5		102		10		182		15	
Totals	2,110		3,533		2,040		4,744		4,150		8,277	
plit%	50.8		42.7		49.2		57.3					
Day Totals		5,643				6,784				12,427		
Day Splits		45.4				54.6						
eak Hour	07:30		04:45		07:30		03:45		07:30		04:45	
Volume	490		540		451		614		941		1,153	
Factor	0.89		0.87		0.92		0.89		0.90		0.94	

Data File D0110181

H 43

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

ocation : 19th STREET
egment : E/O NEWPORT BLVD-EAST
lient : CITY NEWPORT BEA

Site: EWPORT BCH
Date: 10/30/01
Day: Tuesday

terval	EB				WB				Combined			
egin	AM		PM		AM		PM		AM		PM	
12 00	14	37	114	402	5	22	132	567	19	59	246	969
12.15	8		96		6		130		14		226	
12 30	10		94		7		152		17		246	
12 45	5		98		4		153		9		251	
01 00	5	16	92	395	4	21	145	586	9	37	237	981
01:15	1		123		6		149		7		272	
01:30	2		76		3		144		5		220	
01:45	8		104		8		148		16		252	
02:00	3	7	116	432	3	11	152	555	6	18	268	987
02 15	0		102		3		138		3		240	
02:30	3		100		4		120		7		220	
02:45	1		114		1		145		2		259	
03:00	1	5	122	473	2	7	178	660	3	12	300	1,133
03:15	2		107		2		164		4		271	
03:30	0		122		0		160		0		282	
03:45	2		122		3		158		5		280	
04:00	3	12	125	472	4	22	174	660	7	34	299	1,132
04 15	4		108		6		154		10		262	
04:30	2		113		9		184		11		297	
04 45	3		126		3		148		6		274	
05:00	1	39	127	478	7	70	170	671	8	109	297	1,149
05.15	9		113		14		158		23		271	
05.30	18		117		21		181		39		298	
05 45	11		121		28		162		39		283	
06.00	15	135	117	466	39	230	138	480	54	365	255	946
06:15	28		132		38		127		66		259	
06:30	31		127		76		111		107		238	
06.45	61		90		77		104		138		194	
07.00	60	324	108	382	99	589	88	310	159	913	196	692
07:15	84		100		150		90		234		190	
07 30	88		82		162		70		250		152	
07 45	92		92		178		62		270		154	
08.00	92	388	73	259	146	568	102	303	238	956	175	562
08 15	111		61		128		89		239		150	
08 30	88		63		160		59		248		122	
08 45	97		62		134		53		231		115	
09.00	80	327	65	226	128	470	66	190	208	797	131	416
09 15	81		62		116		52		197		114	
09.30	80		50		118		38		198		88	
09 45	86		49		108		34		194		83	
10:00	84	319	40	136	94	454	26	128	178	773	66	264
10:15	70		42		118		36		188		78	
10 30	81		30		124		40		205		70	
10.45	84		24		118		26		202		50	
11:00	97	393	16	63	110	497	17	70	207	890	33	133
11.15	92		27		126		22		218		49	
11.30	106		14		121		20		227		34	
11.45	98		6		140		11		238		17	
Totals	2,002		4,184		2,961		5,180		4,963		9,364	
splits	40.3		44.7		59.7		55.3					
Day Totals		6,186				8,141				14,327		
Day Splits		43.2				56.8						
Peak Hour	11:00		05:45		07:15		05:00		07:30		05:00	
Volume	393		497		636		671		997		1,149	
Factor	0.93		0.94		0.89		0.93		0.92		0.96	

Data File : D0110182

H 44

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Location : 17TH STREET
Segment : FULLERTON TO ORANGE
Client : NEWPORT BEACH
Interval

Site: EWPORT BCH
Date: 10/31/01
File: D0110183
Day: Wednesday

Begin	EB AM		EB PM		WB AM		WB PM		Combined AM		Combined PM	
12:00	44	146	332	1,335	44	138	339	1,414	88	284	671	2,749
12:15	42		323		35		376		77		699	
12:30	30		334		28		359		58		693	
12:45	30		346		31		340		61		686	
01:00	18	80	324	1,254	32	110	357	1,386	50	190	681	2,640
01:15	22		308		22		325		44		633	
01:30	14		314		36		348		50		662	
01:45	26		308		20		356		46		664	
02:00	20	46	280	1,186	10	40	340	1,292	30	86	620	2,478
02:15	7		289		10		306		17		595	
02:30	8		308		11		308		19		616	
02:45	11		309		9		338		20		647	
03:00	16	41	340	1,284	12	37	340	1,239	28	78	680	2,523
03:15	7		324		8		307		15		631	
03:30	8		290		8		301		16		591	
03:45	10		330		9		291		19		621	
04:00	12	71	306	1,201	12	70	308	1,282	24	141	614	2,483
04:15	13		320		8		328		21		648	
04:30	17		271		17		306		34		577	
04:45	29		304		33		340		62		644	
05:00	26	177	291	1,125	25	223	332	1,328	51	400	623	2,453
05:15	27		290		40		368		67		658	
05:30	56		272		74		333		130		605	
05:45	68		272		84		295		152		567	
06:00	69	489	272	967	102	485	298	1,009	171	974	570	1,976
06:15	87		236		99		270		186		506	
06:30	143		243		148		233		291		476	
06:45	190		216		136		208		326		424	
07:00	202	977	196	781	191	780	216	776	393	1,757	412	1,557
07:15	258		222		179		212		437		434	
07:30	233		190		204		184		437		374	
07:45	284		173		206		164		490		337	
08:00	267	996	171	674	221	822	216	695	488	1,818	387	1,369
08:15	242		159		190		170		432		329	
08:30	231		160		195		171		426		331	
08:45	256		184		216		138		472		322	
09:00	292	1,034	169	699	246	968	160	628	538	2,002	329	1,327
09:15	256		204		230		179		486		383	
09:30	245		158		242		141		487		299	
09:45	241		168		250		148		491		316	
10:00	266	1,078	146	500	230	1,042	132	438	496	2,120	278	938
10:15	237		139		256		106		493		245	
10:30	272		123		276		98		548		221	
10:45	303		92		280		102		583		194	
11:00	282	1,149	106	351	237	1,134	120	379	519	2,283	226	730
11:15	275		88		286		92		561		180	
11:30	284		93		327		74		611		167	
11:45	308		64		284		93		592		157	
Totals	6,284		11,357		5,849		11,866		12,133		23,223	
Splits	51.8		48.9		48.2		51.1					
Day Totals		17,641				17,715				35,356		
Day Splits		49.9				50.1						
Peak Hour	11:00		12:00		11:00		12:15		11:00		12:15	
Volume	1,149		1,335		1,134		1,432		2,283		2,759	
Factor	0.93		0.96		0.87		0.95		0.93		0.99	

Data File : S9325001

H45

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Location : 16th STREET
Segment : OLD NEWPORT BLVD TO ORANGE AVE
Client : CITY NEWPORT BEA

Site: EWPORT BCH
Date: 10/31/01
Day: Wednesday

Interval	WB				EB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	3	5	44	172	3	9	28	172	6	14	72	344
12:15	2		35		3		54		5		89	
12:30	0		42		3		46		3		88	
12:45	0		51		0		44		0		95	
01:00	0	2	35	184	0	2	38	114	0	4	73	298
01:15	0		60		0		22		0		82	
01:30	1		53		0		26		1		79	
01:45	1		36		2		28		3		64	
02:00	0	4	39	189	0	1	26	128	0	5	65	317
02:15	1		48		0		33		1		81	
02:30	0		44		0		39		0		83	
02:45	3		58		1		30		4		88	
03:00	1	2	40	153	0	2	38	167	1	4	78	320
03:15	0		38		0		54		0		92	
03:30	1		35		2		38		3		73	
03:45	0		40		0		37		0		77	
04:00	0	4	44	197	1	3	35	123	1	7	79	320
04:15	0		56		0		24		0		80	
04:30	0		47		2		28		2		75	
04:45	4		50		0		36		4		86	
05:00	0	17	44	158	0	4	43	121	0	21	87	279
05:15	3		43		1		30		4		73	
05:30	6		42		2		18		8		60	
05:45	8		29		1		30		9		59	
06:00	12	76	34	112	4	27	14	58	16	103	48	170
06:15	13		31		5		14		18		45	
06:30	20		23		8		20		28		43	
06:45	31		24		10		10		41		34	
07:00	17	91	14	75	8	118	11	50	25	209	25	125
07:15	22		25		22		12		44		37	
07:30	26		18		48		16		74		34	
07:45	26		18		40		11		66		29	
08:00	22	109	18	67	32	102	23	56	54	211	41	123
08:15	32		18		22		13		54		31	
08:30	25		14		26		6		51		20	
08:45	30		17		22		14		52		31	
09:00	16	102	20	56	18	84	8	47	34	186	28	103
09:15	34		17		22		13		56		30	
09:30	23		9		26		13		49		22	
09:45	29		10		18		13		47		23	
10:00	38	117	8	33	18	99	14	21	56	216	22	54
10:15	16		11		17		7		33		18	
10:30	35		9		34		0		69		9	
10:45	28		5		30		0		58		5	
11:00	27	142	8	25	30	119	5	19	57	261	13	44
11:15	34		6		28		4		62		10	
11:30	41		6		32		6		73		12	
11:45	40		5		29		4		69		9	
Totals	671		1,421		570		1,076		1,241		2,497	
Split%	54.1		56.9		45.9		43.1					
Day Totals		2,092				1,646				3,738		
Day Splits		56.0				44.0						
Peak Hour	11:00		12:45		07:15		12:15		11:00		12:15	
Volume	142		199		142		182		261		345	
Factor	0.87		0.83		0.74		0.84		0.89		0.91	

Data File : D0110184

H46

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Location : 15th STREET
Segment : OLD NEWPORT BLVD TO ORANGE AVE
Client : CITY NEWPORT BEA

Site: EWPORT BCH
Date: 10/31/01
Day: Wednesday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	1	4	18	103	1	3	16	65	2	7	34	168
12:15	2		20		0		18		2		38	
12:30	0		28		0		18		0		46	
12:45	1		37		2		13		3		50	
01:00	0	1	32	90	3	6	28	106	3	7	60	196
01:15	1		33		1		37		2		70	
01:30	0		15		1		22		1		37	
01:45	0		10		1		19		1		29	
02:00	1	1	22	107	0	0	18	88	1	1	40	195
02:15	0		23		0		12		0		35	
02:30	0		39		0		14		0		53	
02:45	0		23		0		44		0		67	
03:00	0	0	13	79	0	0	18	54	0	0	31	133
03:15	0		20		0		13		0		33	
03:30	0		16		0		12		0		28	
03:45	0		30		0		11		0		41	
04:00	0	0	19	79	0	0	25	65	0	0	44	144
04:15	0		14		0		8		0		22	
04:30	0		28		0		12		0		40	
04:45	0		18		0		20		0		38	
05:00	0	3	18	59	3	11	19	56	3	14	37	115
05:15	0		13		2		18		2		31	
05:30	1		15		5		11		6		26	
05:45	2		13		1		8		3		21	
06:00	2	37	25	75	7	39	8	32	9	76	33	107
06:15	8		18		10		6		18		24	
06:30	16		15		9		9		25		24	
06:45	11		17		13		9		24		26	
07:00	16	154	23	46	11	86	6	45	27	240	29	91
07:15	40		11		15		19		55		30	
07:30	46		8		26		9		72		17	
07:45	52		4		34		11		86		15	
08:00	18	61	5	28	24	79	18	64	42	140	23	92
08:15	10		10		22		23		32		33	
08:30	8		5		16		17		24		22	
08:45	25		8		17		6		42		14	
09:00	14	49	5	22	17	66	8	40	31	115	13	62
09:15	13		12		12		12		25		24	
09:30	10		2		15		8		25		10	
09:45	12		3		22		12		34		15	
10:00	10	52	6	13	8	55	9	26	18	107	15	39
10:15	13		1		19		5		32		6	
10:30	12		4		16		6		28		10	
10:45	17		2		12		6		29		8	
11:00	8	50	2	10	10	53	4	13	18	103	6	23
11:15	20		4		15		3		35		7	
11:30	10		2		14		2		24		4	
11:45	12		2		14		4		26		6	
Totals	412		711		398		654		810		1,365	
Split%	50.9		52.1		49.1		47.9					
Day Totals		1,123				1,052				2,175		
Day Splits		51.6				48.4						
Peak Hour	07:15		12:30		07:30		01:00		07:15		12:30	
Volume	156		130		106		106		255		226	
Factor	0.75		0.88		0.78		0.72		0.74		0.81	

Data File : D0110185

H47

Transportation Studies, Inc.

1820 E. Garry Avenue, Ste 116
Santa Ana, CA. 92705

Site: EWPORT BCH
Date: 09/10/02

Location : BAKER STREET
Segment : NORTHEAST OF SR-73
Client : CITY NEWPORT BCH

Day: Tuesday

Interval Begi	EB AM		EB PM		WB AM		WB PM		Combined AM		Combined PM	
12:00	12	52	224	974	24	64	212	820	36	116	436	1,794
12:15	14		217		9		198		23		415	
12:30	12		278		18		218		30		496	
12:45	14		255		13		192		27		447	
01:00	5	32	221	917	14	36	218	816	19	68	439	1,733
01:15	13		228		7		189		20		417	
01:30	10		232		7		220		17		452	
01:45	4		236		8		189		12		425	
02:00	3	28	233	984	10	36	213	842	13	64	446	1,826
02:15	3		278		8		190		11		468	
02:30	11		235		8		216		19		451	
02:45	11		238		10		223		21		461	
03:00	9	50	227	858	12	37	215	996	21	87	442	1,854
03:15	15		210		8		216		23		426	
03:30	14		216		12		259		26		475	
03:45	12		205		5		306		17		511	
04:00	10	56	212	853	8	37	396	1,619	18	93	608	2,472
04:15	14		214		6		374		20		588	
04:30	16		221		7		427		23		648	
04:45	16		206		16		422		32		628	
05:00	30	208	212	777	18	92	492	1,760	48	300	704	2,537
05:15	42		210		12		406		54		616	
05:30	66		183		30		424		96		607	
05:45	70		172		32		438		102		610	
06:00	93	741	188	690	38	242	345	1,163	131	983	533	1,853
06:15	152		188		57		298		209		486	
06:30	236		156		72		300		308		456	
06:45	260		158		75		220		335		378	
07:00	250	1,318	132	456	103	566	154	544	353	1,884	286	1,000
07:15	338		128		152		144		490		272	
07:30	340		112		177		116		517		228	
07:45	390		84		134		130		524		214	
08:00	368	1,140	104	380	122	468	128	398	490	1,608	232	778
08:15	298		90		118		81		416		171	
08:30	261		100		120		97		381		197	
08:45	213		86		108		92		321		178	
09:00	226	808	94	349	140	557	85	317	366	1,365	179	666
09:15	192		95		126		84		318		179	
09:30	206		86		151		68		357		154	
09:45	184		74		140		80		324		154	
10:00	150	601	66	207	120	508	68	244	270	1,109	134	451
10:15	151		54		142		60		293		114	
10:30	163		48		131		48		294		96	
10:45	137		39		115		68		252		107	
11:00	151	692	40	111	156	757	48	146	307	1,449	88	257
11:15	188		29		168		39		356		68	
11:30	161		26		212		35		373		61	
11:45	192		16		221		24		413		40	
Total	5,726		7,556		3,400		9,665		9,126		17,221	
Split	62.7		43.9		37.3		56.1					
Day Total		13,282				13,065				26,347		
Day Split		50.4				49.6						
Peak Hour	07:15		02:00		11:00		05:00		07:15		04:30	
Volum	1,436		984		757		1,760		2,021		2,596	
Factor	0.92		0.88		0.86		0.89		0.96		0.92	

• Data File : D0209053

H48

Transportation Studies, Inc.
1820 E. Garry Avenue, Ste 116
Santa Ana, CA. 92705

Location : BRISTOL STREET
Segment : NORTHEAST OF SR-73
Client : CITY NEWPORT BCH

Site: EWPORT BCH
Date: 09/10/02
Day: Tuesday

Interval Begin	NB AM		NB PM		SB AM		SB PM		Combined AM		Combined PM	
12:00	17	60	240	1,010	21	71	264	1,031	38	131	504	2,041
12:15	18		257		23		228		41		485	
12:30	14		249		11		258		25		507	
12:45	11		264		16		281		27		545	
01:00	9	28	287	1,009	9	45	293	1,056	18	73	580	2,065
01:15	4		254		12		265		16		519	
01:30	6		250		18		246		24		496	
01:45	9		218		6		252		15		470	
02:00	11	32	214	922	11	33	237	965	22	65	451	1,887
02:15	9		244		6		222		15		466	
02:30	5		234		6		268		11		502	
02:45	7		230		10		238		17		468	
03:00	7	22	260	927	4	21	260	906	11	43	520	1,833
03:15	3		199		2		199		5		398	
03:30	4		242		5		227		9		469	
03:45	8		226		10		220		18		446	
04:00	7	53	218	952	6	40	224	960	13	93	442	1,912
04:15	12		232		10		234		22		466	
04:30	16		249		10		252		26		501	
04:45	18		253		14		250		32		503	
05:00	29	162	272	1,005	16	150	265	1,108	45	312	537	2,113
05:15	27		244		30		286		57		530	
05:30	56		248		46		272		102		520	
05:45	50		241		58		285		108		526	
06:00	56	438	238	892	58	395	266	948	114	833	504	1,840
06:15	88		218		82		244		170		462	
06:30	156		220		117		215		273		435	
06:45	138		216		138		223		276		439	
07:00	166	814	176	651	130	752	199	682	296	1,566	375	1,333
07:15	190		159		190		185		380		344	
07:30	228		155		182		154		410		309	
07:45	230		161		250		144		480		305	
08:00	204	665	126	499	225	733	132	550	429	1,398	258	1,049
08:15	164		124		186		142		350		266	
08:30	153		127		160		156		313		283	
08:45	144		122		162		120		306		242	
09:00	160	620	112	355	146	598	118	440	306	1,218	230	795
09:15	154		92		160		112		314		204	
09:30	158		84		124		113		282		197	
09:45	148		67		168		97		316		164	
10:00	161	680	70	258	170	644	76	278	331	1,324	146	536
10:15	155		56		136		67		291		123	
10:30	184		48		159		72		343		120	
10:45	180		84		179		63		359		147	
11:00	180	856	84	169	176	841	52	234	362	1,697	136	403
11:15	224		44		198		97		422		141	
11:30	226		22		232		53		458		75	
11:45	220		19		235		32		455		51	
Total	4,430		8,649		4,323		9,158		8,753		17,807	
Split	50.6		48.6		49.4		51.4					
Day Total		13,079				13,481				26,560		
Day Split		49.2				50.8						
Peak Hour	11:00		12:15		07:15		05:15		07:15		12:30	
Volum	856		1,057		847		1,109		1,699		2,151	
Factor	0.95		0.92		0.85		0.97		0.88		0.93	

Carleton - Here's one more count. Rich

* Data File : D0209054

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Site: EWPORT BCH
Date: 10/30/01
File: D0110197
Day: Tuesday

Location : RED HILL AVENUE
Segment : N/O BRISTOL STREET
Client : NEWPORT BEACH

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	3	13	199	934	5	17	400	1,158	8	30	599	2,092
12:15	3		215		6		302		9		517	
12:30	2		246		5		232		7		478	
12:45	5		274		1		224		6		498	
01:00	3	14	254	831	2	11	220	711	5	25	474	1,542
01:15	2		215		3		167		5		382	
01:30	3		188		2		176		5		364	
01:45	6		174		4		148		10		322	
02:00	6	24	160	585	4	22	172	689	10	46	332	1,274
02:15	6		149		7		170		13		319	
02:30	6		132		6		167		12		299	
02:45	6		144		5		180		11		324	
03:00	4	15	134	537	6	21	162	693	10	36	296	1,230
03:15	5		142		4		141		9		283	
03:30	4		132		5		186		9		318	
03:45	2		129		6		204		8		333	
04:00	3	36	106	446	12	41	234	1,005	15	77	340	1,451
04:15	5		113		4		235		9		348	
04:30	8		119		7		260		15		379	
04:45	20		108		18		276		38		384	
05:00	23	135	110	476	10	56	440	1,353	33	191	550	1,829
05:15	22		116		10		355		32		471	
05:30	38		124		17		320		55		444	
05:45	52		126		19		238		71		364	
06:00	42	323	76	224	22	138	200	568	64	461	276	792
06:15	47		52		24		172		71		224	
06:30	92		48		39		124		131		172	
06:45	142		48		53		72		195		120	
07:00	149	1,159	32	112	44	314	91	235	193	1,473	123	347
07:15	223		22		54		52		277		74	
07:30	329		34		84		44		413		78	
07:45	458		24		132		48		590		72	
08:00	406	1,236	24	72	91	453	38	156	497	1,689	62	228
08:15	355		23		148		32		503		55	
08:30	245		11		120		49		365		60	
08:45	230		14		94		37		324		51	
09:00	173	582	12	53	106	438	19	98	279	1,020	31	151
09:15	150		12		96		29		246		41	
09:30	131		11		130		20		261		31	
09:45	128		18		106		30		234		48	
10:00	100	451	22	49	96	461	20	63	196	912	42	112
10:15	131		6		104		18		235		24	
10:30	108		12		114		15		222		27	
10:45	112		9		147		10		259		19	
11:00	98	615	4	24	172	1,020	17	42	270	1,635	21	66
11:15	152		5		182		11		334		16	
11:30	164		8		332		7		496		15	
11:45	201		7		334		7		535		14	
Totals	4,603		4,343		2,992		6,771		7,595		11,114	
Split%	60.6		39.1		39.4		60.9					
Day Totals		8,946				9,763				18,709		
Day Splits		47.8				52.2						
Peak Hour	07:30		12:15		11:00		04:45		07:30		12:00	
Volume	1,548		989		1,020		1,391		2,003		2,092	
Factor	0.84		0.90		0.76		0.79		0.85		0.87	

Data File : S216S001

H50

Transportation Studies, Inc.
1820 E. Garry Avenue, Ste 116
Santa Ana, CA. 92705

Site: EWPORT BCH
Date: 09/10/02

Location: UNIVERSITY DRIVE
Segment: SR-73 TO CALIFORNIA
Client: CITY NEWPORT BCH
Day: Tuesday

Interval Begi	EB AM		EB PM		WB AM		WB PM		Combined AM		Combined PM	
12:00	17	43	146	513	16	54	174	677	33	97	320	1,190
12:15	12		123		13		163		25		286	
12:30	8		130		14		204		22		334	
12:45	6		114		11		136		17		250	
01:00	11	28	119	463	13	40	180	704	24	68	299	1,167
01:15	4		116		7		162		11		278	
01:30	8		104		8		190		16		294	
01:45	5		124		12		172		17		296	
02:00	5	11	158	580	5	19	162	745	10	30	320	1,325
02:15	3		128		2		188		5		316	
02:30	1		152		7		217		8		369	
02:45	2		142		5		178		7		320	
03:00	2	11	178	657	3	19	182	789	5	30	360	1,446
03:15	1		159		5		212		6		371	
03:30	4		156		1		204		5		360	
03:45	4		164		10		191		14		355	
04:00	4	26	178	881	6	26	216	950	10	52	394	1,831
04:15	6		198		10		206		16		404	
04:30	4		250		7		238		11		488	
04:45	12		255		3		290		15		545	
05:00	10	149	324	1,214	14	112	338	1,349	24	261	662	2,563
05:15	36		288		21		351		57		639	
05:30	43		312		31		344		74		656	
05:45	60		290		46		316		106		606	
06:00	59	383	292	841	51	385	298	940	110	768	590	1,781
06:15	84		200		70		258		154		458	
06:30	94		200		122		216		216		416	
06:45	146		149		142		168		288		317	
07:00	172	918	166	539	192	1,025	198	593	364	1,943	364	1,132
07:15	176		146		238		144		414		290	
07:30	268		117		327		124		595		241	
07:45	302		110		268		127		570		237	
08:00	247	951	124	434	280	1,104	119	409	527	2,055	243	843
08:15	265		116		330		102		595		218	
08:30	261		100		262		92		523		192	
08:45	178		94		232		96		410		190	
09:00	158	529	112	336	170	692	88	308	328	1,221	200	644
09:15	127		92		189		87		316		179	
09:30	128		76		173		58		301		134	
09:45	116		56		160		75		276		131	
10:00	88	369	84	228	128	551	79	213	216	920	163	441
10:15	90		54		150		44		240		98	
10:30	101		56		125		48		226		104	
10:45	90		34		148		42		238		76	
11:00	80	366	34	121	169	703	26	96	249	1,069	60	217
11:15	78		28		166		18		244		46	
11:30	98		35		186		26		284		61	
11:45	110		24		182		26		292		50	
Total	3,784		6,807		4,730		7,773		8,514		14,580	
Split	44.4		46.7		55.6		53.3					
Day Total		10,591				12,503				23,094		
Day Split		45.9				54.1						
Peak Hour	07:30		05:00		07:30		05:00		07:30		05:00	
Volume	1,082		1,214		1,205		1,349		2,287		2,563	
Factor	0.90		0.94		0.91		0.96		0.96		0.97	

Data File: D0209050

H51

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Location : PLACENTIA AVENUE
Segment : S/O VICTORIA STREET
Client : NEWPORT BEACH
Interval

Site: EWPORT BCH
Date: 10/30/01
File: D0110201
Day: Tuesday

Begin	NB AM		NB PM		SB AM		SB PM		Combined AM		Combined PM	
12:00	26	110	194	915	16	56	164	768	42	166	358	1,683
12:15	27		217		16		176		43		393	
12:30	24		257		14		236		38		493	
12:45	33		247		10		192		43		439	
01:00	30	82	246	914	6	33	193	810	36	115	439	1,724
01:15	28		244		10		205		38		449	
01:30	14		218		7		194		21		412	
01:45	10		206		10		218		20		424	
02:00	10	39	243	916	7	31	215	876	17	70	458	1,792
02:15	11		232		6		210		17		442	
02:30	10		210		11		202		21		412	
02:45	8		231		7		249		15		480	
03:00	9	35	270	1,161	4	26	240	962	13	61	510	2,123
03:15	2		267		1		264		3		531	
03:30	16		316		8		228		24		544	
03:45	8		308		13		230		21		538	
04:00	4	27	336	1,372	11	74	230	879	15	101	566	2,251
04:15	9		318		16		216		25		534	
04:30	6		382		22		210		28		592	
04:45	8		336		25		223		33		559	
05:00	10	46	384	1,562	28	285	192	836	38	331	576	2,398
05:15	4		370		44		192		48		562	
05:30	18		442		95		233		113		675	
05:45	14		366		118		219		132		585	
06:00	4	126	478	1,418	100	706	200	668	104	832	678	2,086
06:15	26		310		158		172		184		482	
06:30	38		328		206		140		244		468	
06:45	58		302		242		156		300		458	
07:00	64	372	250	873	219	1,133	136	500	283	1,505	386	1,373
07:15	74		250		235		139		309		389	
07:30	118		199		289		124		407		323	
07:45	116		174		390		101		506		275	
08:00	118	636	195	618	332	1,050	98	358	450	1,686	293	976
08:15	132		173		260		84		392		257	
08:30	192		130		242		90		434		220	
08:45	194		120		216		86		410		206	
09:00	232	816	131	457	215	785	98	328	447	1,601	229	785
09:15	221		98		166		86		387		184	
09:30	181		125		216		86		397		211	
09:45	182		103		188		58		370		161	
10:00	190	717	104	372	168	747	58	197	358	1,464	162	569
10:15	172		108		204		52		376		160	
10:30	164		87		204		52		368		139	
10:45	191		73		171		35		362		108	
11:00	168	758	72	253	208	790	31	82	376	1,548	103	335
11:15	183		82		186		21		369		103	
11:30	188		56		196		16		384		72	
11:45	219		43		200		14		419		57	
Totals	3,764		10,831		5,716		7,264		9,480		18,095	
Splits	39.7		59.9		60.3		40.1					
Day Totals		14,595				12,980				27,575		
Day Splits		52.9				47.1						
Peak Hour	08:30		05:15		07:30		02:45		07:45		05:15	
Volume	839		1,656		1,271		981		1,782		2,500	
Factor	0.90		0.87		0.81		0.93		0.88		0.92	

Data File : S3095001

H 52

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Location : HARBOR BOULEVARD
Segment : S/O VICTORIA STREET
lient : NEWPORT BEACH
terval

File:

Site: EWPORT BCH
Date: 10/30/01
D0110202
Day: Tuesday

Begin	NB AM		NB PM		SB AM		SB PM		Combined AM		Combined PM	
12:00	38	109	324	1,373	33	110	340	1,381	71	219	664	2,754
12:15	26		338		34		311		60		649	
12:30	19		357		16		382		35		739	
12:45	26		354		27		348		53		702	
01:00	14	68	358	1,388	21	54	340	1,371	35	122	698	2,759
01:15	14		314		11		353		25		667	
01:30	18		376		15		330		33		706	
01:45	22		340		7		348		29		688	
02:00	18	43	332	1,353	11	35	360	1,398	29	78	692	2,751
02:15	10		356		10		333		20		689	
02:30	7		321		9		369		16		690	
02:45	8		344		5		336		13		680	
03:00	7	25	368	1,477	10	43	383	1,545	17	68	751	3,022
03:15	8		372		14		352		22		724	
03:30	6		337		10		382		16		719	
03:45	4		400		9		428		13		828	
04:00	12	78	394	1,582	16	84	383	1,459	28	162	777	3,041
04:15	18		404		14		326		32		730	
04:30	17		396		28		380		45		776	
04:45	31		388		26		370		57		758	
05:00	31	157	416	1,585	31	209	338	1,463	62	366	754	3,048
05:15	30		419		42		364		72		783	
05:30	54		396		59		389		113		785	
05:45	42		354		77		372		119		726	
06:00	68	420	367	1,300	82	604	344	1,272	150	1,024	711	2,572
06:15	78		329		150		336		228		665	
06:30	118		312		170		286		288		598	
06:45	156		292		202		306		358		598	
07:00	165	908	240	879	206	1,083	292	1,044	371	1,991	532	1,923
07:15	220		238		250		300		470		538	
07:30	247		214		286		240		533		454	
07:45	276		187		341		212		617		399	
08:00	240	977	198	721	315	1,221	198	774	555	2,198	396	1,495
08:15	252		193		318		215		570		408	
08:30	226		166		286		182		512		348	
08:45	259		164		302		179		561		343	
09:00	204	969	147	517	268	1,054	194	654	472	2,023	341	1,171
09:15	250		140		250		184		500		324	
09:30	254		130		250		143		504		273	
09:45	261		100		286		133		547		233	
10:00	266	1,087	114	386	282	1,140	119	385	548	2,227	233	771
10:15	270		118		302		114		572		232	
10:30	300		105		274		88		574		193	
10:45	251		49		282		64		533		113	
11:00	324	1,258	68	224	320	1,289	58	210	644	2,547	126	434
11:15	316		68		295		60		611		128	
11:30	322		42		342		54		664		96	
11:45	296		46		332		38		628		84	
tals	6,099		12,785		6,926		12,956		13,025		25,741	
ht%	46.8		49.7		53.2		50.3					
Day Totals		18,884				19,882				38,766		
y Splits		48.7				51.3						
ak Hour	11:00		04:30		11:00		03:00		11:00		03:45	
Volume	1,258		1,619		1,289		1,545		2,547		3,111	
ctor	0.97		0.97		0.94		0.90		0.96		0.94	

Data File : $9125001

H 53

Transportation Studies, Inc.
1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Location : NEWPORT BOULEVARD-EAST
Segment : S/O 22nd ST
Client : CITY NEWPORT BEA

Site: NEWPORT BCH
Date: 10/30/

Day: Tuesd

Interval Begin	AM - NB		PM - NB	
12:00	12	54	214	876
12:15	10		214	
12:30	20		220	
12:45	12		228	
1:00	23	60	230	879
1:15	10		221	
1:30	8		220	
1:45	19		208	
2:00	7	30	210	766
2:15	4		170	
2:30	9		196	
2:45	10		190	
3:00	6	26	226	805
3:15	5		188	
3:30	10		197	
3:45	5		194	
4:00	4	48	186	834
4:15	12		204	
4:30	10		232	
4:45	22		212	
5:00	25	141	238	863
5:15	26		220	
5:30	44		223	
5:45	46		182	
6:00	64	390	157	634
6:15	82		179	
6:30	105		146	
6:45	139		152	
7:00	194	984	117	456
7:15	217		150	
7:30	273		93	
7:45	300		96	
8:00	248	941	104	393
8:15	243		98	
8:30	226		100	
8:45	224		91	
9:00	202	775	74	258
9:15	192		78	
9:30	192		64	
9:45	189		42	
10:00	214	799	54	176
10:15	179		57	
10:30	198		38	
10:45	208		27	
11:00	203	857	32	99
11:15	190		28	
11:30	230		23	
11:45	234		16	
Totals	5,105		7,039	
Peak Hour	7:30		4:30	
Volume	1,064		902	
Factor	0.89		0.95	
DayTotal	12,144			

Data File : D0110204

#54

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Location : NEWPORT BOULEVARD WEST
Segment : S/O VICTORIA STREET
Client : NEWPORT BEACH

Site: NEWPORT BEAC
Date: 11-01-0

Day: Thursday

Interval Begin	AM - SB		PM - SB	
12:00	30	100	224	821
12:15	26		197	
12:30	30		196	
12:45	14		204	
1:00	16	64	191	737
1:15	19		168	
1:30	14		180	
1:45	15		198	
2:00	20	61	198	794
2:15	15		204	
2:30	15		180	
2:45	11		212	
3:00	8	42	238	894
3:15	6		194	
3:30	14		199	
3:45	14		263	
4:00	8	40	276	1,169
4:15	11		284	
4:30	16		281	
4:45	5		328	
5:00	12	111	316	1,289
5:15	20		318	
5:30	31		329	
5:45	48		326	
6:00	46	284	252	987
6:15	58		232	
6:30	78		273	
6:45	102		230	
7:00	79	451	216	622
7:15	114		152	
7:30	108		130	
7:45	150		124	
8:00	110	504	128	427
8:15	129		110	
8:30	133		88	
8:45	132		101	
9:00	152	576	106	420
9:15	128		111	
9:30	138		97	
9:45	158		106	
10:00	146	622	94	282
10:15	156		72	
10:30	149		70	
10:45	171		46	
11:00	178	776	41	153
11:15	178		31	
11:30	198		38	
11:45	222		43	
Totals	3,631		8,595	
Peak Hour	11:00		4:45	
Volume	776		1,291	
Factor	0.87		0.98	
DayTotal	12,226			

Data File D0110203

H 55

Volumes for Wed. 4/3/02 - 4/4/02 | City of Costa Mesa | Job # 04990071

Location: Orange n/o 21st

AM Period	NB		SB			PM Period	NB		SB		
12:00-12:15	4		9			12:00-12:15	76		70		
12:15-12:30	6		7			12:15-12:30	85		75		
12:30-12:45	8		6			12:30-12:45	93		80		
12:45-1:00	4	22	3	25	47	12:45-1:00	82	336	91	316	652
1:00-1:15	2		3			1:00-1:15	99		78		
1:15-1:30	2		2			1:15-1:30	104		80		
1:30-1:45	3		2			1:30-1:45	90		88		
1:45-2:00	4	11	5	12	23	1:45-2:00	79	372	89	335	707
2:00-2:15	3		2			2:00-2:15	75		90		
2:15-2:30	0		0			2:15-2:30	99		77		
2:30-2:45	1		3			2:30-2:45	105		79		
2:45-3:00	1	5	1	6	11	2:45-3:00	95	374	80	326	700
3:00-3:15	1		1			3:00-3:15	96		81		
3:15-3:30	2		0			3:15-3:30	35		70		
3:30-3:45	1		2			3:30-3:45	27		58		
3:45-4:00	0	4	0	3	7	3:45-4:00	40	198	61	270	468
4:00-4:15	1		5			4:00-4:15	43		73		
4:15-4:30	0		2			4:15-4:30	47		61		
4:30-4:45	0		0			4:30-4:45	36		78		
4:45-5:00	0	1	1	8	9	4:45-5:00	45	171	78	290	461
5:00-5:15	1		3			5:00-5:15	50		89		
5:15-5:30	2		3			5:15-5:30	55		98		
5:30-5:45	1		6			5:30-5:45	42		94		
5:45-6:00	2	6	5	17	23	5:45-6:00	43	190	99	380	570
6:00-6:15	7		3			6:00-6:15	42		101		
6:15-6:30	4		2			6:15-6:30	45		91		
6:30-6:45	6		11			6:30-6:45	41		61		
6:45-7:00	5	22	13	29	51	6:45-7:00	45	173	70	323	496
7:00-7:15	9		26			7:00-7:15	34		47		
7:15-7:30	13		22			7:15-7:30	31		45		
7:30-7:45	16		29			7:30-7:45	25		47		
7:45-8:00	17	55	17	94	149	7:45-8:00	28	118	41	180	298
8:00-8:15	22		22			8:00-8:15	18		40		
8:15-8:30	32		32			8:15-8:30	18		41		
8:30-8:45	20		20			8:30-8:45	14		29		
8:45-9:00	25	99	25	99	198	8:45-9:00	17	67	33	143	210
9:00-9:15	18		18			9:00-9:15	8		29		
9:15-9:30	20		20			9:15-9:30	18		28		
9:30-9:45	26		26			9:30-9:45	9		24		
9:45-10:00	24	88	24	88	176	9:45-10:00	17	52	25	106	158
10:00-10:15	21		21			10:00-10:15	13		12		
10:15-10:30	35		35			10:15-10:30	8		21		
10:30-10:45	26		26			10:30-10:45	11		21		
10:45-11:00	31	113	31	113	226	10:45-11:00	8	40	18	72	112
11:00-11:15	17		17			11:00-11:15	7		15		
11:15-11:30	38		38			11:15-11:30	12		18		
11:30-11:45	21		21			11:30-11:45	8		9		
11:45-12:00	42	118	42	118	236	11:45-12:00	4	31	12	54	85
Total Vol	544		612		1156		2122		2795		4917
Daily Totals							2666		3407		6073

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Site: EWPORT BCH
Date: 10/30/01

Location : SANTA ANA AVENUE
Segment : S/O 22nd ST
ent : CITY NEWPORT BEA
erval

Day: Tuesday

Begin	SB AM		SB PM		NB AM		NB PM		Combined AM		Combined PM	
12:00	4	9	62	251	2	7	42	174	6	16	104	425
12:15	1		61		1		42		2		103	
12:30	0		64		2		48		2		112	
12:45	4		64		2		42		6		106	
01:00	2	6	47	211	0	7	38	130	2	13	85	341
01:15	1		60		2		32		3		92	
01:30	2		62		3		34		5		96	
01:45	1		42		2		26		3		68	
02:00	1	2	61	313	1	3	48	189	2	5	109	502
02:15	1		92		2		32		3		124	
02:30	0		81		0		46		0		127	
02:45	0		79		0		63		0		142	
03:00	0	3	68	253	1	2	93	265	1	5	161	518
03:15	2		54		1		68		3		122	
03:30	1		59		0		52		1		111	
03:45	0		72		0		52		0		124	
04:00	1	5	85	337	0	2	58	220	1	7	143	557
04:15	0		92		1		44		1		136	
04:30	4		76		0		66		4		142	
04:45	0		84		1		52		1		136	
05:00	4	14	120	451	2	16	62	206	6	30	182	657
05:15	3		119		1		50		4		169	
05:30	2		107		4		52		6		159	
05:45	5		105		9		42		14		147	
06:00	6	53	91	286	4	44	42	156	10	97	133	442
06:15	12		78		12		37		24		115	
06:30	12		63		14		43		26		106	
06:45	23		54		14		34		37		88	
07:00	28	196	43	143	26	195	36	99	54	391	79	242
07:15	39		30		32		25		71		55	
07:30	43		36		53		28		96		64	
07:45	86		34		84		10		170		44	
08:00	124	270	26	101	112	272	32	92	236	542	58	193
08:15	55		24		72		21		127		45	
08:30	40		29		40		20		80		49	
08:45	51		22		48		19		99		41	
09:00	43	145	21	68	36	120	20	49	79	265	41	117
09:15	32		24		30		8		62		32	
09:30	34		12		26		17		60		29	
09:45	36		11		28		4		64		15	
10:00	44	177	20	50	14	100	13	31	58	277	33	81
10:15	51		9		30		4		81		13	
10:30	38		10		34		8		72		18	
10:45	44		11		22		6		66		17	
11:00	59	261	10	27	24	152	7	23	83	413	17	50
11:15	68		8		36		4		104		12	
11:30	73		7		38		6		111		13	
11:45	61		2		54		6		115		8	
Totals	1,141		2,491		920		1,634		2,061		4,125	
%	55.4		60.4		44.6		39.6					
Day Totals		3,632				2,554				6,186		
Day Splits		58.7				41.3						
Peak Hour	07:30		05:00		07:30		02:45		07:30		05:00	
Volume	308		451		321		276		629		657	
Factor	0.62		0.94		0.72		0.74		0.67		0.90	

Data File : D0110205

H57

Volumes for Tues. 4/2/02 - 4/3/02 | City of Costa Mesa | Job # 04990092

Location: Tustin n/o 21st

AM Period	NB		SB			PM Period	NB		SB		
12:00-12:15	7		5			12:00-12:15	30		22		
12:15-12:30	2		0			12:15-12:30	26		28		
12:30-12:45	1		2			12:30-12:45	23		29		
12:45-1:00	0	10	0	7	17	12:45-1:00	12	91	22	101	192
1:00-1:15	4		1			1:00-1:15	34		17		
1:15-1:30	0		0			1:15-1:30	49		18		
1:30-1:45	1		3			1:30-1:45	29		20		
1:45-2:00	0	5	1	5	10	1:45-2:00	41	153	28	83	236
2:00-2:15	2		1			2:00-2:15	39		16		
2:15-2:30	1		1			2:15-2:30	52		34		
2:30-2:45	0		0			2:30-2:45	33		26		
2:45-3:00	0	3	0	2	5	2:45-3:00	29	153	24	100	253
3:00-3:15	3		1			3:00-3:15	50		32		
3:15-3:30	2		0			3:15-3:30	22		29		
3:30-3:45	2		1			3:30-3:45	23		19		
3:45-4:00	2	9	0	2	11	3:45-4:00	19	114	11	91	205
4:00-4:15	4		1			4:00-4:15	42		29		
4:15-4:30	0		0			4:15-4:30	50		44		
4:30-4:45	0		0			4:30-4:45	56		36		
4:45-5:00	2	6	0	1	7	4:45-5:00	47	195	31	140	335
5:00-5:15	0		0			5:00-5:15	40		24		
5:15-5:30	4		2			5:15-5:30	39		28		
5:30-5:45	4		0			5:30-5:45	56		28		
5:45-6:00	3	11	1	3	14	5:45-6:00	34	169	33	113	282
6:00-6:15	9		7			6:00-6:15	28		24		
6:15-6:30	13		3			6:15-6:30	30		23		
6:30-6:45	9		2			6:30-6:45	21		28		
6:45-7:00	14	45	8	20	65	6:45-7:00	16	95	22	97	192
7:00-7:15	13		7			7:00-7:15	12		24		
7:15-7:30	31		11			7:15-7:30	10		20		
7:30-7:45	29		9			7:30-7:45	11		17		
7:45-8:00	51	124	15	42	166	7:45-8:00	8	41	7	68	109
8:00-8:15	37		18			8:00-8:15	18		13		
8:15-8:30	44		14			8:15-8:30	13		10		
8:30-8:45	56		25			8:30-8:45	13		10		
8:45-9:00	41	178	16	73	251	8:45-9:00	6	50	8	41	91
9:00-9:15	26		19			9:00-9:15	13		8		
9:15-9:30	10		15			9:15-9:30	16		15		
9:30-9:45	22		12			9:30-9:45	11		5		
9:45-10:00	40	98	20	66	164	9:45-10:00	10	50	4	32	82
10:00-10:15	40		20			10:00-10:15	15		5		
10:15-10:30	23		21			10:15-10:30	10		1		
10:30-10:45	12		16			10:30-10:45	3		1		
10:45-11:00	29	104	33	90	194	10:45-11:00	7	35	7	14	49
11:00-11:15	19		20			11:00-11:15	5		5		
11:15-11:30	40		32			11:15-11:30	4		2		
11:30-11:45	36		26			11:30-11:45	5		2		
11:45-12:00	41	136	22	100	236	11:45-12:00	2	16	3	12	28
Total Vol	729		411		1140		1162		892		2054
Daily Totals							1891		1303		3194

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Location : TUSTIN AVENUE
Segment : N/O COAST HIGHWAY
lient : CITY NEWPORT BEA

Site: EWPORT BCH
Date: 10/31/01
Day: Wednesday

terval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	0	1	24	110	0	1	9	67	0	2	33	177
12:15	1		32		1		22		2		54	
12:30	0		27		0		12		0		39	
12:45	0		27		0		24		0		51	
01:00	1	6	34	113	1	1	24	87	2	7	58	200
01:15	1		29		0		24		1		53	
01:30	0		28		0		19		0		47	
01:45	4		22		0		20		4		42	
02:00	2	3	27	118	0	0	12	69	2	3	39	187
02:15	0		25		0		19		0		44	
02:30	1		31		0		20		1		51	
02:45	0		35		0		18		0		53	
03:00	2	4	22	119	0	1	16	90	2	5	38	209
03:15	1		37		0		28		1		65	
03:30	0		26		1		23		1		49	
03:45	1		34		0		23		1		57	
04:00	0	0	30	130	0	0	20	100	0	0	50	230
04:15	0		35		0		22		0		57	
04:30	0		26		0		30		0		56	
04:45	0		39		0		28		0		67	
05:00	1	4	38	112	0	0	20	70	1	4	58	182
05:15	1		26		0		14		1		40	
05:30	1		26		0		22		1		48	
05:45	1		22		0		14		1		36	
06:00	1	17	12	38	1	13	10	24	2	30	22	62
06:15	2		6		4		5		6		11	
06:30	4		10		2		5		6		15	
06:45	10		10		6		4		16		14	
07:00	6	61	7	34	6	34	7	16	12	95	14	50
07:15	14		8		4		2		18		10	
07:30	30		9		13		4		43		13	
07:45	11		10		11		3		22		13	
08:00	14	88	10	30	14	52	3	12	28	140	13	42
08:15	27		5		9		5		36		10	
08:30	21		7		14		2		35		9	
08:45	26		8		15		2		41		10	
09:00	19	75	10	31	22	64	6	15	41	139	16	46
09:15	12		7		17		4		29		11	
09:30	16		8		14		4		30		12	
09:45	28		6		11		1		39		7	
10:00	24	119	11	20	12	60	2	7	36	179	13	27
10:15	19		0		12		2		31		2	
10:30	28		5		18		1		46		6	
10:45	48		4		18		2		66		6	
11:00	76	173	7	23	14	69	0	2	90	242	7	25
11:15	46		6		12		1		58		7	
11:30	19		8		19		0		38		8	
11:45	32		2		24		1		56		3	
Totals	551		878		295		559		846		1,437	
%	65.1		61.1		34.9		38.9					
Day Totals		1,429				854				2,283		
Day Splits		62.6				37.4						
Peak Hour	10:30		04:15		11:00		04:00		10:30		04:15	
Volume	198		138		69		100		260		238	
Factor	0.65		0.88		0.72		0.83		0.72		0.89	

Data File : D0111012

H59

ROADWAY	LIMITS	JURSIDICTION	ADT	DATE
Pomona	Victoria to Hamilton	Costa Mesa	7579	5/8/2002
Bristol	Newport to Red Hill	Costa Mesa	22260	6/13/2002
MonteVista	Newport to Orange	Costa Mesa	NA	NA
Santa Isabel	Newport to Orange	Costa Mesa	3651	4/3/2002
23rd St.	Newport to Orange	Costa Mesa	1174	6/26/2002
21st St.	Newport to Orange	Costa Mesa	2757	9/10/2002
Bay St	Newport to Orange	Costa Mesa	5193	3/20/2002
20th St.	Newport to Orange	Costa Mesa	3406	9/26/2002
18th St.	Newport to Orange	Costa Mesa	1975	3/13/2002

U:\UcJobs\00460\From\CostaMesa\021001\[CountNeeds_CostaMesa_complete.xls]Sheet1

Location : 23rd/15th
Weather : CLEAR
Counter : 0020
JANUS File: TM0001

City of Newport Beach
3300 Newport Blvd
Newport Beach, CA
(714) 644-3344 FAX (714) 644-3318

Site Code : balboa WB
Start Date: 03/22/99
File I D : BALW2315
Page : 1

Begin Tir	Mon. 03/22	Tues. 03/23	Wed. 03/24	Thur. 03/25	Fri. 03/26	Weekday Avg.	Sat. 03/27	Sun. 03/28	Week Avg.	Each * Equals 25 Vehicles
12: am	*	76	42	*	*	59	*	*	59	**
01:00	*	39	20	*	*	30	*	*	30	*
02:00	*	28	11	*	*	20	*	*	20	*
03:00	*	15	4	*	*	10	*	*	10	
04:00	*	25	11	*	*	18	*	*	18	*
05:00	*	64	24	*	*	44	*	*	44	**
06:00	*	173	81	*	*	127	*	*	127	*****
07:00	*	451	230	*	*	340	*	*	340	**************
08:00	*	627	376	*	*	502	*	*	502	********************
09:00	*	520	305	*	*	412	*	*	412	*****************
10:00	*	552	286	*	*	419	*	*	419	******************
11:00	*	694	384	*	*	539	*	*	539	**********************
12:00 pm	*	736	400	*	*	568	*	*	568	************************
01:00	*	697	418	*	*	558	*	*	558	************************
02:00	689	774	0	*	*	488	*	*	488	********************
03:00	844	800	*	*	*	822	*	*	822	*********************************
04:00	932	789	*	*	*	860	*	*	860	**********************************
05:00	1016	936	*	*	*	976	*	*	976	**********************************
06:00	918	784	*	*	*	851	*	*	851	**********************************
07:00	744	380	*	*	*	562	*	*	562	**********************
08:00	548	308	*	*	*	428	*	*	428	*****************
09:00	456	256	*	*	*	356	*	*	356	**************
10:00	306	164	*	*	*	235	*	*	235	*********
11:00	136	102	*	*	*	119	*	*	119	*****
Tot	6589	9990	2592	0	0	9343	0	0	9343	
% Avg. Wkda	70.5%	106.9%	27.7%	.0%	.0%					
% Avg Day	70.5%	106.9%	27.7%	0%	.0%		.0%	.0%		
AM Peak		11:00	11:00			11:00			11:00	
		694	384			539			539	
PM Peak	05:00	05:00	01:00			05:00			05:00	
	1016	936	418			976			976	

ADTs

WB

ADT = 9343

BOTH DIRECTIONS = 16,940

H61

Location : 23RD/15TH
Weather : Clear
Countor : 0027
JANUS File: TM0001

City of Newport Beach
3300 Newport Blvd.
Newport Beach, CA
(714) 644-3344 FAX (714) 644-3318

Site Code : BalboaEB
Start Date: 03/22/99
File I D : BALE2315
Page : 1

Begin Tim	Mon. 03/22	Tues. 03/23	Wed. 03/24	Thur. 03/25	Fri. 03/26	Weekday Avg.	Sat. 03/27	Sun. 03/28	Week Avg.	Each * Equals 25 Vehicles
12:00 am	*	50	0	*	*	25	*	*	25	*
01:00	*	31	0	*	*	16	*	*	16	*
02:00	*	27	0	*	*	14	*	*	14	*
03:00	*	19	0	*	*	10	*	*	10	
04:00	*	44	0	*	*	22	*	*	22	*
05:00	*	188	0	*	*	94	*	*	94	****
06:00	*	484	0	*	*	242	*	*	242	**********
07:00	*	926	0	*	*	463	*	*	463	********************
08:00	*	972	0	*	*	486	*	*	486	********************
09:00	*	684	0	*	*	342	*	*	342	***************
10:00	*	596	0	*	*	298	*	*	298	************
11:00	*	683	0	*	*	342	*	*	342	***************
12:00 pm	*	657	566	*	*	612	*	*	612	*************************
01:00	*	638	872	*	*	755	*	*	755	********************************
02:00	102	784	612	*	*	499	*	*	499	*********************
03:00	890	716	4	*	*	537	*	*	537	**********************
04:00	792	680	0	*	*	491	*	*	491	********************
05:00	750	698	*	*	*	724	*	*	724	******************************
06:00	648	652	*	*	*	650	*	*	650	**************************
07:00	501	496	*	*	*	498	*	*	498	********************
08:00	381	0	*	*	*	190	*	*	190	********
09:00	263	0	*	*	*	132	*	*	132	*****
10:00	194	0	*	*	*	97	*	*	97	****
11:00	116	0	*	*	*	58	*	*	58	**
Tot	4637	10025	2054	0	0	7597	0	0	7597	
% Avg. WkDa	61.0%	131.9%	27.0%	.0%	.0%					
% Avg. Day	61.0%	131.9%	27.0%	.0%	0%		0%	0%		
AM Peak		08:00				08:00			08:00	
		972				486			486	
PM Peak	03:00	02:00	01:00			01:00			01:00	
	890	784	872			755			755	

ADTs

EB ADT = 7597

H62

Location : Balboa between 15th&8th
Weather : Clear
Counter : 0021
JAN98 File: TM0001

City of Newport Beach
3300 Newport Blvd.
Newport Beach, CA
(714) 644-3344 FAX (714) 644-3318

Site Code : Balboa
Start Date: 12/14/98
File I D : BALBOA
Page : 1

	Mon. 12/14		Tues		Wed		Thur.		Fri		Weekday Avg.		Sat		Sun	
Time	Ch 1	Ch 2	Ch 1	Ch 2	Ch 1	Ch 2	Ch 1	Ch 2	Ch 1	Ch 2	Ch 1	Ch 2	Ch 1	Ch 2	Ch 1	Ch 2
12:00 am	*	*	*	*	83	45	90	47	*	*	86	46	*	*	*	*
01:00	*	*	*	*	46	32	50	34	*	*	48	33	*	*	*	*
02:00	*	*	*	*	36	26	24	31	*	*	30	28	*	*	*	*
03:00	*	*	*	*	14	24	13	16	*	*	14	20	*	*	*	*
04:00	*	*	*	*	22	43	21	38	*	*	22	40	*	*	*	*
05:00	*	*	*	*	50	158	52	149	*	*	51	154	*	*	*	*
06:00	*	*	*	*	161	414	136	376	*	*	148	395	*	*	*	*
07:00	*	*	*	*	319	739	314	751	*	*	316	745	*	*	*	*
08:00	*	*	*	*	516	784	506	782	*	*	511	783	*	*	*	*
09:00	*	*	*	*	390	544	414	507	*	*	402	526	*	*	*	*
10:00	*	*	*	*	455	493	498	549	*	*	476	521	*	*	*	*
11:00	*	*	*	*	608	512	601	542	*	*	604	527	*	*	*	*
12:00 pm	*	*	206	198	629	570	646	567	*	*	494	445	*	*	*	*
01:00	*	*	496	502	661	638	0	0	*	*	386	380	*	*	*	*
02:00	*	*	641	574	554	560	*	*	*	*	598	567	*	*	*	*
03:00	*	*	588	565	599	568	*	*	*	*	594	566	*	*	*	*
04:00	*	*	664	492	616	533	*	*	*	*	640	512	*	*	*	*
05:00	*	*	770	494	853	462	*	*	*	*	812	478	*	*	*	*
06:00	*	*	734	450	800	412	*	*	*	*	767	431	*	*	*	*
07:00	*	*	579	328	538	364	*	*	*	*	558	346	*	*	*	*
08:00	*	*	499	296	496	323	*	*	*	*	498	310	*	*	*	*
09:00	*	*	375	269	458	382	*	*	*	*	416	326	*	*	*	*
10:00	*	*	264	178	283	298	*	*	*	*	274	238	*	*	*	*
11:00	*	*	140	122	166	149	*	*	*	*	153	136	*	*	*	*
Totals	0	0	5956	4468	9353	9073	3365	4389	0	0	8898	8553	0	0	0	0
Combined	0		10424		18426		7754		0		17451		0		0	
Avg. WkDay	.0%	0%	66.9%	52.2%	105.1%	106.0%	37.8%	51.3%	.0%	0%			0%	.0%	0%	.0%
AM Peaks					11:00	08:00	11:00	08:00			11:00	08:00				
					608	784	601	782			604	783				
PM Peaks			05:00	02:00	05:00	01:00	12:00	12:00			05:00	02:00				
			770	574	853	638	646	567			812	567				

ADTs

ADT 17,451

H63

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APPENDIX I

2001/2002 DAILY TRAFFIC VOLUME ANALYSIS

NEWPORT BEACH DAILY TRAFFIC COUNT

AM PEAK PERIOD ANALYSIS

	6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45
3	134	190	256	364	370	458	528	547	492	484	432	444
7	3	15	14	20	32	49	67	86	114	164	228	183
9	189	233	254	309	399	546	618	729	727	739	626	634
11	42	43	75	118	132	186	257	348	363	328	354	312
13	178	248	282	423	517	582	829	874	969	864	926	882
23	93	127	220	306	316	506	612	608	594	570	457	468
27	77	108	155	211	229	318	318	338	330	389	434	480
37	267	330	418	572	571	759	914	1014	871	880	776	712
39	142	187	236	333	384	505	608	656	644	590	537	532
42	46	54	48	102	91	132	131	191	200	199	166	209
45	24	42	40	61	80	105	130	179	153	156	168	198
50	287	358	494	631	675	791	994	1027	990	1056	1006	1031
52	180	240	389	399	468	505	584	594	522	587	489	572
57	7	8	8	7	16	18	16	28	29	34	21	25
59	8	12	25	33	67	60	63	87	97	86	88	100
61	3	3	6	11	6	16	20	17	27	25	16	26
62	53	73	138	178	196	226	310	294	197	238	192	230
65	47	83	139	218	224	264	311	252	297	296	243	232
69	277	351	427	540	552	680	722	692	713	687	710	701
94	136	138	214	340	400	543	628	849	798	794	746	640
97	245	275	393	478	518	586	763	840	756	791	742	762
121	25	33	59	70	75	101	156	237	159	156	148	192
143	73	88	103	130	123	208	311	363	306	321	324	370
157	230	342	487	662	746	930	1046	1232	1146	1144	1074	1137
176	86	80	92	126	144	213	286	321	294	299	282	290
178	24	25	93	150	74	97	104	122	138	110	136	149
179	128	208	287	398	387	440	518	552	513	541	558	535
180	95	136	168	197	238	272	321	375	340	344	340	334
182	224	302	482	520	610	634	779	801	768	777	737	784
183	80	118	204	264	258	308	344	268	297	377	362	330
185	20	26	40	48	54	81	92	98	118	129	106	106
195	197	289	422	499	545	672	732	782	727	705	745	648
196	241	381	527	631	691	877	981	994	912	821	860	736
203	226	336	462	594	676	845	1056	1074	1042	974	918	990
261	183	254	364	488	652	829	972	995	744	792	706	682
262	151	202	268	378	404	493	545	518	498	418	414	404
266	25	22	22	64	61	88	94	116	98	111	81	65
267	94	111	152	188	214	263	288	282	249	226	215	221
268	44	74	76	122	151	198	200	236	261	244	172	176
269	54	66	107	138	159	234	250	270	238	239	248	231
270	171	186	291	326	393	437	437	490	488	432	426	472
271	16	18	28	41	25	44	74	66	54	54	51	52
272	9	18	25	24	27	55	72	86	42	32	24	42
274	131	209	308	335	353	490	517	524	490	416	381	321
275	114	170	273	276	296	380	410	480	429	350	313	306
277	64	71	131	195	193	277	413	590	497	503	365	324
278	110	154	216	288	364	414	595	570	527	595	523	410
279	104	184	244	300	283	309	407	506	450	392	434	410
280	150	228	288	358	371	470	533	617	555	570	512	561

NEWPORT BEACH DAILY TRAFFIC COUNT

AM PEAK PERIOD ANALYSIS

	6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45
281	64	82	105	139	194	217	273	300	248	243	226	224
282	46	58	78	102	79	114	108	150	110	129	133	132
284	10	6	17	18	35	35	45	34	44	64	40	50
285	10	24	26	37	54	71	96	170	236	127	80	99
286	16	16	11	22	20	42	38	66	55	58	81	57
293	2	6	6	16	12	18	43	22	28	36	35	41
Total	5655	7641	10693	13798	15204	18991	22559	24557	22984	22686	21407	21254

Regional Total	207429
Peak Hr. Total	92786
Peak Hr./Peak Period Factor	0.44731

U:\UcJobs\00460\counts\[factors.xls]Sheet1

NEWPORT BEACH DAILY TRAFFIC COUNT

PM PEAK PERIOD ANALYSIS

	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	18:00	18:15	18:30	18:45
3	391	443	421	420	474	444	493	484	530	463	434	398	400	361	283	261
7	161	167	186	207	170	170	200	175	196	194	210	178	153	175	164	112
9	549	540	543	596	637	684	686	749	829	850	722	676	527	405	325	273
11	214	210	202	229	234	256	300	327	433	416	393	338	309	255	206	166
13	688	722	778	712	714	807	789	916	1073	1219	1001	1017	886	852	684	672
23	517	460	468	508	549	528	578	616	596	704	675	670	641	508	445	375
27	538	529	553	637	586	564	638	562	621	603	652	602	642	540	578	456
37	964	941	851	794	978	872	983	991	1159	1080	1059	878	795	688	591	516
39	560	588	594	544	605	650	661	702	785	825	734	698	560	468	427	374
42	270	279	290	294	293	266	310	266	358	299	296	280	255	230	214	188
45	234	238	236	223	239	240	225	238	264	270	250	219	202	186	132	143
50	1004	998	968	968	950	1035	972	914	1077	1182	1056	1033	878	885	778	761
52	505	523	572	565	558	554	555	516	632	627	598	582	596	462	526	471
57	39	40	42	34	41	40	46	35	39	52	40	44	32	44	27	26
59	126	102	115	113	115	157	132	130	132	159	148	142	131	130	130	86
61	26	39	35	31	49	42	45	40	38	45	32	28	20	23	13	24
62	213	234	258	215	172	186	186	194	223	225	202	174	169	128	140	128
65	196	233	282	249	203	225	194	246	238	270	245	247	185	187	182	138
69	709	738	706	697	807	732	814	702	834	744	688	638	644	601	555	539
94	436	426	474	533	578	671	707	794	816	848	790	612	424	352	264	237
97	832	766	798	777	808	895	968	864	936	987	960	878	880	719	761	626
121	265	255	274	300	265	256	296	260	294	293	268	253	231	202	191	178
143	310	328	338	290	298	254	341	378	471	457	396	391	407	390	368	338
157	1144	1258	1194	1198	1204	1280	1356	1316	1525	1425	1342	1147	914	874	755	674
176	173	187	214	199	218	216	192	290	332	306	253	248	258	249	176	190
178	110	115	122	116	122	152	132	149	160	178	136	130	108	105	102	71
179	504	532	543	535	504	527	478	562	574	632	581	524	467	433	407	361
180	381	344	292	364	378	366	363	373	432	488	418	368	302	330	307	254
182	878	948	902	923	969	902	888	918	935	959	906	876	860	843	812	792
183	296	325	338	290	264	258	258	271	300	320	314	288	314	254	258	259
185	186	176	179	172	183	154	150	148	207	196	172	150	112	87	81	93
195	556	655	654	592	671	592	638	716	719	776	752	689	684	691	603	546
196	722	748	787	735	821	849	925	914	981	1029	1061	888	753	688	691	502
203	926	1002	985	1033	1030	1144	1085	1142	1185	1195	1162	1041	802	738	594	542
261	698	680	722	751	762	808	895	866	981	972	957	872	774	818	711	660
262	377	461	485	420	578	518	542	605	596	651	604	606	584	523	444	364
266	93	86	117	108	118	119	144	148	198	217	212	188	183	122	81	90
267	184	192	212	217	235	246	275	222	322	336	302	292	315	254	226	187
268	269	237	254	263	258	260	276	275	282	288	308	245	225	224	232	208
269	300	271	282	280	299	262	297	274	297	271	298	283	255	259	238	194
270	680	631	591	621	614	648	577	644	623	658	605	567	570	506	476	424
271	78	92	73	77	79	80	75	86	87	73	60	59	48	45	43	34
272	31	33	28	41	44	22	40	38	37	31	26	21	33	24	24	26
274	442	426	475	511	608	588	648	628	704	616	607	610	533	486	456	378
275	520	398	469	446	442	466	501	503	537	530	520	520	504	462	435	439
277	296	283	318	333	340	348	379	384	550	471	444	364	276	224	172	120
278	360	371	360	355	394	404	488	545	662	639	656	606	590	458	416	317
279	510	531	544	538	566	534	592	559	576	562	675	585	678	482	468	458
280	751	724	719	828	777	730	776	758	754	783	785	726	711	665	598	598
281	226	188	197	194	186	204	232	212	238	220	223	182	157	179	146	152

NEWPORT BEACH DAILY TRAFFIC COUNT

PM PEAK PERIOD ANALYSIS

	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	18:00	18:15	18:30	18:45
282	238	194	199	263	276	284	281	328	316	318	329	326	252	232	273	230
284	177	105	85	101	116	108	114	123	139	153	136	142	143	136	102	115
285	161	122	111	124	143	136	142	136	182	169	159	147	133	115	106	88
286	82	51	42	30	71	94	92	78	64	67	84	67	52	53	49	38
293	38	65	49	57	50	57	56	67	58	40	48	36	22	11	15	14
Total	22134	22230	22526	22651	23643	23884	25006	25377	28127	28381	26984	24769	22579	20361	18481	16506

Regional Total	373639
Peak Hr. Total	108869
Peak Hr./Peak Period Factor	0.2914

U:\UcJobs\00460\counts\[factors1.xls]Sheet1

I6

APPENDIX J

PEAK SEASON DAILY TRAFFIC VOLUMES

Transportation Studies, Inc.
1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : SUPERIOR AVENUE
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/14/03
Day: Thursday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	42	152	226	846	25	97	276	1,082	67	249	502	1,928
12:15	30		192		27		288		57		480	
12:30	44		203		18		278		62		481	
12:45	36		225		27		240		63		465	
01:00	22	106	210	871	20	62	255	954	42	168	465	1,825
01:15	35		214		13		230		48		444	
01:30	21		220		12		219		33		439	
01:45	28		227		17		250		45		477	
02:00	10	49	241	995	20	54	240	924	30	103	481	1,919
02:15	20		244		18		237		38		481	
02:30	11		240		7		223		18		463	
02:45	8		270		9		224		17		494	
03:00	7	40	278	1,351	1	20	237	949	8	60	515	2,300
03:15	6		260		3		226		9		486	
03:30	18		347		7		246		25		593	
03:45	9		466		9		240		18		706	
04:00	8	44	450	1,716	5	35	286	1,061	13	79	736	2,777
04:15	10		444		2		288		12		732	
04:30	9		470		10		268		19		738	
04:45	17		352		18		219		35		571	
05:00	13	102	385	1,233	8	92	288	1,273	21	194	673	2,506
05:15	21		382		20		316		41		698	
05:30	30		256		21		301		51		557	
05:45	38		210		43		368		81		578	
06:00	68	470	232	864	58	265	304	1,137	126	735	536	2,001
06:15	93		217		45		279		138		496	
06:30	120		203		62		294		182		497	
06:45	189		212		100		260		289		472	
07:00	188	1,042	205	765	114	506	253	817	302	1,548	458	1,582
07:15	227		198		112		232		339		430	
07:30	279		176		146		176		425		352	
07:45	348		186		134		156		482		342	
08:00	328	1,294	196	680	150	587	150	532	478	1,881	346	1,212
08:15	344		196		158		142		502		338	
08:30	322		152		130		118		452		270	
08:45	300		136		149		122		449		258	
09:00	318	996	126	555	168	675	136	483	486	1,671	262	1,038
09:15	242		136		172		138		414		274	
09:30	212		135		165		107		377		242	
09:45	224		158		170		102		394		260	
10:00	194	805	160	510	181	818	110	379	375	1,623	270	889
10:15	196		152		207		98		403		250	
10:30	195		96		200		84		395		180	
10:45	220		102		230		87		450		189	
11:00	194	794	88	283	230	918	59	250	424	1,712	147	533
11:15	215		69		232		71		447		140	
11:30	171		76		212		60		383		136	
11:45	214		50		244		60		458		110	
Totals	5,894		10,669		4,129		9,841		10,023		20,510	
Split%	58.8		52.0		41.2		48.0					
Day Totals		16,563				13,970				30,533		
Day Splits		54.2				45.8						
Peak Hour	07:45		03:45		11:00		05:15		07:45		03:45	
Volume	1,342		1,830		918		1,289		1,914		2,912	
Factor	0.96		0.97		0.94		0.88		0.95		0.99	

J3

Data File : D0308132

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : SUPERIOR AVENUE
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/15/03
Day: Friday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	50	167	204	840	39	137	278	1,116	89	304	482	1,956
12:15	53		202		26		302		79		504	
12:30	40		198		40		260		80		458	
12:45	24		236		32		276		56		512	
01:00	28	121	218	934	25	94	256	1,043	53	215	474	1,977
01:15	32		224		23		294		55		518	
01:30	33		230		24		264		57		494	
01:45	28		262		22		229		50		491	
02:00	40	93	196	867	23	73	246	1,025	63	166	442	1,892
02:15	24		222		23		257		47		479	
02:30	18		219		13		270		31		489	
02:45	11		230		14		252		25		482	
03:00	18	40	242	1,024	13	31	240	1,012	31	71	482	2,036
03:15	10		258		9		255		19		513	
03:30	4		251		6		265		10		516	
03:45	8		273		3		252		11		525	
04:00	12	57	260	910	10	42	274	1,115	22	99	534	2,025
04:15	8		232		6		275		14		507	
04:30	16		208		10		262		26		470	
04:45	21		210		16		304		37		514	
05:00	23	120	228	906	12	88	316	1,241	35	208	544	2,147
05:15	19		216		15		316		34		532	
05:30	46		222		28		294		74		516	
05:45	32		240		33		315		65		555	
06:00	70	409	205	803	45	256	272	1,015	115	665	477	1,818
06:15	69		206		55		286		124		492	
06:30	110		176		68		228		178		404	
06:45	160		216		88		229		248		445	
07:00	192	952	210	795	126	534	202	750	318	1,486	412	1,545
07:15	196		204		136		181		332		385	
07:30	272		189		135		178		407		367	
07:45	292		192		137		189		429		381	
08:00	290	1,188	200	693	134	610	178	573	424	1,798	378	1,266
08:15	316		192		166		132		482		324	
08:30	272		160		156		136		428		296	
08:45	310		141		154		127		464		268	
09:00	282	964	153	596	160	735	134	482	442	1,699	287	1,078
09:15	216		135		182		119		398		254	
09:30	260		144		219		115		479		259	
09:45	206		164		174		114		380		278	
10:00	214	821	168	605	186	858	112	374	400	1,679	280	979
10:15	208		194		214		94		422		288	
10:30	197		115		222		78		419		193	
10:45	202		128		236		90		438		218	
11:00	249	838	106	391	224	995	82	285	473	1,833	188	676
11:15	209		100		252		63		461		163	
11:30	186		76		262		72		448		148	
11:45	194		109		257		68		451		177	
Totals	5,770		9,364		4,453		10,031		10,223		19,395	
Split%	56.4		48.3		43.6		51.7					
Day Totals		15,134				14,484				29,618		
Day Splits		51.1				48.9						
Peak Hour	08:00		03:15		11:00		05:00		11:00		05:00	
Volume	1,188		1,042		995		1,241		1,833		2,147	
Factor	0.94		0.95		0.95		0.98		0.97		0.97	

* Data File : D0308132

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : SUPERIOR AVENUE
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/16/03
Day: Saturday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	84	300	188	794	57	221	260	1,026	141	521	448	1,820
12:15	68		198		62		263		130		461	
12:30	66		196		48		258		114		454	
12:45	82		212		54		245		136		457	
01:00	54	239	188	787	46	159	259	1,019	100	398	447	1,806
01:15	72		216		41		250		113		466	
01:30	51		175		34		246		85		421	
01:45	62		208		38		264		100		472	
02:00	66	171	223	864	32	95	242	1,010	98	266	465	1,874
02:15	34		211		28		250		62		461	
02:30	45		206		22		270		67		476	
02:45	26		224		13		248		39		472	
03:00	26	86	229	977	16	54	238	907	42	140	467	1,884
03:15	16		247		14		237		30		484	
03:30	29		254		20		228		49		482	
03:45	15		247		4		204		19		451	
04:00	8	33	266	1,051	8	33	190	836	16	66	456	1,887
04:15	12		252		7		216		19		468	
04:30	5		284		10		224		15		508	
04:45	8		249		8		206		16		455	
05:00	13	80	251	973	16	105	195	761	29	185	446	1,734
05:15	16		247		15		160		31		407	
05:30	20		230		32		206		52		436	
05:45	31		245		42		200		73		445	
06:00	32	191	239	902	43	236	154	660	75	427	393	1,562
06:15	34		229		43		166		77		395	
06:30	53		226		60		159		113		385	
06:45	72		208		90		181		162		389	
07:00	66	301	220	842	53	342	150	599	119	643	370	1,441
07:15	68		207		86		164		154		371	
07:30	65		210		85		147		150		357	
07:45	102		205		118		138		220		343	
08:00	119	536	207	800	124	590	140	466	243	1,126	347	1,266
08:15	118		222		140		115		258		337	
08:30	123		202		154		104		277		306	
08:45	176		169		172		107		348		276	
09:00	152	732	142	649	188	754	94	423	340	1,486	236	1,072
09:15	172		162		176		110		348		272	
09:30	190		171		178		121		368		292	
09:45	218		174		212		98		430		272	
10:00	200	767	154	638	203	876	102	414	403	1,643	256	1,052
10:15	197		171		220		104		417		275	
10:30	201		187		227		102		428		289	
10:45	169		126		226		106		395		232	
11:00	206	778	122	418	249	1,013	65	301	455	1,791	187	719
11:15	197		104		268		92		465		196	
11:30	193		118		246		82		439		200	
11:45	182		74		250		62		432		136	
Totals	4,214		9,695		4,478		8,422		8,692		18,117	
Split%	48.5		53.5		51.5		46.5					
Day Totals		13,909				12,900				26,809		
Day Splits		51.9				48.1						
Peak Hour	09:45		04:00		11:00		12:00		11:00		02:45	
Volume	816		1,051		1,013		1,026		1,791		1,905	
Factor	0.94		0.93		0.94		0.98		0.96		0.98	

* Data File : D0308132

J5

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Site: NEWPORT
Date: 08/17/03

Location : SUPERIOR AVENUE
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Day: Sunday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	91	343	170	695	74	258	240	1,008	165	601	410	1,703
12:15	94		176		80		242		174		418	
12:30	90		167		50		270		140		437	
12:45	68		182		54		256		122		438	
01:00	72	254	189	791	47	147	242	998	119	401	431	1,789
01:15	62		202		33		266		95		468	
01:30	56		190		32		254		88		444	
01:45	64		210		35		236		99		446	
02:00	78	203	203	832	36	118	234	887	114	321	437	1,719
02:15	46		198		27		221		73		419	
02:30	47		205		27		210		74		415	
02:45	32		226		28		222		60		448	
03:00	26	85	205	952	20	55	208	828	46	140	413	1,780
03:15	22		254		13		198		35		452	
03:30	16		250		16		216		32		466	
03:45	21		243		6		206		27		449	
04:00	9	46	242	1,068	7	39	188	710	16	85	430	1,778
04:15	13		266		9		155		22		421	
04:30	14		281		13		206		27		487	
04:45	10		279		10		161		20		440	
05:00	14	52	243	986	10	77	197	714	24	129	440	1,700
05:15	11		260		12		194		23		454	
05:30	14		214		23		165		37		379	
05:45	13		269		32		158		45		427	
06:00	19	117	274	1,063	33	173	164	616	52	290	438	1,679
06:15	28		262		32		156		60		418	
06:30	30		255		40		138		70		393	
06:45	40		272		68		158		108		430	
07:00	35	199	224	922	44	258	152	548	79	457	376	1,470
07:15	44		232		45		138		89		370	
07:30	54		228		82		144		136		372	
07:45	66		238		87		114		153		352	
08:00	90	352	205	781	92	450	112	432	182	802	317	1,213
08:15	77		198		107		122		184		320	
08:30	86		202		105		106		191		308	
08:45	99		176		146		92		245		268	
09:00	112	482	172	586	136	642	102	397	248	1,124	274	983
09:15	114		148		134		119		248		267	
09:30	130		134		163		88		293		222	
09:45	126		132		209		88		335		220	
10:00	149	581	118	433	188	769	55	248	337	1,350	173	681
10:15	148		125		188		64		336		189	
10:30	132		106		203		77		335		183	
10:45	152		84		190		52		342		136	
11:00	147	697	56	224	210	924	48	178	357	1,621	104	402
11:15	207		56		226		54		433		110	
11:30	171		66		222		39		393		105	
11:45	172		46		266		37		438		83	
Totals	3,411		9,333		3,910		7,564		7,321		16,897	
Split%	46.6		55.2		53.4		44.8					
Day Totals		12,744				11,474				24,218		
Day Splits		52.6				47.4						
Peak Hour	11:00		04:15		11:00		12:30		11:00		04:30	
Volume	697		1,069		924		1,034		1,621		1,821	
Factor	0.84		0.95		0.87		0.96		0.93		0.93	

* Data File : D0308132

J60

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : SUPERIOR AVENUE
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/18/03

Day: Monday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	24	110	192	765	26	84	267	1,014	50	194	459	1,779
12:15	33		180		28		254		61		434	
12:30	25		188		13		257		38		445	
12:45	28		205		17		236		45		441	
01:00	19	61	212	847	20	58	216	913	39	119	428	1,760
01:15	15		220		9		244		24		464	
01:30	16		193		14		248		30		441	
01:45	11		222		15		205		26		427	
02:00	10	26	236	904	8	26	204	812	18	52	440	1,716
02:15	5		222		10		190		15		412	
02:30	9		214		6		200		15		414	
02:45	2		232		2		218		4		450	
03:00	10	34	250	1,038	3	18	240	920	13	52	490	1,958
03:15	6		266		5		217		11		483	
03:30	8		250		2		227		10		477	
03:45	10		272		8		236		18		508	
04:00	3	44	272	947	4	28	236	1,019	7	72	508	1,966
04:15	6		234		8		254		14		488	
04:30	9		220		4		262		13		482	
04:45	26		221		12		267		38		488	
05:00	24	112	198	812	12	87	294	1,218	36	199	492	2,030
05:15	11		210		10		308		21		518	
05:30	28		198		23		298		51		496	
05:45	49		206		42		318		91		524	
06:00	64	451	176	767	46	268	299	1,056	110	719	475	1,823
06:15	86		196		42		285		128		481	
06:30	122		181		74		236		196		417	
06:45	179		214		106		236		285		450	
07:00	194	961	180	690	105	494	188	736	299	1,455	368	1,426
07:15	209		156		116		212		325		368	
07:30	272		162		130		176		402		338	
07:45	286		192		143		160		429		352	
08:00	288	1,226	154	577	146	588	104	462	434	1,814	258	1,039
08:15	305		170		148		128		453		298	
08:30	294		151		142		110		436		261	
08:45	339		102		152		120		491		222	
09:00	291	945	134	474	146	618	113	404	437	1,563	247	878
09:15	210		118		131		106		341		224	
09:30	230		104		149		81		379		185	
09:45	214		118		192		104		406		222	
10:00	214	790	134	386	152	746	81	262	366	1,536	215	648
10:15	184		94		205		64		389		158	
10:30	192		78		185		51		377		129	
10:45	200		80		204		66		404		146	
11:00	194	799	56	198	199	917	39	165	393	1,716	95	363
11:15	219		55		232		41		451		96	
11:30	198		45		234		41		432		86	
11:45	188		42		252		44		440		86	
Totals	5,559		8,405		3,932		8,981		9,491		17,386	
Split%	58.6		48.3		41.4		51.7					
Day Totals		13,964				12,913				26,877		
Day Splits		52.0				48.0						
Peak Hour	08:15		03:15		11:00		05:15		08:15		05:00	
Volume	1,229		1,060		917		1,223		1,817		2,030	
Factor	0.91		0.97		0.91		0.96		0.93		0.97	

* Data File : D0308132

J7

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : SUPERIOR AVENUE
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/19/03
Day: Tuesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	30	105	174	786	27	94	257	1,053	57	199	431	1,839
12:15	31		196		22		294		53		490	
12:30	24		206		24		254		48		460	
12:45	20		210		21		248		41		458	
01:00	17	63	241	883	8	40	236	955	25	103	477	1,838
01:15	24		229		12		237		36		466	
01:30	11		198		10		278		21		476	
01:45	11		215		10		204		21		419	
02:00	8	27	233	994	9	27	225	857	17	54	458	1,851
02:15	8		254		7		214		15		468	
02:30	8		254		4		210		12		464	
02:45	3		253		7		208		10		461	
03:00	5	24	248	960	3	16	242	996	8	40	490	1,956
03:15	4		226		2		251		6		477	
03:30	11		260		4		239		15		499	
03:45	4		226		7		264		11		490	
04:00	10	39	275	936	4	25	256	1,111	14	64	531	2,047
04:15	7		222		3		266		10		488	
04:30	5		244		4		291		9		535	
04:45	17		195		14		298		31		493	
05:00	21	148	222	824	10	91	329	1,293	31	239	551	2,117
05:15	23		227		10		343		33		570	
05:30	46		196		22		318		68		514	
05:45	58		179		49		303		107		482	
06:00	73	423	207	780	50	229	336	1,081	123	652	543	1,861
06:15	77		196		36		235		113		431	
06:30	114		197		59		280		173		477	
06:45	159		180		84		230		243		410	
07:00	200	1,002	194	688	96	480	218	746	296	1,482	412	1,434
07:15	239		180		134		178		373		358	
07:30	277		144		120		200		397		344	
07:45	286		170		130		150		416		320	
08:00	351	1,248	158	584	128	511	146	539	479	1,759	304	1,123
08:15	280		164		120		149		400		313	
08:30	307		127		132		118		439		245	
08:45	310		135		131		126		441		261	
09:00	328	983	154	507	134	555	124	424	462	1,538	278	931
09:15	213		124		136		108		349		232	
09:30	213		110		152		104		365		214	
09:45	229		119		133		88		362		207	
10:00	208	798	116	421	168	741	82	251	376	1,539	198	672
10:15	214		125		184		68		398		193	
10:30	172		86		183		57		355		143	
10:45	204		94		206		44		410		138	
11:00	165	734	83	260	214	935	48	169	379	1,669	131	429
11:15	182		68		218		52		400		120	
11:30	191		50		259		47		450		97	
11:45	196		59		244		22		440		81	
Totals	5,594		8,623		3,744		9,475		9,338		18,098	
Split%	59.9		47.6		40.1		52.4					
Day Totals		14,217				13,219				27,436		
Day Splits		51.8				48.2						
Peak Hour	08:00		02:15		11:00		05:15		08:00		04:30	
Volume	1,248		1,009		935		1,300		1,759		2,149	
Factor	0.89		0.99		0.90		0.95		0.92		0.94	

* Data File : D0308132

J8

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : SUPERIOR AVENUE
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/20/03
Day: Wednesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	48	145	196	826	37	107	278	1,026	85	252	474	1,852
12:15	37		183		27		270		64		453	
12:30	28		225		21		218		49		443	
12:45	32		222		22		260		54		482	
01:00	25	78	242	921	16	53	252	954	41	131	494	1,875
01:15	21		226		15		252		36		478	
01:30	13		235		9		222		22		457	
01:45	19		218		13		228		32		446	
02:00	12	51	208	961	8	31	209	856	20	82	417	1,817
02:15	10		262		12		203		22		465	
02:30	18		260		2		210		20		470	
02:45	11		231		9		234		20		465	
03:00	12	24	274	1,034	6	21	212	966	18	45	486	2,000
03:15	6		250		5		240		11		490	
03:30	3		262		3		252		6		514	
03:45	3		248		7		262		10		510	
04:00	10	56	276	1,043	7	35	234	1,089	17	91	510	2,132
04:15	12		245		4		251		16		496	
04:30	8		258		6		309		14		567	
04:45	26		264		18		295		44		559	
05:00	18	137	210	826	12	70	312	1,243	30	207	522	2,069
05:15	29		210		12		336		41		546	
05:30	40		210		18		293		58		503	
05:45	50		196		28		302		78		498	
06:00	73	466	192	753	37	232	304	1,076	110	698	496	1,829
06:15	90		176		38		288		128		464	
06:30	131		187		70		212		201		399	
06:45	172		198		87		272		259		470	
07:00	174	955	192	701	94	468	230	729	268	1,423	422	1,430
07:15	216		146		136		190		352		336	
07:30	277		168		106		154		383		322	
07:45	288		195		132		155		420		350	
08:00	361	1,300	151	585	127	553	128	524	488	1,853	279	1,109
08:15	306		156		138		144		444		300	
08:30	300		146		136		124		436		270	
08:45	333		132		152		128		485		260	
09:00	290	963	160	551	157	655	143	469	447	1,618	303	1,020
09:15	219		138		150		116		369		254	
09:30	218		128		162		102		380		230	
09:45	236		125		186		108		422		233	
10:00	206	812	89	366	164	728	91	290	370	1,540	180	656
10:15	190		86		172		68		362		154	
10:30	204		100		178		72		382		172	
10:45	212		91		214		59		426		150	
11:00	185	731	54	230	208	919	68	201	393	1,650	122	431
11:15	162		54		222		45		384		99	
11:30	202		62		239		44		441		106	
11:45	182		60		250		44		432		104	
Totals	5,718		8,797		3,872		9,423		9,590		18,220	
Split%	59.6		48.3		40.4		51.7					
Day Totals		14,515				13,295				27,810		
Day Splits		52.2				47.8						
Peak Hour	08:00		04:00		11:00		04:30		08:00		04:30	
Volume	1,300		1,043		919		1,252		1,853		2,194	
Factor	0.90		0.94		0.92		0.93		0.95		0.97	

* Data File : D0308132

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : NEWPORT BOULEVARD
Segment : S/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/14/03

Interval Day: Thursday

Begin	AM - NB		PM - NB	
12:00	92	308	408	1,679
12:15	78		423	
12:30	80		416	
12:45	58		432	
1:00	51	182	464	1,854
1:15	51		471	
1:30	42		460	
1:45	38		459	
2:00	36	81	431	1,815
2:15	17		446	
2:30	15		476	
2:45	13		462	
3:00	17	58	469	1,923
3:15	19		504	
3:30	13		482	
3:45	9		468	
4:00	22	82	528	2,221
4:15	12		545	
4:30	20		594	
4:45	28		554	
5:00	37	228	602	2,203
5:15	46		553	
5:30	70		568	
5:45	75		480	
6:00	92	580	436	1,656
6:15	126		434	
6:30	144		392	
6:45	218		394	
7:00	235	1,295	448	1,647
7:15	326		426	
7:30	338		377	
7:45	396		396	
8:00	364	1,574	477	1,692
8:15	406		437	
8:30	376		380	
8:45	428		398	
9:00	343	1,514	411	1,572
9:15	404		357	
9:30	375		470	
9:45	392		334	
10:00	388	1,543	302	1,158
10:15	358		296	
10:30	389		280	
10:45	408		280	
11:00	377	1,541	236	766
11:15	383		180	
11:30	407		196	
11:45	374		154	
Totals	8,986		20,186	
Peak Hour	10:45		4:30	
Volume	1,575		2,303	
Factor	0.97		0.96	
DayTotal	29,172			

Data File : D0308127SB

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : NEWPORT BOULEVARD
Segment : S/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/14/03

Day: Thursday

Interval Begin	AM - SB		PM - SB	
12:00	88	277	532	2,129
12:15	71		550	
12:30	68		547	
12:45	50		500	
1:00	40	140	531	2,065
1:15	33		502	
1:30	35		522	
1:45	32		510	
2:00	30	82	466	1,872
2:15	27		480	
2:30	13		444	
2:45	12		482	
3:00	18	54	450	1,791
3:15	10		416	
3:30	20		454	
3:45	6		471	
4:00	14	84	486	2,067
4:15	11		466	
4:30	22		552	
4:45	37		563	
5:00	31	192	564	1,863
5:15	40		394	
5:30	46		435	
5:45	75		470	
6:00	114	578	376	1,446
6:15	132		330	
6:30	140		364	
6:45	192		376	
7:00	209	993	346	1,301
7:15	224		326	
7:30	278		318	
7:45	282		311	
8:00	334	1,284	250	942
8:15	302		237	
8:30	310		242	
8:45	338		213	
9:00	406	1,578	206	825
9:15	374		212	
9:30	394		193	
9:45	404		214	
10:00	443	1,798	193	667
10:15	424		194	
10:30	463		150	
10:45	468		130	
11:00	496	1,953	122	429
11:15	516		107	
11:30	466		94	
11:45	475		106	
Totals	9,013		17,397	
Peak Hour	11:00		4:15	
Volume	1,953		2,145	
Factor	0.95		0.95	
DayTotal	26,410			

NB+SB = 29172
26410 + 29172
= 55582

Data File : D0308127NB

J11

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : NEWPORT BOULEVARD
Segment : S/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/15/03

Day: Friday

Interval Begin	AM - NB		PM - NB	
12:00	127	463	403	1,674
12:15	120		432	
12:30	108		408	
12:45	108		431	
1:00	86	283	484	1,899
1:15	74		440	
1:30	69		509	
1:45	54		466	
2:00	59	143	470	1,831
2:15	34		480	
2:30	26		408	
2:45	24		473	
3:00	30	84	479	1,983
3:15	20		492	
3:30	14		516	
3:45	20		496	
4:00	22	79	492	1,933
4:15	16		482	
4:30	21		489	
4:45	20		470	
5:00	32	216	512	1,879
5:15	44		487	
5:30	64		427	
5:45	76		453	
6:00	126	590	418	1,685
6:15	117		437	
6:30	147		438	
6:45	200		392	
7:00	220	1,218	391	1,607
7:15	286		415	
7:30	352		412	
7:45	360		389	
8:00	361	1,498	458	1,675
8:15	368		444	
8:30	377		408	
8:45	392		365	
9:00	369	1,515	352	1,484
9:15	380		368	
9:30	356		400	
9:45	410		364	
10:00	389	1,577	406	1,570
10:15	398		420	
10:30	392		382	
10:45	398		362	
11:00	390	1,632	342	1,293
11:15	434		334	
11:30	385		338	
11:45	423		279	
Totals	9,298		20,513	
Peak Hour	11:00		3:15	
Volume	1,632		1,996	
Factor	0.94		0.97	
DayTotal	29,811			

Data File : D0308127SB

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : NEWPORT BOULEVARD
Segment : S/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/15/03

Interval Day: Friday

Begin	AM - SB		PM - SB	
12:00	90	248	544	2,132
12:15	62		554	
12:30	44		502	
12:45	52		532	
1:00	49	170	520	2,078
1:15	44		554	
1:30	38		514	
1:45	39		490	
2:00	40	102	480	1,870
2:15	26		466	
2:30	21		466	
2:45	15		458	
3:00	14	42	435	1,873
3:15	14		466	
3:30	6		486	
3:45	8		486	
4:00	11	59	470	1,965
4:15	9		474	
4:30	16		513	
4:45	23		508	
5:00	29	166	565	2,281
5:15	35		604	
5:30	44		566	
5:45	58		546	
6:00	81	323	556	2,229
6:15	88		551	
6:30	78		570	
6:45	76		552	
7:00	134	546	516	1,980
7:15	130		491	
7:30	136		503	
7:45	146		470	
8:00	194	766	394	1,524
8:15	182		391	
8:30	190		374	
8:45	200		365	
9:00	206	853	367	1,340
9:15	198		306	
9:30	216		360	
9:45	233		307	
10:00	287	1,671	323	1,169
10:15	475		314	
10:30	455		296	
10:45	454		236	
11:00	482	2,000	232	835
11:15	514		202	
11:30	486		198	
11:45	518		203	
Totals	6,946		21,276	
Peak Hour	11:00		5:00	
Volume	2,000		2,281	
Factor	0.97		0.94	
DayTotal	28,222			

Data File : D0308127NB

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : NEWPORT BOULEVARD
Segment : S/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/16/03

Interval Day: Saturday

Begin	AM - NB		PM - NB	
12:00	216	755	390	1,615
12:15	214		417	
12:30	176		406	
12:45	149		402	
1:00	148	615	383	1,690
1:15	164		418	
1:30	143		411	
1:45	160		478	
2:00	118	312	432	1,821
2:15	81		468	
2:30	60		449	
2:45	53		472	
3:00	42	119	472	1,847
3:15	38		509	
3:30	15		424	
3:45	24		442	
4:00	28	98	506	2,108
4:15	26		562	
4:30	26		524	
4:45	18		516	
5:00	23	158	514	2,015
5:15	35		500	
5:30	54		521	
5:45	46		480	
6:00	46	290	522	2,012
6:15	58		536	
6:30	78		480	
6:45	108		474	
7:00	118	664	461	1,888
7:15	154		451	
7:30	178		492	
7:45	214		484	
8:00	244	1,097	488	1,830
8:15	252		452	
8:30	309		464	
8:45	292		426	
9:00	358	1,486	442	1,779
9:15	348		418	
9:30	366		465	
9:45	414		454	
10:00	463	1,702	476	1,807
10:15	409		458	
10:30	434		476	
10:45	396		397	
11:00	448	1,606	382	1,394
11:15	368		359	
11:30	422		362	
11:45	368		291	
Totals	8,902		21,806	
Peak Hour	9:45		4:15	
Volume	1,720		2,116	
Factor	0.93		0.94	
DayTotal	30,708			

Data File : D0308127SB

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : NEWPORT BOULEVARD
Segment : S/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/16/03

Day: Saturday

Interval Begin	AM - SB		PM - SB	
12:00	162	558	442	1,669
12:15	150		426	
12:30	120		420	
12:45	126		381	
1:00	109	341	378	1,626
1:15	86		448	
1:30	75		404	
1:45	71		396	
2:00	72	198	409	1,559
2:15	50		390	
2:30	46		398	
2:45	30		362	
3:00	36	97	364	1,533
3:15	22		371	
3:30	17		404	
3:45	22		394	
4:00	13	105	396	1,665
4:15	21		409	
4:30	29		428	
4:45	42		432	
5:00	34	258	434	1,658
5:15	60		428	
5:30	78		404	
5:45	86		392	
6:00	104	566	394	1,586
6:15	116		384	
6:30	156		388	
6:45	190		420	
7:00	200	848	402	1,570
7:15	184		416	
7:30	216		394	
7:45	248		358	
8:00	256	1,185	352	1,279
8:15	280		319	
8:30	293		321	
8:45	356		287	
9:00	384	1,609	252	1,078
9:15	372		278	
9:30	422		260	
9:45	431		288	
10:00	419	1,762	224	971
10:15	450		246	
10:30	427		252	
10:45	466		249	
11:00	396	1,738	204	744
11:15	436		187	
11:30	455		189	
11:45	451		164	
Totals	9,265		16,938	
Peak Hour	10:00		4:30	
Volume	1,762		1,722	
Factor	0.95		0.99	
DayTotal	26,203			

Data File : D0308127NB

J15

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : NEWPORT BOULEVARD
Segment : S/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/17/03

Interval Day: Sunday

Begin	AM - NB		PM - NB	
12:00	266	876	352	1,529
12:15	220		385	
12:30	190		388	
12:45	200		404	
1:00	179	657	431	1,611
1:15	182		398	
1:30	134		396	
1:45	162		386	
2:00	100	279	410	1,735
2:15	84		444	
2:30	55		428	
2:45	40		453	
3:00	37	139	456	1,962
3:15	30		522	
3:30	42		488	
3:45	30		496	
4:00	23	72	522	2,100
4:15	16		532	
4:30	16		542	
4:45	17		504	
5:00	19	114	496	2,090
5:15	34		540	
5:30	28		528	
5:45	33		526	
6:00	35	185	508	2,082
6:15	44		528	
6:30	47		536	
6:45	59		510	
7:00	86	442	479	1,955
7:15	101		512	
7:30	128		484	
7:45	127		480	
8:00	189	817	512	1,903
8:15	210		533	
8:30	194		458	
8:45	224		400	
9:00	269	1,088	400	1,597
9:15	278		422	
9:30	264		441	
9:45	277		334	
10:00	322	1,320	314	1,103
10:15	318		292	
10:30	314		282	
10:45	366		215	
11:00	386	1,490	182	671
11:15	422		202	
11:30	338		183	
11:45	344		104	
Totals	7,479		20,338	
Peak Hour	10:45		5:15	
Volume	1,512		2,102	
Factor	0.9		0.97	
DayTotal	27,817			

Data File : D0308127SB

J16

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : NEWPORT BOULEVARD
Segment : S/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/17/03

Interval Day: Sunday

Begin	AM - SB		PM - SB	
12:00	122	464	408	1,575
12:15	130		394	
12:30	113		382	
12:45	99		391	
1:00	84	288	375	1,513
1:15	66		388	
1:30	72		384	
1:45	66		366	
2:00	64	201	364	1,440
2:15	52		364	
2:30	45		364	
2:45	40		348	
3:00	31	99	377	1,456
3:15	26		346	
3:30	20		369	
3:45	22		364	
4:00	21	127	361	1,479
4:15	28		362	
4:30	32		380	
4:45	46		376	
5:00	42	195	414	1,520
5:15	30		426	
5:30	60		340	
5:45	63		340	
6:00	80	355	280	1,280
6:15	66		342	
6:30	98		330	
6:45	111		328	
7:00	127	563	340	1,238
7:15	121		346	
7:30	144		314	
7:45	171		238	
8:00	163	695	204	866
8:15	142		228	
8:30	166		190	
8:45	224		244	
9:00	236	1,100	181	725
9:15	262		180	
9:30	268		160	
9:45	334		204	
10:00	331	1,259	154	503
10:15	298		137	
10:30	292		122	
10:45	338		90	
11:00	372	1,520	106	330
11:15	352		71	
11:30	396		82	
11:45	400		71	
Totals	6,866		13,925	
Peak Hour	11:00		4:30	
Volume	1,520		1,596	
Factor	0.95		0.94	
DayTotal	**20,791**			

Data File : D0308127NB

Transportation Studies, Inc.
1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : NEWPORT BOULEVARD
Segment : S/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/18/03

Interval Day: Monday

Begin	AM - NB		PM - NB	
12:00	89	283	343	1,547
12:15	94		400	
12:30	50		388	
12:45	50		416	
1:00	42	140	408	1,648
1:15	35		428	
1:30	36		410	
1:45	27		402	
2:00	26	89	410	1,656
2:15	26		410	
2:30	24		432	
2:45	13		404	
3:00	13	51	426	1,792
3:15	16		458	
3:30	9		413	
3:45	13		495	
4:00	15	77	440	1,751
4:15	20		450	
4:30	18		426	
4:45	24		435	
5:00	46	267	512	1,748
5:15	52		450	
5:30	75		402	
5:45	94		384	
6:00	118	594	437	1,654
6:15	132		392	
6:30	156		417	
6:45	188		408	
7:00	218	1,218	380	1,406
7:15	266		362	
7:30	356		338	
7:45	378		326	
8:00	380	1,492	342	1,314
8:15	370		338	
8:30	376		328	
8:45	366		306	
9:00	342	1,373	255	1,121
9:15	328		241	
9:30	342		354	
9:45	361		271	
10:00	352	1,472	216	824
10:15	362		235	
10:30	380		207	
10:45	378		166	
11:00	375	1,502	134	479
11:15	378		134	
11:30	386		125	
11:45	363		86	
Totals	8,558		16,940	
Peak Hour	10:45		4:15	
Volume	1,517		1,823	
Factor	0.98		0.89	
DayTotal	25,498			

Data File : D0308127SB

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : NEWPORT BOULEVARD
Segment : S/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPOI
Date: 08/18/

Interval Day: Mond

Begin	AM - SB		PM - SB	
12:00	60	165	94	1,086
12:15	40		152	
12:30	30		398	
12:45	35		442	
1:00	30	124	498	1,860
1:15	40		466	
1:30	32		474	
1:45	22		422	
2:00	24	53	454	1,695
2:15	8		430	
2:30	12		408	
2:45	9		403	
3:00	6	28	414	1,686
3:15	10		398	
3:30	5		426	
3:45	7		448	
4:00	8	47	435	1,750
4:15	7		427	
4:30	16		450	
4:45	16		438	
5:00	20	137	490	2,045
5:15	33		531	
5:30	32		499	
5:45	52		525	
6:00	82	389	462	1,921
6:15	82		509	
6:30	95		500	
6:45	130		450	
7:00	144	607	427	1,583
7:15	150		400	
7:30	156		423	
7:45	157		333	
8:00	188	789	368	1,193
8:15	200		272	
8:30	186		278	
8:45	215		275	
9:00	244	914	238	883
9:15	210		233	
9:30	235		216	
9:45	225		196	
10:00	263	1,067	168	547
10:15	258		136	
10:30	272		133	
10:45	274		110	
11:00	265	1,189	91	309
11:15	294		66	
11:30	330		86	
11:45	300		66	
Totals	5,509		16,558	

Peak Hour	11:00	5:00
Volume	1,189	2,045
Factor	0.9	0.96

DayTotal 22,067

Data File : D0308127NB

Transportation Studies, Inc.
1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : NEWPORT BOULEVARD
Segment : S/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPOR
Date: 08/19/(

Day: Tuesd

Interval Begin	AM - NB		PM - NB	
12:00	62	223	390	1,616
12:15	67		387	
12:30	48		410	
12:45	46		429	
1:00	32	117	420	1,701
1:15	38		464	
1:30	22		423	
1:45	25		394	
2:00	21	66	453	1,735
2:15	21		428	
2:30	13		425	
2:45	11		429	
3:00	10	43	434	1,798
3:15	15		445	
3:30	9		467	
3:45	9		452	
4:00	4	74	432	1,707
4:15	14		446	
4:30	22		398	
4:45	34		431	
5:00	40	243	453	1,781
5:15	49		466	
5:30	68		424	
5:45	86		438	
6:00	103	563	424	1,596
6:15	122		396	
6:30	139		402	
6:45	199		374	
7:00	208	1,244	312	1,442
7:15	275		420	
7:30	366		336	
7:45	395		374	
8:00	354	1,546	390	1,450
8:15	422		322	
8:30	374		342	
8:45	396		396	
9:00	344	1,361	332	1,263
9:15	328		318	
9:30	333		341	
9:45	356		272	
10:00	340	1,377	267	926
10:15	316		273	
10:30	352		200	
10:45	369		186	
11:00	398	1,562	196	645
11:15	412		132	
11:30	338		177	
11:45	414		140	
Totals	8,419		17,660	
Peak Hour	11:00		3:00	
Volume	1,562		1,798	
Factor	0.94		0.96	
DayTotal	26,079			

Data File : D0308127SB

J20

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : NEWPORT BOULEVARD
Segment : S/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/19/03

Day: Tuesday

Interval Begin	AM - SB		PM - SB	
12:00	68	204	428	1,578
12:15	52		390	
12:30	48		376	
12:45	36		384	
1:00	41	111	396	1,425
1:15	20		353	
1:30	28		356	
1:45	22		320	
2:00	24	63	306	1,215
2:15	15		300	
2:30	11		298	
2:45	13		311	
3:00	13	47	295	1,223
3:15	18		316	
3:30	7		298	
3:45	9		314	
4:00	10	58	318	1,282
4:15	10		310	
4:30	18		332	
4:45	20		322	
5:00	26	159	344	1,400
5:15	30		326	
5:30	42		362	
5:45	61		368	
6:00	104	494	368	1,532
6:15	112		377	
6:30	143		394	
6:45	135		393	
7:00	180	802	390	1,343
7:15	204		334	
7:30	220		309	
7:45	198		310	
8:00	281	1,060	264	999
8:15	251		259	
8:30	244		264	
8:45	284		212	
9:00	320	1,183	214	779
9:15	299		222	
9:30	276		189	
9:45	288		154	
10:00	305	1,393	164	537
10:15	351		146	
10:30	376		113	
10:45	361		114	
11:00	351	1,472	102	344
11:15	345		87	
11:30	386		87	
11:45	390		68	
Totals	7,046		13,657	
Peak Hour	11:00		12:00	
Volume	1,472		1,578	
Factor	0.94		0.92	
DayTotal	20,703			

NB+SB=
20703+26079
=46782

Data File : D0308127NB

Transportation Studies, Inc.
1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : NEWPORT BOULEVARD
Segment : S/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/20/03

Interval
Day: Wednesday

Begin	AM - NB		PM - NB	
12:00	88	346	393	1,545
12:15	93		385	
12:30	73		349	
12:45	92		418	
1:00	68	235	448	1,703
1:15	42		433	
1:30	76		392	
1:45	49		430	
2:00	46	112	427	1,787
2:15	27		448	
2:30	20		471	
2:45	19		441	
3:00	20	64	478	1,866
3:15	12		438	
3:30	24		455	
3:45	8		495	
4:00	14	79	485	1,885
4:15	14		494	
4:30	19		446	
4:45	32		460	
5:00	36	243	492	1,863
5:15	42		502	
5:30	63		456	
5:45	102		413	
6:00	100	571	447	1,605
6:15	119		382	
6:30	138		384	
6:45	214		392	
7:00	248	1,237	384	1,490
7:15	276		402	
7:30	349		344	
7:45	364		360	
8:00	396	1,587	340	1,430
8:15	372		382	
8:30	413		364	
8:45	406		344	
9:00	380	1,478	334	1,293
9:15	350		304	
9:30	366		352	
9:45	382		303	
10:00	386	1,490	292	987
10:15	350		242	
10:30	388		246	
10:45	366		207	
11:00	384	1,534	172	572
11:15	342		130	
11:30	394		118	
11:45	414		152	
Totals	8,976		18,026	
Peak Hour	8:00		3:30	
Volume	1,587		1,929	
Factor	0.96		0.97	
DayTotal	27,002			

Data File : D0308127SB

J22

Transportation Studies, Inc.
1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : NEWPORT BOULEVARD
Segment : S/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/20/03

Day: Wednesday

Interval Begin	AM - SB		PM - SB	
12:00	62	179	334	1,277
12:15	44		305	
12:30	44		310	
12:45	29		328	
1:00	38	126	290	1,222
1:15	40		298	
1:30	24		330	
1:45	24		304	
2:00	23	51	276	1,084
2:15	8		282	
2:30	12		238	
2:45	8		288	
3:00	10	37	262	1,070
3:15	12		242	
3:30	7		270	
3:45	8		296	
4:00	13	60	290	1,228
4:15	3		310	
4:30	22		316	
4:45	22		312	
5:00	16	131	332	1,422
5:15	41		344	
5:30	31		352	
5:45	43		394	
6:00	66	327	379	1,477
6:15	90		366	
6:30	86		390	
6:45	85		342	
7:00	138	586	312	1,168
7:15	140		296	
7:30	142		286	
7:45	166		274	
8:00	172	736	264	954
8:15	189		252	
8:30	175		232	
8:45	200		206	
9:00	212	888	180	744
9:15	199		196	
9:30	230		192	
9:45	247		176	
10:00	262	1,042	182	540
10:15	248		138	
10:30	260		120	
10:45	272		100	
11:00	280	1,314	88	304
11:15	328		69	
11:30	338		87	
11:45	368		60	
Totals	5,477		12,490	
Peak Hour	11:00		5:45	
Volume	1,314		1,529	
Factor	0.89		0.97	
DayTotal	17,967			

NB+SB= 17,967+27002 = 44969

Data File : D0308127NB

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : JAMBOREE ROAD
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/14/03

Interval	NB				SB				Combined				Day: Thursday
Begin	AM		PM		AM		PM		AM		PM		
12:00	32	109	256	1,004	16	44	308	1,216	48	153	564	2,220	
12:15	26		254		6		310		32		564		
12:30	33		242		12		327		45		569		
12:45	18		252		10		271		28		523		
01:00	18	66	274	1,074	12	23	302	1,204	30	89	576	2,278	
01:15	23		268		4		314		27		582		
01:30	14		256		4		288		18		544		
01:45	11		276		3		300		14		576		
02:00	10	27	254	1,077	3	13	286	1,190	13	40	540	2,267	
02:15	4		272		2		298		6		570		
02:30	8		281		6		304		14		585		
02:45	5		270		2		302		7		572		
03:00	8	13	296	1,129	5	9	270	1,242	13	22	566	2,371	
03:15	2		257		1		322		3		579		
03:30	1		276		2		298		3		574		
03:45	2		300		1		352		3		652		
04:00	5	34	274	1,078	4	22	322	1,424	9	56	596	2,502	
04:15	5		276		4		356		9		632		
04:30	7		242		2		382		9		624		
04:45	17		286		12		364		29		650		
05:00	26	150	290	1,415	8	51	445	1,591	34	201	735	3,006	
05:15	29		396		11		406		40		802		
05:30	34		369		14		350		48		719		
05:45	61		360		18		390		79		750		
06:00	66	368	294	988	24	174	468	1,595	90	542	762	2,583	
06:15	72		271		33		407		105		678		
06:30	100		219		46		422		146		641		
06:45	130		204		71		298		201		502		
07:00	180	960	203	843	82	420	262	862	262	1,380	465	1,705	
07:15	220		223		92		260		312		483		
07:30	256		218		114		192		370		410		
07:45	304		199		132		148		436		347		
08:00	319	1,267	238	830	169	835	130	387	488	2,102	368	1,217	
08:15	326		212		170		85		496		297		
08:30	318		182		219		88		537		270		
08:45	304		198		277		84		581		282		
09:00	298	1,026	188	716	254	1,014	70	283	552	2,040	258	999	
09:15	234		183		250		86		484		269		
09:30	226		186		244		61		470		247		
09:45	268		159		266		66		534		225		
10:00	220	911	162	557	248	1,084	50	174	468	1,995	212	731	
10:15	240		128		288		48		528		176		
10:30	207		150		244		42		451		192		
10:45	244		117		304		34		548		151		
11:00	228	946	116	308	266	1,181	26	94	494	2,127	142	402	
11:15	246		82		310		24		556		106		
11:30	226		54		286		26		512		80		
11:45	246		56		319		18		565		74		
Totals	5,877		11,019		4,870		11,262		10,747		22,281		
Split%	54.7		49.5		45.3		50.5						
Day Totals		16,896				16,132				33,028			
Day Splits		51.2				48.8							
Peak Hour	07:45		05:15		11:00		05:45		08:15		05:15		
Volume	1,267		1,419		1,181		1,687		2,166		3,033		
Factor	0.97		0.90		0.93		0.90		0.93		0.95		

Data File : D0308134

J24

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : JAMBOREE ROAD
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/15/03

Interval	NB				SB				Combined				Day: Friday
Begin	AM		PM		AM		PM		AM		PM		
12:00	40	154	284	1,123	20	61	264	1,138	60	215	548	2,261	
12:15	40		253		17		296		57		549		
12:30	42		294		12		312		54		606		
12:45	32		292		12		266		44		558		
01:00	26	92	256	1,096	5	30	317	1,239	31	122	573	2,335	
01:15	22		258		10		354		32		612		
01:30	26		300		6		291		32		591		
01:45	18		282		9		277		27		559		
02:00	25	51	262	1,132	7	22	315	1,245	32	73	577	2,377	
02:15	8		240		8		324		16		564		
02:30	9		298		4		270		13		568		
02:45	9		332		3		336		12		668		
03:00	8	20	298	1,231	1	9	268	1,255	9	29	566	2,486	
03:15	5		327		2		337		7		664		
03:30	4		288		4		304		8		592		
03:45	3		318		2		346		5		664		
04:00	5	34	310	1,246	4	21	310	1,474	9	55	620	2,720	
04:15	5		324		4		378		9		702		
04:30	9		314		5		368		14		682		
04:45	15		298		8		418		23		716		
05:00	17	135	306	1,224	6	34	475	1,725	23	169	781	2,949	
05:15	30		330		10		424		40		754		
05:30	34		306		7		462		41		768		
05:45	54		282		11		364		65		646		
06:00	59	409	275	1,061	29	154	410	1,428	88	563	685	2,489	
06:15	80		276		28		332		108		608		
06:30	124		256		44		368		168		624		
06:45	146		254		53		318		199		572		
07:00	190	910	234	882	62	380	250	834	252	1,290	484	1,716	
07:15	194		220		97		238		291		458		
07:30	228		202		86		206		314		408		
07:45	298		226		135		140		433		366		
08:00	340	1,206	225	810	122	667	116	403	462	1,873	341	1,213	
08:15	294		221		136		109		430		330		
08:30	304		198		198		80		502		278		
08:45	268		166		211		98		479		264		
09:00	274	984	192	774	224	851	73	289	498	1,835	265	1,063	
09:15	247		204		197		74		444		278		
09:30	245		178		194		68		439		246		
09:45	218		200		236		74		454		274		
10:00	228	929	168	659	154	794	72	254	382	1,723	240	913	
10:15	231		181		231		83		462		264		
10:30	236		162		210		57		446		219		
10:45	234		148		199		42		433		190		
11:00	249	998	133	491	212	950	42	150	461	1,948	175	641	
11:15	276		128		300		41		576		169		
11:30	228		130		234		33		462		163		
11:45	245		100		204		34		449		134		
Totals	5,922		11,729		3,973		11,434		9,895		23,163		
Split%	59.8		50.6		40.2		49.4						
Day Totals		17,651				15,407				33,058			
Day Splits		53.4				46.6							
Peak Hour	07:45		03:45		11:00		04:45		11:00		04:45		
Volume	1,236		1,266		950		1,779		1,948		3,019		
Factor	0.91		0.98		0.79		0.94		0.85		0.97		

Data File : D0308134

J25

1350 Reynolds Avenue, Ste. 115
Irvine, CA 92614

Location : JAMBOREE ROAD
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/16/03
Day: Saturday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	82	250	274	1,050	26	89	332	1,267	108	339	606	2,317
12:15	62		270		29		311		91		581	
12:30	58		256		17		314		75		570	
12:45	48		250		17		310		65		560	
01:00	48	164	227	991	18	48	302	1,182	66	212	529	2,173
01:15	34		260		12		296		46		556	
01:30	38		230		10		298		48		528	
01:45	44		274		8		286		52		560	
02:00	28	86	251	1,068	10	27	316	1,245	38	113	567	2,313
02:15	27		294		8		307		35		601	
02:30	16		226		7		314		23		540	
02:45	15		297		2		308		17		605	
03:00	12	42	287	1,085	4	16	307	1,225	16	58	594	2,310
03:15	11		287		5		300		16		587	
03:30	10		258		3		270		13		528	
03:45	9		253		4		348		13		601	
04:00	4	31	301	1,211	4	17	242	1,118	8	48	543	2,329
04:15	4		322		4		302		8		624	
04:30	10		295		4		284		14		579	
04:45	13		293		5		290		18		583	
05:00	11	54	269	1,101	2	25	277	1,144	13	79	546	2,245
05:15	8		292		7		308		15		600	
05:30	14		278		2		286		16		564	
05:45	21		262		14		273		35		535	
06:00	24	153	262	993	9	73	276	1,042	33	226	538	2,035
06:15	28		250		14		267		42		517	
06:30	46		262		23		229		69		491	
06:45	55		219		27		270		82		489	
07:00	66	343	242	873	46	250	274	849	112	593	516	1,722
07:15	83		204		54		244		137		448	
07:30	78		201		52		200		130		401	
07:45	116		226		98		131		214		357	
08:00	149	587	238	860	116	572	104	338	265	1,159	342	1,198
08:15	116		209		140		70		256		279	
08:30	143		209		118		94		261		303	
08:45	179		204		198		70		377		274	
09:00	166	806	200	829	196	784	53	217	362	1,590	253	1,046
09:15	215		218		195		68		410		286	
09:30	203		212		169		42		372		254	
09:45	222		199		224		54		446		253	
10:00	209	939	190	777	242	995	38	162	451	1,934	228	939
10:15	236		194		228		52		464		246	
10:30	218		196		242		38		460		234	
10:45	276		197		283		34		559		231	
11:00	241	1,034	172	553	322	1,319	38	108	563	2,353	210	661
11:15	267		184		318		26		585		210	
11:30	260		102		330		18		590		120	
11:45	266		95		349		26		615		121	
Totals	4,489		11,391		4,215		9,897		8,704		21,288	
Split%	51.6		53.5		48.4		46.5					
Day Totals		15,880				14,112				29,992		
Day Splits		52.9				47.1						
Peak Hour	10:45		04:00		11:00		12:00		11:00		03:45	
Volume	1,044		1,211		1,319		1,267		2,353		2,347	
Factor	0.95		0.94		0.94		0.95		0.96		0.94	

Data File : D0308134

J26

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : JAMBOREE ROAD
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/17/03

Interval	NB				SB				Combined				Day: Sunday
Begin	AM		PM		AM		PM		AM		PM		
12:00	94	277	249	910	20	62	324	1,230	114	339	573	2,140	
12:15	68		241		12		312		80		553		
12:30	64		222		16		321		80		543		
12:45	51		198		14		273		65		471		
01:00	40	169	236	926	9	29	318	1,157	49	198	554	2,083	
01:15	48		228		6		270		54		498		
01:30	40		241		8		307		48		548		
01:45	41		221		6		262		47		483		
02:00	38	113	250	1,010	6	19	267	1,073	44	132	517	2,083	
02:15	39		246		6		253		45		499		
02:30	21		234		0		265		21		499		
02:45	15		280		7		288		22		568		
03:00	17	47	246	1,061	6	19	264	1,048	23	66	510	2,109	
03:15	5		286		4		276		9		562		
03:30	17		258		5		248		22		506		
03:45	8		271		4		260		12		531		
04:00	3	21	286	1,200	2	10	275	1,042	5	31	561	2,242	
04:15	6		295		4		255		10		550		
04:30	6		315		4		260		10		575		
04:45	6		304		0		252		6		556		
05:00	7	41	266	1,051	2	14	284	981	9	55	550	2,032	
05:15	10		272		4		251		14		523		
05:30	10		267		1		216		11		483		
05:45	14		246		7		230		21		476		
06:00	21	133	210	894	12	46	245	909	33	179	455	1,803	
06:15	28		232		12		244		40		476		
06:30	36		214		10		224		46		438		
06:45	48		238		12		196		60		434		
07:00	62	254	234	847	28	172	190	678	90	426	424	1,525	
07:15	50		210		36		196		86		406		
07:30	64		201		38		164		102		365		
07:45	78		202		70		128		148		330		
08:00	86	438	262	924	60	466	92	292	146	904	354	1,216	
08:15	114		245		116		80		230		325		
08:30	116		239		134		62		250		301		
08:45	122		178		156		58		278		236		
09:00	118	603	220	747	134	726	48	169	252	1,329	268	916	
09:15	141		182		176		47		317		229		
09:30	144		171		208		34		352		205		
09:45	200		174		208		40		408		214		
10:00	194	842	126	401	195	800	28	97	389	1,642	154	498	
10:15	226		130		211		26		437		156		
10:30	186		78		175		16		361		94		
10:45	236		67		219		27		455		94		
11:00	201	897	52	174	308	1,223	18	65	509	2,120	70	239	
11:15	219		43		317		16		536		59		
11:30	243		56		278		19		521		75		
11:45	234		23		320		12		554		35		
Totals	3,835		10,145		3,586		8,741		7,421		18,886		
Split%	51.7		53.7		48.3		46.3						
Day Totals		13,980				12,327				26,307			
Day Splits		53.1				46.9							
Peak Hour	10:45		04:00		11:00		12:00		11:00		04:00		
Volume	899		1,200		1,223		1,230		2,120		2,242		
Factor	0.92		0.95		0.96		0.95		0.96		0.97		

Data File : D0308134

J27

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : JAMBOREE ROAD
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/18/03
Day: Monday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	20	93	257	929	10	33	280	1,182	30	126	537	2,111
12:15	28		230		6		351		34		581	
12:30	22		230		11		230		33		460	
12:45	23		212		6		321		29		533	
01:00	13	52	246	992	4	11	276	1,055	17	63	522	2,047
01:15	16		246		1		268		17		514	
01:30	13		246		2		258		15		504	
01:45	10		254		4		253		14		507	
02:00	9	23	259	991	2	11	264	993	11	34	523	1,984
02:15	7		244		2		237		9		481	
02:30	2		232		4		254		6		486	
02:45	5		256		3		238		8		494	
03:00	2	14	240	1,062	2	5	300	1,144	4	19	540	2,206
03:15	6		294		1		250		7		544	
03:30	3		272		1		285		4		557	
03:45	3		256		1		309		4		565	
04:00	10	39	250	1,047	2	10	298	1,263	12	49	548	2,310
04:15	11		280		2		304		13		584	
04:30	6		231		2		315		8		546	
04:45	12		286		4		346		16		632	
05:00	27	139	242	1,081	9	33	362	1,622	36	172	604	2,703
05:15	30		286		4		454		34		740	
05:30	34		264		8		388		42		652	
05:45	48		289		12		418		60		707	
06:00	62	398	250	912	20	87	370	1,358	82	485	620	2,270
06:15	85		253		14		358		99		611	
06:30	108		220		32		324		140		544	
06:45	143		189		21		306		164		495	
07:00	186	926	206	754	52	231	258	772	238	1,157	464	1,526
07:15	212		212		46		196		258		408	
07:30	218		162		67		174		285		336	
07:45	310		174		66		144		376		318	
08:00	320	1,191	210	709	88	622	110	426	408	1,813	320	1,135
08:15	298		169		139		128		437		297	
08:30	297		184		183		108		480		292	
08:45	276		146		212		80		488		226	
09:00	242	875	178	568	182	770	82	244	424	1,645	260	812
09:15	221		146		160		56		381		202	
09:30	209		120		190		38		399		158	
09:45	203		124		238		68		441		192	
10:00	220	824	114	379	222	858	45	161	442	1,682	159	540
10:15	201		118		220		44		421		162	
10:30	185		89		192		38		377		127	
10:45	218		58		224		34		442		92	
11:00	191	871	59	183	206	894	34	98	397	1,765	93	281
11:15	212		58		196		20		408		78	
11:30	228		39		225		30		453		69	
11:45	240		27		267		14		507		41	
Totals	5,445		9,607		3,565		10,318		9,010		19,925	
Split%	60.4		48.2		39.6		51.8					
Day Totals		15,052				13,883				28,935		
Day Splits		52.0				48.0						
Peak Hour	07:45		05:15		11:00		05:15		08:15		05:15	
Volume	1,225		1,089		894		1,630		1,829		2,719	
Factor	0.96		0.94		0.84		0.90		0.94		0.92	

Data File : D0308134

J28

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : JAMBOREE ROAD
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/19/03

Interval	NB				SB				Combined				Day: Tuesday
Begin	AM		PM		AM		PM		AM		PM		
12:00	30	91	256	988	16	65	327	1,150	46	156	583	2,138	
12:15	28		242		17		296		45		538		
12:30	18		239		14		270		32		509		
12:45	15		251		18		257		33		508		
01:00	8	43	242	1,062	6	26	274	1,074	14	69	516	2,136	
01:15	18		284		8		266		26		550		
01:30	10		272		6		258		16		530		
01:45	7		264		6		276		13		540		
02:00	10	28	260	1,030	4	26	274	1,099	14	54	534	2,129	
02:15	9		244		7		294		16		538		
02:30	0		259		10		260		10		519		
02:45	9		267		5		271		14		538		
03:00	0	15	244	1,050	4	14	295	1,117	4	29	539	2,167	
03:15	5		266		4		251		9		517		
03:30	4		264		0		276		4		540		
03:45	6		276		6		295		12		571		
04:00	8	33	276	1,081	4	18	286	1,314	12	51	562	2,395	
04:15	3		276		2		390		5		666		
04:30	7		253		6		292		13		545		
04:45	15		276		6		346		21		622		
05:00	30	135	252	1,091	8	55	338	1,695	38	190	590	2,786	
05:15	23		296		22		471		45		767		
05:30	28		268		10		436		38		704		
05:45	54		275		15		450		69		725		
06:00	60	363	259	958	33	210	427	1,582	93	573	686	2,540	
06:15	73		240		45		424		118		664		
06:30	98		237		55		386		153		623		
06:45	132		222		77		345		209		567		
07:00	186	952	220	786	120	440	244	786	306	1,392	464	1,572	
07:15	194		204		90		192		284		396		
07:30	252		188		102		218		354		406		
07:45	320		174		128		132		448		306		
08:00	274	1,206	205	742	152	705	173	429	426	1,911	378	1,171	
08:15	332		202		163		98		495		300		
08:30	292		167		170		90		462		257		
08:45	308		168		220		68		528		236		
09:00	266	1,006	180	579	234	786	66	252	500	1,792	246	831	
09:15	292		141		146		63		438		204		
09:30	212		140		190		71		402		211		
09:45	236		118		216		52		452		170		
10:00	237	879	136	422	218	947	36	145	455	1,826	172	567	
10:15	218		126		230		37		448		163		
10:30	198		88		246		32		444		120		
10:45	226		72		253		40		479		112		
11:00	233	945	80	208	275	1,122	30	81	508	2,067	110	289	
11:15	232		50		293		22		525		72		
11:30	244		38		260		14		504		52		
11:45	236		40		294		15		530		55		
Totals	5,696		9,997		4,414		10,724		10,110		20,721		
Split%	56.3		48.2		43.7		51.8						
Day Totals		15,693				15,138				30,831			
Day Splits		50.9				49.1							
Peak Hour	07:45		05:15		11:00		05:15		11:00		05:15		
Volume	1,218		1,098		1,122		1,784		2,067		2,882		
Factor	0.92		0.93		0.95		0.95		0.98		0.94		

Data File : D0308134

J29

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : JAMBOREE ROAD
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/20/03

Interval	NB				SB				Combined				Day: Wednesday
Begin	AM		PM		AM		PM		AM		PM		
12:00	38	106	246	984	14	48	310	1,173	52	154	556	2,157	
12:15	22		234		12		320		34		554		
12:30	24		252		14		278		38		530		
12:45	22		252		8		265		30		517		
01:00	14	52	250	981	6	29	266	1,048	20	81	516	2,029	
01:15	11		255		6		268		17		523		
01:30	14		228		11		248		25		476		
01:45	13		248		6		266		19		514		
02:00	9	22	256	1,007	4	17	285	1,055	13	39	541	2,062	
02:15	6		218		6		258		12		476		
02:30	7		252		2		262		9		514		
02:45	0		281		5		250		5		531		
03:00	2	22	264	1,052	2	10	258	1,168	4	32	522	2,220	
03:15	12		282		2		300		14		582		
03:30	3		252		0		300		3		552		
03:45	5		254		6		310		11		564		
04:00	4	29	277	1,083	4	18	295	1,343	8	47	572	2,426	
04:15	5		273		2		350		7		623		
04:30	4		256		3		326		7		582		
04:45	16		277		9		372		25		649		
05:00	22	121	318	1,156	12	43	407	1,811	34	164	725	2,967	
05:15	20		302		7		472		27		774		
05:30	33		290		9		464		42		754		
05:45	46		246		15		468		61		714		
06:00	66	453	253	897	30	176	432	1,581	96	629	685	2,478	
06:15	89		231		28		439		117		670		
06:30	118		198		36		366		154		564		
06:45	180		215		82		344		262		559		
07:00	200	943	208	815	80	418	282	936	280	1,361	490	1,751	
07:15	202		212		95		252		297		464		
07:30	236		186		105		210		341		396		
07:45	305		209		138		192		443		401		
08:00	328	1,219	189	751	148	688	149	527	476	1,907	338	1,278	
08:15	309		190		182		144		491		334		
08:30	278		195		188		118		466		313		
08:45	304		177		170		116		474		293		
09:00	284	1,012	162	633	182	762	95	312	466	1,774	257	945	
09:15	266		189		233		88		499		277		
09:30	230		137		174		67		404		204		
09:45	232		145		173		62		405		207		
10:00	220	851	158	441	162	860	62	204	382	1,711	220	645	
10:15	214		122		216		64		430		186		
10:30	191		94		236		44		427		138		
10:45	226		67		246		34		472		101		
11:00	266	896	66	196	266	1,105	42	101	532	2,001	108	297	
11:15	218		57		254		23		472		80		
11:30	196		25		275		22		471		47		
11:45	216		48		310		14		526		62		
Totals	5,726		9,996		4,174		11,259		9,900		21,255		
Split%	57.8		47.0		42.2		53.0						
Day Totals		15,722				15,433				31,155			
Day Splits		50.5				49.5							
Peak Hour	07:45		04:45		11:00		05:15		11:00		05:00		
Volume	1,220		1,187		1,105		1,836		2,001		2,967		
Factor	0.93		0.93		0.89		0.97		0.94		0.96		

Data File : D0308134

J30

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : MAC ARTHUR BOULEVARD
Segment : N/O SAN JOAQUIN HILLS ROAD
Client : CITY NEWPORT BE

Site: NEWPORT
Date: 08/15/03

Interval	NB				SB				Combined				Day: Friday
Begin	AM		PM		AM		PM		AM		PM		
12:00	60	187	420	1,775	42	161	651	2,525	102	348	1,071	4,300	
12:15	40		463		46		626		86		1,089		
12:30	49		432		37		622		86		1,054		
12:45	38		460		36		626		74		1,086		
01:00	26	104	482	2,020	35	90	587	2,331	61	194	1,069	4,351	
01:15	34		536		22		586		56		1,122		
01:30	22		516		17		610		39		1,126		
01:45	22		486		16		548		38		1,034		
02:00	25	65	510	2,091	18	61	612	2,236	43	126	1,122	4,327	
02:15	11		519		18		543		29		1,062		
02:30	18		512		12		551		30		1,063		
02:45	11		550		13		530		24		1,080		
03:00	4	21	512	2,077	16	54	558	2,134	20	75	1,070	4,211	
03:15	5		537		12		502		17		1,039		
03:30	2		508		13		548		15		1,056		
03:45	10		520		13		526		23		1,046		
04:00	7	41	532	2,074	14	99	510	2,268	21	140	1,042	4,342	
04:15	4		500		16		568		20		1,068		
04:30	14		526		21		554		35		1,080		
04:45	16		516		48		636		64		1,152		
05:00	23	151	556	2,127	54	312	557	2,509	77	463	1,113	4,636	
05:15	36		592		66		638		102		1,230		
05:30	38		493		66		686		104		1,179		
05:45	54		486		126		628		180		1,114		
06:00	59	334	471	1,767	170	983	580	2,143	229	1,317	1,051	3,910	
06:15	74		470		196		558		270		1,028		
06:30	104		422		284		496		388		918		
06:45	97		404		333		509		430		913		
07:00	200	898	380	1,533	452	1,946	423	1,620	652	2,844	803	3,153	
07:15	192		415		428		432		620		847		
07:30	226		378		486		417		712		795		
07:45	280		360		580		348		860		708		
08:00	282	1,242	332	1,305	624	2,493	322	1,078	906	3,735	654	2,383	
08:15	322		338		621		292		943		630		
08:30	334		339		613		256		947		595		
08:45	304		296		635		208		939		504		
09:00	291	1,136	288	1,281	630	2,285	218	920	921	3,421	506	2,201	
09:15	284		352		604		243		888		595		
09:30	305		308		504		206		809		514		
09:45	256		333		547		253		803		586		
10:00	262	1,082	326	1,206	527	1,888	204	688	789	2,970	530	1,894	
10:15	275		347		442		162		717		509		
10:30	298		313		440		186		738		499		
10:45	247		220		479		136		726		356		
11:00	342	1,616	227	797	552	2,221	118	436	894	3,837	345	1,233	
11:15	416		220		466		113		882		333		
11:30	433		202		590		108		1,023		310		
11:45	425		148		613		97		1,038		245		
Totals	6,877		20,053		12,593		20,888		19,470		40,941		
Split%	35.3		49.0		64.7		51.0						
Day Totals		26,930				33,481				60,411			
Day Splits		44.6				55.4							
Peak Hour	11:00		04:30		08:15		05:15		11:00		04:45		
Volume	1,616		2,190		2,499		2,532		3,837		4,674		
Factor	0.93		0.92		0.98		0.92		0.92		0.95		

* Data File : D0308131

J31

Transportation Studies, Inc.

1350 Reynolds Avenue, Ste. 115

Irvine, CA. 92614

Location : MAC ARTHUR BOULEVARD
Segment : N/O SAN JOAQUIN HILLS ROAD
Client : CITY NEWPORT BE

Site: NEWPORT
Date: 08/16/03

Interval	NB				SB				Combined				Day: Saturday
Begin	AM		PM		AM		PM		AM		PM		
12:00	123	477	366	1,394	68	265	478	1,991	191	742	844	3,385	
12:15	120		346		80		554		200		900		
12:30	126		312		57		503		183		815		
12:45	108		370		60		456		168		826		
01:00	100	324	371	1,393	42	151	505	1,839	142	475	876	3,232	
01:15	80		338		45		434		125		772		
01:30	76		360		36		400		112		760		
01:45	68		324		28		500		96		824		
02:00	52	140	352	1,533	32	94	462	1,815	84	234	814	3,348	
02:15	43		397		22		436		65		833		
02:30	25		402		19		432		44		834		
02:45	20		382		21		485		41		867		
03:00	29	66	388	1,605	14	60	435	1,713	43	126	823	3,318	
03:15	16		409		18		410		34		819		
03:30	13		392		19		386		32		778		
03:45	8		416		9		482		17		898		
04:00	8	49	428	1,711	11	68	442	1,844	19	117	870	3,555	
04:15	10		453		9		496		19		949		
04:30	14		370		12		438		26		808		
04:45	17		460		36		468		53		928		
05:00	21	101	448	1,684	36	172	417	1,638	57	273	865	3,322	
05:15	18		418		32		420		50		838		
05:30	24		410		26		392		50		802		
05:45	38		408		78		409		116		817		
06:00	46	245	370	1,479	102	508	400	1,522	148	753	770	3,001	
06:15	50		377		88		380		138		757		
06:30	72		384		130		398		202		782		
06:45	77		348		188		344		265		692		
07:00	82	448	371	1,536	205	897	390	1,272	287	1,345	761	2,808	
07:15	86		394		190		300		276		694		
07:30	143		382		234		311		377		693		
07:45	137		389		268		271		405		660		
08:00	152	754	353	1,445	286	1,200	246	872	438	1,954	599	2,317	
08:15	148		364		270		222		418		586		
08:30	204		378		292		238		496		616		
08:45	250		350		352		166		602		516		
09:00	230	1,051	320	1,218	463	1,654	192	743	693	2,705	512	1,961	
09:15	252		318		351		194		603		512		
09:30	267		292		424		193		691		485		
09:45	302		288		416		164		718		452		
10:00	270	1,192	304	1,195	470	1,834	159	638	740	3,026	463	1,833	
10:15	318		317		388		153		706		470		
10:30	296		312		494		154		790		466		
10:45	308		262		482		172		790		434		
11:00	326	1,321	300	944	596	2,045	112	432	922	3,366	412	1,376	
11:15	336		249		475		118		811		367		
11:30	321		212		492		93		813		305		
11:45	338		183		482		109		820		292		
Totals	6,168		17,137		8,948		16,319		15,116		33,456		
Split%	40.8		51.2		59.2		48.8						
Day Totals		23,305				25,267				48,572			
Day Splits		48.0				52.0							
Peak Hour	11:00		04:45		10:30		12:15		11:00		04:00		
Volume	1,321		1,736		2,047		2,018		3,366		3,555		
Factor	0.98		0.94		0.86		0.91		0.91		0.94		

Data File : D0308131

J32

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : MAC ARTHUR BOULEVARD
Segment : N/O SAN JOAQUIN HILLS ROAD
Client : CITY NEWPORT BE

Site: NEWPORT
Date: 08/17/03
Day: Sunday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	138	472	297	1,167	74	264	474	1,775	212	736	771	2,942
12:15	118		298		77		402		195		700	
12:30	110		288		54		437		164		725	
12:45	106		284		59		462		165		746	
01:00	67	270	316	1,284	41	146	456	1,837	108	416	772	3,121
01:15	75		292		40		471		115		763	
01:30	66		334		32		444		98		778	
01:45	62		342		33		466		95		808	
02:00	74	195	398	1,436	29	89	438	1,757	103	284	836	3,193
02:15	54		340		22		419		76		759	
02:30	26		367		22		464		48		831	
02:45	41		331		16		436		57		767	
03:00	24	59	356	1,526	13	65	379	1,560	37	124	735	3,086
03:15	16		366		23		381		39		747	
03:30	11		402		13		394		24		796	
03:45	8		402		16		406		24		808	
04:00	10	54	376	1,618	9	58	421	1,579	19	112	797	3,197
04:15	16		414		11		402		27		816	
04:30	12		388		16		378		28		766	
04:45	16		440		22		378		38		818	
05:00	24	86	432	1,573	22	126	352	1,418	46	212	784	2,991
05:15	17		379		26		342		43		721	
05:30	20		364		22		398		42		762	
05:45	25		398		56		326		81		724	
06:00	30	180	404	1,632	54	313	324	1,241	84	493	728	2,873
06:15	45		462		60		304		105		766	
06:30	40		410		96		308		136		718	
06:45	65		356		103		305		168		661	
07:00	63	318	363	1,391	104	447	251	943	167	765	614	2,334
07:15	68		362		79		236		147		598	
07:30	101		348		116		240		217		588	
07:45	86		318		148		216		234		534	
08:00	87	506	386	1,354	165	663	174	676	252	1,169	560	2,030
08:15	132		366		133		187		265		553	
08:30	157		316		145		171		302		487	
08:45	130		286		220		144		350		430	
09:00	139	692	258	1,010	254	1,078	136	530	393	1,770	394	1,540
09:15	175		284		232		134		407		418	
09:30	174		210		282		124		456		334	
09:45	204		258		310		136		514		394	
10:00	236	939	223	790	350	1,453	120	396	586	2,392	343	1,186
10:15	218		205		334		120		552		325	
10:30	234		186		349		86		583		272	
10:45	251		176		420		70		671		246	
11:00	284	1,038	128	360	472	1,846	92	272	756	2,884	220	632
11:15	240		92		406		66		646		158	
11:30	258		72		504		62		762		134	
11:45	256		68		464		52		720		120	
Totals	4,809		15,141		6,548		13,984		11,357		29,125	
Split%	42.3		52.0		57.7		48.0					
Day Totals		19,950				20,532				40,482		
Day Splits		49.3				50.7						
Peak Hour	11:00		04:15		11:00		01:00		11:00		01:45	
Volume	1,038		1,674		1,846		1,837		2,884		3,234	
Factor	0.91		0.95		0.92		0.98		0.95		0.97	

* Data File : D0308131

J33

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : MAC ARTHUR BOULEVARD
Segment : N/O SAN JOAQUIN HILLS ROAD
Client : CITY NEWPORT BE

Site: NEWPORT
Date: 08/18/03
Day: Monday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	50	186	314	1,371	43	156	569	2,163	93	342	883	3,534
12:15	49		382		44		480		93		862	
12:30	39		333		30		560		69		893	
12:45	48		342		39		554		87		896	
01:00	26	93	390	1,412	27	94	538	2,083	53	187	928	3,495
01:15	29		366		33		493		62		859	
01:30	24		350		21		502		45		852	
01:45	14		306		13		550		27		856	
02:00	12	38	336	1,362	12	50	476	1,769	24	88	812	3,131
02:15	9		359		10		412		19		771	
02:30	7		353		14		448		21		801	
02:45	10		314		14		433		24		747	
03:00	7	26	320	1,338	7	41	476	1,876	14	67	796	3,214
03:15	4		384		10		466		14		850	
03:30	3		322		12		440		15		762	
03:45	12		312		12		494		24		806	
04:00	8	70	302	1,321	19	106	460	1,847	27	176	762	3,168
04:15	16		379		18		454		34		833	
04:30	18		330		19		433		37		763	
04:45	28		310		50		500		78		810	
05:00	44	252	320	1,314	59	325	484	2,277	103	577	804	3,591
05:15	54		356		62		591		116		947	
05:30	82		312		80		606		162		918	
05:45	72		326		124		596		196		922	
06:00	108	583	265	1,005	146	1,015	626	2,109	254	1,598	891	3,114
06:15	139		263		182		563		321		826	
06:30	146		262		313		486		459		748	
06:45	190		215		374		434		564		649	
07:00	264	1,439	254	899	436	1,928	384	1,388	700	3,367	638	2,287
07:15	313		236		433		400		746		636	
07:30	381		204		474		318		855		522	
07:45	481		205		585		286		1,066		491	
08:00	496	1,886	192	769	634	2,465	268	956	1,130	4,351	460	1,725
08:15	480		212		604		236		1,084		448	
08:30	458		194		588		236		1,046		430	
08:45	452		171		639		216		1,091		387	
09:00	435	1,523	165	643	666	2,144	168	664	1,101	3,667	333	1,307
09:15	342		200		510		186		852		386	
09:30	390		162		514		170		904		332	
09:45	356		116		454		140		810		256	
10:00	326	1,313	120	446	471	1,721	128	459	797	3,034	248	905
10:15	342		110		360		120		702		230	
10:30	321		114		430		117		751		231	
10:45	324		102		460		94		784		196	
11:00	334	1,384	75	226	512	2,054	80	239	846	3,438	155	465
11:15	325		66		476		62		801		128	
11:30	371		55		530		50		901		105	
11:45	354		30		536		47		890		77	
Totals	8,793		12,106		12,099		17,830		20,892		29,936	
Split%	42.1		40.4		57.9		59.6					
Day Totals		20,899				29,929				50,828		
Day Splits		41.1				58.9						
Peak Hour	07:45		12:45		08:15		05:15		08:00		05:15	
Volume	1,915		1,448		2,497		2,419		4,351		3,678	
Factor	0.97		0.93		0.94		0.97		0.96		0.97	

* Data File : D0308131

J34

Transportation Studies, Inc.
1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : MAC ARTHUR BOULEVARD
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/14/03

Interval Day: Thursday

Begin	AM - SB		PM - SB	
12:00	30	98	320	1,160
12:15	29		316	
12:30	22		272	
12:45	17		252	
1:00	12	46	283	1,107
1:15	16		256	
1:30	13		274	
1:45	5		294	
2:00	10	19	266	1,028
2:15	4		262	
2:30	3		244	
2:45	2		256	
3:00	2	23	252	1,008
3:15	5		238	
3:30	4		262	
3:45	12		256	
4:00	11	45	264	1,201
4:15	6		298	
4:30	5		286	
4:45	23		353	
5:00	28	158	283	1,326
5:15	34		348	
5:30	37		341	
5:45	59		354	
6:00	56	407	380	1,439
6:15	79		382	
6:30	114		341	
6:45	158		336	
7:00	170	730	272	958
7:15	181		262	
7:30	201		212	
7:45	178		212	
8:00	240	902	218	735
8:15	200		193	
8:30	196		148	
8:45	266		176	
9:00	287	1,057	158	641
9:15	276		169	
9:30	260		176	
9:45	234		138	
10:00	271	1,059	111	419
10:15	258		130	
10:30	245		95	
10:45	285		83	
11:00	239	1,159	62	225
11:15	314		61	
11:30	288		56	
11:45	318		46	
Totals	5,703		11,247	
Peak Hour	11:00		5:30	
Volume	1,159		1,457	
Factor	0.91		0.95	
DayTotal	16,950			

Data File : D0308130SB

J35

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : MAC ARTHUR BOULEVARD
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/14/03
Day: Thursday

Interval Begin	AM - NB		PM - NB	
12:00	42	134	239	960
12:15	46		244	
12:30	24		229	
12:45	22		248	
1:00	31	67	258	1,047
1:15	12		266	
1:30	13		254	
1:45	11		269	
2:00	13	32	282	1,107
2:15	9		266	
2:30	6		280	
2:45	4		279	
3:00	6	29	296	1,148
3:15	8		273	
3:30	6		294	
3:45	9		285	
4:00	5	29	262	1,077
4:15	8		284	
4:30	9		261	
4:45	7		270	
5:00	29	193	288	1,107
5:15	42		270	
5:30	58		261	
5:45	64		288	
6:00	76	423	292	1,052
6:15	66		266	
6:30	119		238	
6:45	162		256	
7:00	210	1,090	262	972
7:15	222		246	
7:30	292		238	
7:45	366		226	
8:00	351	1,358	226	939
8:15	358		270	
8:30	288		228	
8:45	361		215	
9:00	258	1,024	186	719
9:15	272		187	
9:30	236		196	
9:45	258		150	
10:00	214	896	176	608
10:15	226		180	
10:30	225		128	
10:45	231		124	
11:00	215	948	124	357
11:15	223		106	
11:30	265		65	
11:45	245		62	
Totals	6,223		11,093	
Peak Hour	7:30		3:00	
Volume	1,367		1,148	
Factor	0.93		0.97	
DayTotal	17,316			

NB+SB= 17316 + 16950 = 34266

Data File : D0308130NB

J36

Transportation Studies, Inc.
1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : MAC ARTHUR BOULEVARD
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPOR
Date: 08/15/0

Interval Day: Frida

Begin	AM - SB		PM - SB	
12:00	30	125	320	1,266
12:15	38		330	
12:30	26		322	
12:45	31		294	
1:00	18	53	295	1,179
1:15	12		293	
1:30	12		274	
1:45	11		317	
2:00	7	32	322	1,172
2:15	11		270	
2:30	7		292	
2:45	7		288	
3:00	5	22	316	1,140
3:15	2		272	
3:30	4		278	
3:45	11		274	
4:00	10	48	288	1,205
4:15	12		280	
4:30	12		314	
4:45	14		323	
5:00	25	151	309	1,383
5:15	40		364	
5:30	42		324	
5:45	44		386	
6:00	66	426	348	1,310
6:15	88		346	
6:30	162		316	
6:45	110		300	
7:00	172	789	271	1,018
7:15	190		290	
7:30	228		242	
7:45	199		215	
8:00	234	945	212	744
8:15	234		191	
8:30	230		169	
8:45	247		172	
9:00	314	1,140	180	696
9:15	304		147	
9:30	264		184	
9:45	258		185	
10:00	295	1,123	138	487
10:15	284		118	
10:30	270		137	
10:45	274		94	
11:00	283	1,237	84	304
11:15	284		84	
11:30	348		72	
11:45	322		64	
Totals	6,091		11,904	
Peak Hour	11:00		5:15	
Volume	1,237		1,422	
Factor	0.89		0.92	
DayTotal	17,995			

Data File : D0308130SB

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : MAC ARTHUR BOULEVARD
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/15/03

Interval Day: Friday

Begin	AM - NB		PM - NB	
12:00	50	180	221	994
12:15	40		241	
12:30	50		260	
12:45	40		272	
1:00	26	124	278	1,104
1:15	38		268	
1:30	28		280	
1:45	32		278	
2:00	26	60	279	1,193
2:15	15		280	
2:30	13		300	
2:45	6		334	
3:00	8	26	306	1,196
3:15	7		272	
3:30	4		322	
3:45	7		296	
4:00	6	44	274	1,127
4:15	9		294	
4:30	16		284	
4:45	13		275	
5:00	26	163	286	1,098
5:15	38		300	
5:30	38		290	
5:45	61		222	
6:00	64	406	194	912
6:15	88		250	
6:30	114		234	
6:45	140		234	
7:00	198	995	224	939
7:15	228		264	
7:30	241		241	
7:45	328		210	
8:00	320	1,278	241	913
8:15	318		232	
8:30	314		242	
8:45	326		198	
9:00	312	1,083	184	797
9:15	260		210	
9:30	259		205	
9:45	252		198	
10:00	236	976	215	819
10:15	256		250	
10:30	254		194	
10:45	230		160	
11:00	264	1,050	169	548
11:15	238		158	
11:30	276		134	
11:45	272		87	
Totals	6,385		11,640	
Peak Hour	7:45		2:45	
Volume	1,280		1,234	
Factor	0.98		0.92	
DayTotal	18,025			

Data File : D0308130NB

J38

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : MAC ARTHUR BOULEVARD
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/16/03

Interval Day: Saturday

Begin	AM - SB		PM - SB	
12:00	58	177	307	1,228
12:15	44		331	
12:30	40		302	
12:45	35		288	
1:00	27	111	278	1,087
1:15	39		266	
1:30	24		257	
1:45	21		286	
2:00	15	51	278	1,057
2:15	14		284	
2:30	12		235	
2:45	10		260	
3:00	10	35	283	1,044
3:15	12		246	
3:30	10		226	
3:45	3		289	
4:00	6	37	258	1,064
4:15	4		257	
4:30	7		273	
4:45	20		276	
5:00	23	105	273	969
5:15	22		230	
5:30	20		224	
5:45	40		242	
6:00	58	313	255	985
6:15	60		236	
6:30	77		252	
6:45	118		242	
7:00	124	603	272	880
7:15	147		186	
7:30	160		234	
7:45	172		188	
8:00	191	778	164	652
8:15	166		166	
8:30	201		178	
8:45	220		144	
9:00	269	1,076	135	529
9:15	220		130	
9:30	284		148	
9:45	303		116	
10:00	283	1,160	108	423
10:15	286		115	
10:30	294		92	
10:45	297		108	
11:00	322	1,283	69	305
11:15	314		79	
11:30	318		73	
11:45	329		84	
Totals	5,729		10,223	
Peak Hour	11:00		12:00	
Volume	1,283		1,228	
Factor	0.97		0.93	
DayTotal	15,952			

Data File : D0308130SB

Transportation Studies, Inc.
1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : MAC ARTHUR BOULEVARD
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPOR
Date: 08/16/(

Day: Saturda

Interval Begin	AM - NB		PM - NB	
12:00	80	299	223	956
12:15	72		227	
12:30	76		250	
12:45	71		256	
1:00	64	210	252	1,003
1:15	60		247	
1:30	40		264	
1:45	46		240	
2:00	42	117	270	1,112
2:15	24		282	
2:30	27		288	
2:45	24		272	
3:00	15	35	258	1,074
3:15	7		272	
3:30	6		284	
3:45	7		260	
4:00	10	39	252	1,060
4:15	10		298	
4:30	6		258	
4:45	13		252	
5:00	10	73	294	1,136
5:15	14		332	
5:30	19		256	
5:45	30		254	
6:00	23	170	237	1,012
6:15	42		255	
6:30	47		266	
6:45	58		254	
7:00	71	334	246	979
7:15	69		226	
7:30	96		248	
7:45	98		259	
8:00	120	589	274	1,098
8:15	124		267	
8:30	149		274	
8:45	196		283	
9:00	214	804	224	897
9:15	174		247	
9:30	211		218	
9:45	205		208	
10:00	207	833	217	903
10:15	218		241	
10:30	200		230	
10:45	208		215	
11:00	246	934	243	691
11:15	230		192	
11:30	218		140	
11:45	240		116	
Totals	4,437		11,921	
Peak Hour	11:00		4:30	
Volume	934		1,136	
Factor	0.95		0.86	
DayTotal	16,358			

Transportation Studies, Inc.
1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : MAC ARTHUR BOULEVARD
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/17/03

Day: Sunday

Interval Begin	AM - SB		PM - SB	
12:00	62	188	311	1,037
12:15	56		226	
12:30	28		248	
12:45	42		252	
1:00	30	100	258	1,059
1:15	27		254	
1:30	21		282	
1:45	22		265	
2:00	15	62	252	1,067
2:15	19		250	
2:30	17		304	
2:45	11		261	
3:00	7	36	246	958
3:15	12		247	
3:30	10		259	
3:45	7		206	
4:00	7	36	224	981
4:15	9		276	
4:30	10		238	
4:45	10		243	
5:00	11	73	244	922
5:15	21		211	
5:30	11		240	
5:45	30		227	
6:00	34	221	249	901
6:15	46		191	
6:30	76		239	
6:45	65		222	
7:00	76	326	176	687
7:15	62		185	
7:30	82		162	
7:45	106		164	
8:00	111	479	122	478
8:15	108		127	
8:30	116		125	
8:45	144		104	
9:00	166	753	103	389
9:15	154		95	
9:30	207		97	
9:45	226		94	
10:00	229	1,003	72	279
10:15	244		90	
10:30	256		55	
10:45	274		62	
11:00	308	1,100	54	166
11:15	266		40	
11:30	278		40	
11:45	248		32	
Totals	4,377		8,924	
Peak Hour	10:45		1:45	
Volume	1,126		1,071	
Factor	0.91		0.88	
DayTotal	13,301			

Data File : D0308130SB

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : MAC ARTHUR BOULEVARD
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/17/03

Interval Day: Sunday

Begin	AM - NB		PM - NB	
12:00	98	315	212	790
12:15	75		196	
12:30	79		188	
12:45	63		194	
1:00	51	192	217	897
1:15	48		214	
1:30	36		230	
1:45	57		236	
2:00	51	145	210	912
2:15	40		214	
2:30	24		238	
2:45	30		250	
3:00	14	39	237	992
3:15	6		248	
3:30	10		259	
3:45	9		248	
4:00	3	34	272	1,122
4:15	10		288	
4:30	11		286	
4:45	10		276	
5:00	14	62	291	1,121
5:15	12		269	
5:30	17		288	
5:45	19		273	
6:00	16	132	272	1,079
6:15	30		282	
6:30	38		281	
6:45	48		244	
7:00	31	250	249	986
7:15	47		229	
7:30	82		250	
7:45	90		258	
8:00	73	376	308	1,106
8:15	88		261	
8:30	112		294	
8:45	103		243	
9:00	132	592	231	799
9:15	128		211	
9:30	154		170	
9:45	178		187	
10:00	170	776	204	608
10:15	200		126	
10:30	196		126	
10:45	210		152	
11:00	190	825	80	255
11:15	203		68	
11:30	202		55	
11:45	230		52	
Totals	3,738		10,667	
Peak Hour	11:00		4:15	
Volume	825		1,141	
Factor	0.9		0.98	
DayTotal	14,405			

Data File : D0308130NB

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Transportation Studies, Inc.
1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : MAC ARTHUR BOULEVARD
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/18/03

Day: Monday

Interval Begin	AM - SB		PM - SB	
12:00	24	98	282	1,042
12:15	28		238	
12:30	21		292	
12:45	25		230	
1:00	17	61	235	981
1:15	20		238	
1:30	12		268	
1:45	12		240	
2:00	5	22	262	928
2:15	2		250	
2:30	7		214	
2:45	8		202	
3:00	6	19	230	990
3:15	6		248	
3:30	3		266	
3:45	4		246	
4:00	9	42	260	1,069
4:15	7		262	
4:30	8		268	
4:45	18		279	
5:00	34	163	266	1,262
5:15	33		318	
5:30	40		318	
5:45	56		360	
6:00	56	434	345	1,237
6:15	77		336	
6:30	131		304	
6:45	170		252	
7:00	174	706	236	844
7:15	162		212	
7:30	174		212	
7:45	196		184	
8:00	189	848	156	602
8:15	210		162	
8:30	215		148	
8:45	234		136	
9:00	261	963	112	454
9:15	234		128	
9:30	238		122	
9:45	230		92	
10:00	237	910	89	325
10:15	234		92	
10:30	219		84	
10:45	220		60	
11:00	274	1,064	60	159
11:15	248		41	
11:30	250		32	
11:45	292		26	
Totals	5,330		9,893	
Peak Hour	11:00		5:30	
Volume	1,064		1,359	
Factor	0.91		0.94	
DayTotal	15,223			

Data File : D0308130SB

J43

Transportation Studies, Inc.
1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : MAC ARTHUR BOULEVARD
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/18/03

Day: Monday

Interval Begin	AM - NB		PM - NB	
12:00	38	137	215	931
12:15	41		226	
12:30	25		240	
12:45	33		250	
1:00	15	50	270	987
1:15	8		244	
1:30	19		235	
1:45	8		238	
2:00	13	33	250	1,058
2:15	7		288	
2:30	7		266	
2:45	6		254	
3:00	5	20	272	1,146
3:15	2		296	
3:30	6		298	
3:45	7		280	
4:00	4	37	274	1,044
4:15	8		282	
4:30	14		251	
4:45	11		237	
5:00	35	189	266	1,057
5:15	40		292	
5:30	52		253	
5:45	62		246	
6:00	86	454	217	908
6:15	86		247	
6:30	124		212	
6:45	158		232	
7:00	186	1,020	224	809
7:15	210		211	
7:30	268		184	
7:45	356		190	
8:00	344	1,273	196	717
8:15	316		192	
8:30	300		170	
8:45	313		159	
9:00	298	1,040	140	535
9:15	250		140	
9:30	246		139	
9:45	246		116	
10:00	218	838	109	430
10:15	201		108	
10:30	201		109	
10:45	218		104	
11:00	207	911	68	230
11:15	230		70	
11:30	242		46	
11:45	232		46	
Totals	6,002		9,852	
Peak Hour	7:45		3:15	
Volume	1,316		1,148	
Factor	0.92		0.96	
DayTotal	15,854			

Data File : D0308130NB

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : MAC ARTHUR BOULEVARD
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/19/03

Interval Day: Tuesday

Begin	AM - SB		PM - SB	
12:00	26	80	275	1,094
12:15	23		301	
12:30	16		258	
12:45	15		260	
1:00	11	36	307	1,048
1:15	10		256	
1:30	6		211	
1:45	9		274	
2:00	10	25	286	1,036
2:15	6		260	
2:30	4		238	
2:45	5		252	
3:00	2	17	254	991
3:15	2		268	
3:30	7		216	
3:45	6		253	
4:00	5	37	285	1,137
4:15	4		275	
4:30	8		272	
4:45	20		305	
5:00	26	160	277	1,243
5:15	30		308	
5:30	44		334	
5:45	60		324	
6:00	57	411	362	1,359
6:15	70		330	
6:30	128		330	
6:45	156		337	
7:00	180	725	260	969
7:15	166		262	
7:30	185		218	
7:45	194		229	
8:00	182	831	180	654
8:15	211		178	
8:30	205		152	
8:45	233		144	
9:00	262	848	142	481
9:15	186		126	
9:30	206		119	
9:45	194		94	
10:00	306	1,065	104	347
10:15	248		93	
10:30	235		84	
10:45	276		66	
11:00	264	1,065	50	162
11:15	258		45	
11:30	282		33	
11:45	261		34	
Totals	5,300		10,521	
Peak Hour	10:45		6:00	
Volume	1,080		1,359	
Factor	0.96		0.94	
DayTotal	15,821			

Data File : D0308130SB

J45

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : MAC ARTHUR BOULEVARD
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/19/03

Day: Tuesday

Interval Begin	AM - NB		PM - NB	
12:00	38	108	241	973
12:15	32		252	
12:30	19		238	
12:45	19		242	
1:00	13	45	246	1,054
1:15	18		260	
1:30	9		260	
1:45	5		288	
2:00	5	39	235	1,044
2:15	6		269	
2:30	14		272	
2:45	14		268	
3:00	5	19	252	1,152
3:15	1		315	
3:30	5		288	
3:45	8		297	
4:00	2	41	304	1,120
4:15	8		283	
4:30	14		289	
4:45	17		244	
5:00	29	166	262	1,058
5:15	29		304	
5:30	42		258	
5:45	66		234	
6:00	73	438	225	934
6:15	96		239	
6:30	99		248	
6:45	170		222	
7:00	198	1,075	209	814
7:15	241		212	
7:30	294		183	
7:45	342		210	
8:00	340	1,307	198	795
8:15	341		228	
8:30	322		184	
8:45	304		185	
9:00	326	1,102	164	626
9:15	301		149	
9:30	234		173	
9:45	241		140	
10:00	219	876	140	463
10:15	226		132	
10:30	217		76	
10:45	214		115	
11:00	224	912	86	263
11:15	234		86	
11:30	224		39	
11:45	230		52	
Totals	6,128		10,296	
Peak Hour	7:45		3:15	
Volume	1,345		1,204	
Factor	0.98		0.96	
DayTotal	16,424			

NB+SB=
16424+15821
= 32245

Data File : D0308130NB

J46

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : MAC ARTHUR BOULEVARD
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/20/03

Interval Day: Wednesday

Begin	AM - SB		PM - SB	
12:00	36	96	257	1,106
12:15	27		296	
12:30	18		292	
12:45	15		261	
1:00	16	48	262	998
1:15	14		260	
1:30	10		216	
1:45	8		260	
2:00	3	17	260	1,018
2:15	5		244	
2:30	6		269	
2:45	3		245	
3:00	6	17	242	968
3:15	2		242	
3:30	2		244	
3:45	7		240	
4:00	8	34	252	1,084
4:15	6		277	
4:30	8		263	
4:45	12		292	
5:00	23	142	326	1,308
5:15	29		311	
5:30	38		342	
5:45	52		329	
6:00	54	439	370	1,329
6:15	82		370	
6:30	148		350	
6:45	155		239	
7:00	170	805	262	948
7:15	180		256	
7:30	227		236	
7:45	228		194	
8:00	168	798	167	614
8:15	202		156	
8:30	196		143	
8:45	232		148	
9:00	296	963	120	539
9:15	190		143	
9:30	222		132	
9:45	255		144	
10:00	272	1,029	88	332
10:15	230		82	
10:30	270		98	
10:45	257		64	
11:00	274	1,120	60	172
11:15	266		38	
11:30	278		34	
11:45	302		40	
Totals	5,508		10,416	
Peak Hour	11:00		5:45	
Volume	1,120		1,419	
Factor	0.93		0.96	
DayTotal	15,924			

Data File : D0308130SB

Transportation Studies, Inc.
1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : MAC ARTHUR BOULEVARD
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/20/03

Day: Wednesday

Interval Begin	AM - NB		PM - NB	
12:00	31	134	225	960
12:15	43		230	
12:30	28		244	
12:45	32		261	
1:00	16	55	262	1,064
1:15	18		251	
1:30	9		280	
1:45	12		271	
2:00	7	33	248	1,045
2:15	13		261	
2:30	9		250	
2:45	4		286	
3:00	4	20	296	1,145
3:15	7		300	
3:30	7		273	
3:45	2		276	
4:00	2	36	276	1,121
4:15	10		311	
4:30	9		276	
4:45	15		258	
5:00	22	173	262	1,042
5:15	35		266	
5:30	52		262	
5:45	64		252	
6:00	76	434	265	941
6:15	86		220	
6:30	120		240	
6:45	152		216	
7:00	200	1,082	226	819
7:15	250		214	
7:30	268		187	
7:45	364		192	
8:00	354	1,290	192	758
8:15	321		218	
8:30	309		176	
8:45	306		172	
9:00	311	1,061	140	609
9:15	254		176	
9:30	264		137	
9:45	232		156	
10:00	242	881	144	549
10:15	216		132	
10:30	227		150	
10:45	196		123	
11:00	215	902	96	266
11:15	231		62	
11:30	208		56	
11:45	248		52	
Totals	6,101		10,319	
Peak Hour	7:45		2:45	
Volume	1,348		1,155	
Factor	0.93		0.96	
DayTotal	16,420			

NB+SB
=16420+15924
=32344

Data File : D0308130NB

J48

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : NEWPORT COAST DRIVE
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/14/03
Day: Thursday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	16	45	116	483	17	42	159	583	33	87	275	1,066
12:15	16		114		9		148		25		262	
12:30	6		124		8		152		14		276	
12:45	7		129		8		124		15		253	
01:00	5	20	107	430	9	22	147	553	14	42	254	983
01:15	2		105		3		124		5		229	
01:30	7		110		5		160		12		270	
01:45	6		108		5		122		11		230	
02:00	2	12	114	501	3	11	106	480	5	23	220	981
02:15	4		108		4		119		8		227	
02:30	5		140		1		129		6		269	
02:45	1		139		3		126		4		265	
03:00	1	6	114	549	0	7	124	573	1	13	238	1,122
03:15	1		134		1		138		2		272	
03:30	1		157		3		154		4		311	
03:45	3		144		3		157		6		301	
04:00	3	15	128	481	2	12	159	673	5	27	287	1,154
04:15	2		125		3		177		5		302	
04:30	2		114		4		168		6		282	
04:45	8		114		3		169		11		283	
05:00	5	51	126	505	4	16	188	800	9	67	314	1,305
05:15	19		138		3		174		22		312	
05:30	9		119		3		230		12		349	
05:45	18		122		6		208		24		330	
06:00	31	219	105	409	13	131	200	702	44	350	305	1,111
06:15	42		102		24		179		66		281	
06:30	62		112		42		192		104		304	
06:45	84		90		52		131		136		221	
07:00	106	560	68	303	72	278	144	542	178	838	212	845
07:15	138		76		72		162		210		238	
07:30	146		84		66		130		212		214	
07:45	170		75		68		106		238		181	
08:00	162	716	77	300	78	369	82	365	240	1,085	159	665
08:15	152		95		103		106		255		201	
08:30	217		68		78		89		295		157	
08:45	185		60		110		88		295		148	
09:00	178	620	54	219	84	393	63	230	262	1,013	117	449
09:15	174		68		105		56		279		124	
09:30	140		52		96		66		236		118	
09:45	128		45		108		45		236		90	
10:00	102	486	50	191	100	428	50	167	202	914	100	358
10:15	137		48		106		52		243		100	
10:30	116		50		112		34		228		84	
10:45	131		43		110		31		241		74	
11:00	131	511	35	92	112	460	37	77	243	971	72	169
11:15	123		25		134		19		257		44	
11:30	130		15		98		11		228		26	
11:45	127		17		116		10		243		27	
Totals	3,261		4,463		2,169		5,745		5,430		10,208	
Split%	60.1		43.7		39.9		56.3					
Day Totals		7,724				7,914				15,638		
Day Splits		49.4				50.6						
Peak Hour	08:30		03:15		10:30		05:30		08:30		05:00	
Volume	754		563		468		817		1,131		1,305	
Factor	0.87		0.90		0.87		0.89		0.96		0.93	

Data File : D0308133

J49

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : NEWPORT COAST DRIVE
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/15/03

Day: Friday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	14	42	140	512	22	50	142	606	36	92	282	1,118
12:15	7		124		8		164		15		288	
12:30	9		113		12		150		21		263	
12:45	12		135		8		150		20		285	
01:00	11	36	123	512	6	29	142	535	17	65	265	1,047
01:15	7		126		12		141		19		267	
01:30	7		130		5		114		12		244	
01:45	11		133		6		138		17		271	
02:00	4	11	114	537	4	14	139	570	8	25	253	1,107
02:15	2		120		3		138		5		258	
02:30	3		145		3		136		6		281	
02:45	2		158		4		157		6		315	
03:00	3	9	153	612	2	10	126	620	5	19	279	1,232
03:15	3		149		2		156		5		305	
03:30	2		154		5		178		7		332	
03:45	1		156		1		160		2		316	
04:00	2	11	135	579	1	5	178	694	3	16	313	1,273
04:15	1		148		2		172		3		320	
04:30	3		144		1		184		4		328	
04:45	5		152		1		160		6		312	
05:00	9	50	136	502	3	23	196	806	12	73	332	1,308
05:15	11		130		3		202		14		332	
05:30	11		130		8		210		19		340	
05:45	19		106		9		198		28		304	
06:00	22	214	127	437	17	133	199	743	39	347	326	1,180
06:15	38		112		20		185		58		297	
06:30	64		114		42		183		106		297	
06:45	90		84		54		176		144		260	
07:00	102	546	94	335	70	325	152	511	172	871	246	846
07:15	117		82		93		132		210		214	
07:30	138		77		78		106		216		183	
07:45	189		82		84		121		273		203	
08:00	172	733	79	325	76	418	75	302	248	1,151	154	627
08:15	193		94		104		78		297		172	
08:30	182		80		114		81		296		161	
08:45	186		72		124		68		310		140	
09:00	168	599	54	268	111	425	50	207	279	1,024	104	475
09:15	153		72		104		57		257		129	
09:30	132		72		96		49		228		121	
09:45	146		70		114		51		260		121	
10:00	118	501	68	270	104	456	62	216	222	957	130	486
10:15	124		67		112		55		236		122	
10:30	115		62		128		52		243		114	
10:45	144		73		112		47		256		120	
11:00	119	506	60	170	156	574	36	127	275	1,080	96	297
11:15	117		38		131		32		248		70	
11:30	136		33		134		29		270		62	
11:45	134		39		153		30		287		69	
Totals	3,258		5,059		2,462		5,937		5,720		10,996	
Split%	57.0		46.0		43.0		54.0					
Day Totals		8,317				8,399				16,716		
Day Splits		49.8				50.2						
Peak Hour	07:45		02:45		11:00		05:15		08:15		04:45	
Volume	736		614		574		809		1,182		1,316	
Factor	0.95		0.97		0.92		0.96		0.95		0.97	

Data File : D0308133

J50

Transportation Studies, Inc.
1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : NEWPORT COAST DRIVE
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/16/03

Interval	NB				SB				Combined				Day: Saturday
Begin	AM		PM		AM		PM		AM		PM		
12:00	23	64	122	489	29	85	146	628	52	149	268	1,117	
12:15	16		109		25		189		41		298		
12:30	14		123		16		152		30		275		
12:45	11		135		15		141		26		276		
01:00	14	47	136	475	8	39	142	567	22	86	278	1,042	
01:15	11		117		13		129		24		246		
01:30	7		98		14		148		21		246		
01:45	15		124		4		148		19		272		
02:00	5	29	122	488	10	28	164	584	15	57	286	1,072	
02:15	14		129		12		151		26		280		
02:30	8		112		3		118		11		230		
02:45	2		125		3		151		5		276		
03:00	4	11	124	516	4	12	145	535	8	23	269	1,051	
03:15	4		130		5		126		9		256		
03:30	2		130		1		144		3		274		
03:45	1		132		2		120		3		252		
04:00	2	10	142	560	5	10	128	510	7	20	270	1,070	
04:15	2		142		2		130		4		272		
04:30	3		130		0		122		3		252		
04:45	3		146		3		130		6		276		
05:00	8	36	150	527	3	23	132	537	11	59	282	1,064	
05:15	8		132		3		126		11		258		
05:30	9		122		6		146		15		268		
05:45	11		123		11		133		22		256		
06:00	12	61	138	498	11	113	142	517	23	174	280	1,015	
06:15	10		146		32		138		42		284		
06:30	17		110		34		129		51		239		
06:45	22		104		36		108		58		212		
07:00	21	192	108	381	39	224	106	363	60	416	214	744	
07:15	45		91		45		91		90		182		
07:30	56		88		50		98		106		186		
07:45	70		94		90		68		160		162		
08:00	96	380	94	355	64	338	75	262	160	718	169	617	
08:15	80		108		80		74		160		182		
08:30	98		83		70		56		168		139		
08:45	106		70		124		57		230		127		
09:00	108	405	58	272	70	364	39	214	178	769	97	486	
09:15	104		67		86		58		190		125		
09:30	103		71		94		61		197		132		
09:45	90		76		114		56		204		132		
10:00	102	455	58	256	110	485	53	202	212	940	111	458	
10:15	110		68		125		50		235		118		
10:30	119		72		122		47		241		119		
10:45	124		58		128		52		252		110		
11:00	112	438	50	189	153	609	47	157	265	1,047	97	346	
11:15	102		63		136		36		238		99		
11:30	120		36		152		36		272		72		
11:45	104		40		168		38		272		78		
Totals	2,128		5,006		2,330		5,076		4,458		10,082		
Split%	47.7		49.7		52.3		50.3						
Day Totals		7,134				7,406				14,540			
Day Splits		49.1				50.9							
Peak Hour	10:15		04:15		11:00		12:00		11:00		12:15		
Volume	465		568		609		628		1,047		1,127		
Factor	0.94		0.95		0.91		0.83		0.96		0.95		

Data File : D0308133

JBI

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : NEWPORT COAST DRIVE
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/17/03
Day: Sunday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	29	70	104	447	28	91	146	570	57	161	250	1,017
12:15	13		104		25		142		38		246	
12:30	16		112		18		140		34		252	
12:45	12		127		20		142		32		269	
01:00	10	53	94	422	8	36	179	619	18	89	273	1,041
01:15	10		112		8		150		18		262	
01:30	17		118		13		140		30		258	
01:45	16		98		7		150		23		248	
02:00	10	33	115	466	5	21	154	563	15	54	269	1,029
02:15	10		104		10		150		20		254	
02:30	8		122		3		132		11		254	
02:45	5		125		3		127		8		252	
03:00	1	14	148	524	7	15	134	518	8	29	282	1,042
03:15	4		118		3		129		7		247	
03:30	7		124		2		119		9		243	
03:45	2		134		3		136		5		270	
04:00	2	7	110	570	1	8	142	550	3	15	252	1,120
04:15	1		146		0		115		1		261	
04:30	4		159		1		152		5		311	
04:45	0		155		6		141		6		296	
05:00	13	29	152	549	1	21	138	504	14	50	290	1,053
05:15	4		142		5		122		9		264	
05:30	4		121		5		126		9		247	
05:45	8		134		10		118		18		252	
06:00	10	71	133	476	9	71	105	403	19	142	238	879
06:15	18		108		13		99		31		207	
06:30	20		125		25		92		45		217	
06:45	23		110		24		107		47		217	
07:00	21	105	92	448	19	123	109	330	40	228	201	778
07:15	28		118		28		86		56		204	
07:30	32		110		30		73		62		183	
07:45	24		128		46		62		70		190	
08:00	42	251	97	387	43	178	65	226	85	429	162	613
08:15	70		100		39		69		109		169	
08:30	60		92		38		52		98		144	
08:45	79		98		58		40		137		138	
09:00	76	307	89	286	48	319	56	173	124	626	145	459
09:15	69		88		73		33		142		121	
09:30	68		59		97		44		165		103	
09:45	94		50		101		40		195		90	
10:00	76	362	60	222	101	460	50	158	177	822	110	380
10:15	86		56		102		36		188		92	
10:30	98		49		118		41		216		90	
10:45	102		57		139		31		241		88	
11:00	104	443	48	112	144	578	19	75	248	1,021	67	187
11:15	108		28		138		24		246		52	
11:30	115		25		140		15		255		40	
11:45	116		11		156		17		272		28	
Totals	1,745		4,909		1,921		4,689		3,666		9,598	
Split%	47.6		51.1		52.4		48.9					
Day Totals		6,654				6,610				13,264		
Day Splits		50.2				49.8						
Peak Hour	11:00		04:15		11:00		01:00		11:00		04:30	
Volume	443		612		578		619		1,021		1,161	
Factor	0.95		0.96		0.93		0.86		0.94		0.93	

Data File : D0308133

J52

Transportation Studies, Inc.
1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : NEWPORT COAST DRIVE
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/18/03
Day: Monday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	19	35	123	461	19	45	116	493	38	80	239	954
12:15	7		114		3		143		10		257	
12:30	6		104		17		128		23		232	
12:45	3		120		6		106		9		226	
01:00	7	19	117	454	7	17	112	468	14	36	229	922
01:15	3		110		2		118		5		228	
01:30	5		117		4		122		9		239	
01:45	4		110		4		116		8		226	
02:00	3	15	133	473	2	6	116	465	5	21	249	938
02:15	4		122		2		112		6		234	
02:30	5		90		1		126		6		216	
02:45	3		128		1		111		4		239	
03:00	1	5	125	529	0	5	120	534	1	10	245	1,063
03:15	2		127		3		122		5		249	
03:30	0		120		2		144		2		264	
03:45	2		157		0		148		2		305	
04:00	6	20	106	426	1	7	147	532	7	27	253	958
04:15	2		108		0		122		2		230	
04:30	6		94		3		124		9		218	
04:45	6		118		3		139		9		257	
05:00	12	53	101	451	4	30	164	774	16	83	265	1,225
05:15	7		140		8		174		15		314	
05:30	16		106		11		212		27		318	
05:45	18		104		7		224		25		328	
06:00	26	224	96	374	18	136	186	685	44	360	282	1,059
06:15	50		97		24		172		74		269	
06:30	50		96		35		178		85		274	
06:45	98		85		59		149		157		234	
07:00	108	539	72	280	60	270	137	464	168	809	209	744
07:15	111		78		74		117		185		195	
07:30	128		58		64		120		192		178	
07:45	192		72		72		90		264		162	
08:00	202	756	78	270	63	309	87	285	265	1,065	165	555
08:15	190		60		93		88		283		148	
08:30	170		64		67		56		237		120	
08:45	194		68		86		54		280		122	
09:00	160	546	41	175	91	382	39	163	251	928	80	338
09:15	136		46		92		51		228		97	
09:30	130		47		91		40		221		87	
09:45	120		41		108		33		228		74	
10:00	115	466	38	136	104	411	41	120	219	877	79	256
10:15	102		30		113		19		215		49	
10:30	114		30		96		32		210		62	
10:45	135		38		98		28		233		66	
11:00	120	433	24	70	130	502	24	66	250	935	48	136
11:15	104		14		116		17		220		31	
11:30	103		22		120		15		223		37	
11:45	106		10		136		10		242		20	
Totals	3,111		4,099		2,120		5,049		5,231		9,148	
Split%	59.5		44.8		40.5		55.2					
Day Totals		7,210				7,169				14,379		
Day Splits		50.1				49.9						
Peak Hour	08:00		03:00		11:00		05:15		08:00		05:15	
Volume	756		529		502		796		1,065		1,242	
Factor	0.94		0.84		0.92		0.89		0.94		0.95	

Data File : D0308133

J53

Transportation Studies, Inc.
1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : NEWPORT COAST DRIVE
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/19/03

Interval	NB				SB				Combined				Day: Tuesday
Begin	AM		PM		AM		PM		AM		PM		
12:00	9	33	112	468	11	33	132	508	20	66	244	976	
12:15	10		102		9		136		19		238		
12:30	6		112		7		112		13		224		
12:45	8		142		6		128		14		270		
01:00	7	18	118	449	7	26	134	477	14	44	252	926	
01:15	4		102		9		128		13		230		
01:30	3		111		6		107		9		218		
01:45	4		118		4		108		8		226		
02:00	2	7	126	439	2	13	121	484	4	20	247	923	
02:15	1		90		3		112		4		202		
02:30	2		109		7		123		9		232		
02:45	2		114		1		128		3		242		
03:00	5	11	118	518	3	12	130	520	8	23	248	1,038	
03:15	3		138		3		140		6		278		
03:30	2		126		5		116		7		242		
03:45	1		136		1		134		2		270		
04:00	3	8	114	452	1	6	148	560	4	14	262	1,012	
04:15	1		118		0		136		1		254		
04:30	0		102		3		134		3		236		
04:45	4		118		2		142		6		260		
05:00	14	61	120	447	5	32	163	776	19	93	283	1,223	
05:15	10		97		3		166		13		263		
05:30	16		114		14		218		30		332		
05:45	21		116		10		229		31		345		
06:00	30	205	88	359	16	108	198	753	46	313	286	1,112	
06:15	30		88		18		212		48		300		
06:30	48		96		30		161		78		257		
06:45	97		87		44		182		141		269		
07:00	106	528	66	295	70	277	144	461	176	805	210	756	
07:15	118		86		72		122		190		208		
07:30	131		77		67		114		198		191		
07:45	173		66		68		81		241		147		
08:00	180	721	69	276	72	320	86	302	252	1,041	155	578	
08:15	165		69		76		79		241		148		
08:30	190		75		98		76		288		151		
08:45	186		63		74		61		260		124		
09:00	194	560	50	200	106	352	52	189	300	912	102	389	
09:15	136		64		78		49		214		113		
09:30	124		43		70		44		194		87		
09:45	106		43		98		44		204		87		
10:00	138	498	42	168	112	433	36	141	250	931	78	309	
10:15	132		46		102		53		234		99		
10:30	104		48		108		28		212		76		
10:45	124		32		111		24		235		56		
11:00	97	437	27	83	110	495	28	81	207	932	55	164	
11:15	119		17		131		22		250		39		
11:30	105		19		134		18		239		37		
11:45	116		20		120		13		236		33		
Totals	3,087		4,154		2,107		5,252		5,194		9,406		
Split%	59.4		44.2		40.6		55.8						
Day Totals		7,241				7,359				14,600			
Day Splits		49.6				50.4							
Peak Hour	08:15		03:00		11:00		05:30		08:15		05:30		
Volume	735		518		495		857		1,089		1,263		
Factor	0.95		0.94		0.92		0.94		0.91		0.92		

Data File : D0308133

J54

Transportation Studies, Inc.
1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : NEWPORT COAST DRIVE
Segment : N/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/20/03
Day: Wednesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	6	26	110	440	14	38	112	468	20	64	222	908
12:15	10		111		10		114		20		225	
12:30	3		109		6		124		9		233	
12:45	7		110		8		118		15		228	
01:00	6	24	123	473	8	23	120	462	14	47	243	935
01:15	10		128		6		110		16		238	
01:30	4		116		3		120		7		236	
01:45	4		106		6		112		10		218	
02:00	1	9	119	477	4	6	106	496	5	15	225	973
02:15	1		130		0		120		1		250	
02:30	4		114		2		133		6		247	
02:45	3		114		0		137		3		251	
03:00	2	5	122	487	0	3	112	481	2	8	234	968
03:15	1		118		1		126		2		244	
03:30	1		109		0		117		1		226	
03:45	1		138		2		126		3		264	
04:00	6	19	107	470	2	8	140	601	8	27	247	1,071
04:15	1		100		1		149		2		249	
04:30	7		118		2		152		9		270	
04:45	5		145		3		160		8		305	
05:00	6	48	126	487	8	32	174	807	14	80	300	1,294
05:15	10		135		2		204		12		339	
05:30	15		114		9		209		24		323	
05:45	17		112		13		220		30		332	
06:00	25	208	82	372	11	116	178	729	36	324	260	1,101
06:15	33		103		18		195		51		298	
06:30	60		100		32		179		92		279	
06:45	90		87		55		177		145		264	
07:00	110	555	75	283	84	299	168	496	194	854	243	779
07:15	116		80		70		124		186		204	
07:30	159		68		81		102		240		170	
07:45	170		60		64		102		234		162	
08:00	190	773	58	248	79	337	72	289	269	1,110	130	537
08:15	202		62		78		84		280		146	
08:30	183		66		90		69		273		135	
08:45	198		62		90		64		288		126	
09:00	160	571	76	249	110	407	52	206	270	978	128	455
09:15	136		61		101		46		237		107	
09:30	143		58		95		59		238		117	
09:45	132		54		101		49		233		103	
10:00	120	448	56	165	106	411	42	141	226	859	98	306
10:15	109		37		96		44		205		81	
10:30	108		42		95		26		203		68	
10:45	111		30		114		29		225		59	
11:00	108	437	28	87	100	448	36	90	208	885	64	177
11:15	111		26		116		22		227		48	
11:30	106		21		116		15		222		36	
11:45	112		12		116		17		228		29	
Totals	3,123		4,238		2,128		5,266		5,251		9,504	
Split%	59.5		44.6		40.5		55.4					
Day Totals		7,361				7,394				14,755		
Day Splits		49.9				50.1						
Peak Hour	08:00		04:30		11:00		05:15		08:15		05:00	
Volume	773		524		448		811		1,111		1,294	
Factor	0.96		0.90		0.97		0.92		0.96		0.95	

Data File : D0308133

J55

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : BALBOA BOULEVARD
Segment : S/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/14/03
Day: Thursday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	47	202	164	658	49	126	210	890	96	328	374	1,548
12:15	48		157		31		244		79		401	
12:30	55		155		25		228		80		383	
12:45	52		182		21		208		73		390	
01:00	20	106	160	688	24	66	222	772	44	172	382	1,460
01:15	32		174		16		194		48		368	
01:30	28		174		12		190		40		364	
01:45	26		180		14		166		40		346	
02:00	20	71	170	689	20	51	198	716	40	122	368	1,405
02:15	17		162		15		207		32		369	
02:30	23		178		9		164		32		342	
02:45	11		179		7		147		18		326	
03:00	9	38	179	606	6	28	184	734	15	66	363	1,340
03:15	10		191		5		174		15		365	
03:30	12		180		5		174		17		354	
03:45	7		56		12		202		19		258	
04:00	7	33	81	316	2	22	254	949	9	55	335	1,265
04:15	9		90		3		252		12		342	
04:30	5		73		4		206		9		279	
04:45	12		72		13		237		25		309	
05:00	21	112	84	513	5	68	245	940	26	180	329	1,453
05:15	28		54		14		283		42		337	
05:30	28		153		15		189		43		342	
05:45	35		222		34		223		69		445	
06:00	57	273	142	586	58	259	211	959	115	532	353	1,545
06:15	58		130		38		245		96		375	
06:30	72		166		67		250		139		416	
06:45	86		148		96		253		182		401	
07:00	94	544	173	585	70	404	194	733	164	948	367	1,318
07:15	124		148		94		214		218		362	
07:30	146		118		114		176		260		294	
07:45	180		146		126		149		306		295	
08:00	158	655	166	572	141	515	155	562	299	1,170	321	1,134
08:15	166		150		130		150		296		300	
08:30	176		132		110		126		286		258	
08:45	155		124		134		131		289		255	
09:00	150	592	130	435	148	520	111	491	298	1,112	241	926
09:15	144		94		120		111		264		205	
09:30	140		98		118		148		258		246	
09:45	158		113		134		121		292		234	
10:00	108	532	110	352	151	668	106	408	259	1,200	216	760
10:15	130		88		146		120		276		208	
10:30	152		76		197		90		349		166	
10:45	142		78		174		92		316		170	
11:00	126	573	64	287	180	747	73	260	306	1,320	137	547
11:15	144		79		178		79		322		158	
11:30	131		82		214		44		345		126	
11:45	172		62		175		64		347		126	
Totals	3,731		6,287		3,474		8,414		7,205		14,701	
Split%	51.8		42.8		48.2		57.2					
Day Totals		10,018				11,888				21,906		
Day Splits		45.7				54.3						
Peak Hour	07:45		02:45		11:00		04:30		11:00		05:45	
Volume	680		729		747		971		1,320		1,589	
Factor	0.94		0.95		0.87		0.86		0.95		0.89	

Data File : D0308128

J56

Transportation Studies, Inc.
1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : BALBOA BOULEVARD
Segment : S/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/15/03

Interval	NB				SB				Combined				Day: Friday
Begin	AM		PM		AM		PM		AM		PM		
12:00	56	184	154	630	46	140	224	912	102	324	378	1,542	
12:15	50		155		30		230		80		385		
12:30	36		146		40		210		76		356		
12:45	42		175		24		248		66		423		
01:00	37	127	154	584	25	89	208	829	62	216	362	1,413	
01:15	26		152		18		219		44		371		
01:30	34		146		21		190		55		336		
01:45	30		132		25		212		55		344		
02:00	36	101	128	545	19	58	196	783	55	159	324	1,328	
02:15	31		139		16		199		47		338		
02:30	14		128		16		199		30		327		
02:45	20		150		7		189		27		339		
03:00	6	33	134	578	8	37	192	752	14	70	326	1,330	
03:15	12		144		8		186		20		330		
03:30	9		134		12		166		21		300		
03:45	6		166		9		208		15		374		
04:00	12	53	156	568	7	39	196	789	19	92	352	1,357	
04:15	10		148		7		179		17		327		
04:30	17		136		13		200		30		336		
04:45	14		128		12		214		26		342		
05:00	8	80	139	541	8	72	216	945	16	152	355	1,486	
05:15	20		150		13		234		33		384		
05:30	26		123		20		235		46		358		
05:45	26		129		31		260		57		389		
06:00	37	188	148	658	50	225	257	938	87	413	405	1,596	
06:15	55		189		54		246		109		435		
06:30	44		168		60		226		104		394		
06:45	52		153		61		209		113		362		
07:00	86	382	151	621	90	406	198	744	176	788	349	1,365	
07:15	99		186		102		212		201		398		
07:30	95		144		106		182		201		326		
07:45	102		140		108		152		210		292		
08:00	112	478	110	483	124	514	180	608	236	992	290	1,091	
08:15	112		137		120		134		232		271		
08:30	118		123		120		146		238		269		
08:45	136		113		150		148		286		261		
09:00	100	490	134	416	143	610	154	526	243	1,100	288	942	
09:15	133		100		145		138		278		238		
09:30	133		92		158		112		291		204		
09:45	124		90		164		122		288		212		
10:00	150	547	116	450	167	663	118	433	317	1,210	234	883	
10:15	132		126		140		121		272		247		
10:30	132		106		168		96		300		202		
10:45	133		102		188		98		321		200		
11:00	126	553	92	393	192	842	100	366	318	1,395	192	759	
11:15	139		82		218		94		357		176		
11:30	138		94		192		88		330		182		
11:45	150		125		240		84		390		209		
Totals	3,216		6,467		3,695		8,625		6,911		15,092		
Split%	46.5		42.9		53.5		57.1						
Day Totals		9,683				12,320				22,003			
Day Splits		44.0				56.0							
Peak Hour	11:00		06:15		11:00		05:30		11:00		05:45		
Volume	553		661		842		998		1,395		1,623		
Factor	0.92		0.87		0.88		0.96		0.89		0.93		

Data File : D0308128

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : BALBOA BOULEVARD
Segment : S/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/16/03
Day: Saturday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	102	335	150	542	52	214	220	938	154	549	370	1,480
12:15	69		132		65		234		134		366	
12:30	88		130		51		244		139		374	
12:45	76		130		46		240		122		370	
01:00	83	284	118	529	44	175	238	930	127	459	356	1,459
01:15	70		128		46		214		116		342	
01:30	76		137		42		248		118		385	
01:45	55		146		43		230		98		376	
02:00	68	217	142	560	38	116	252	974	106	333	394	1,534
02:15	64		144		42		238		106		382	
02:30	50		144		24		238		74		382	
02:45	35		130		12		246		47		376	
03:00	33	108	142	578	20	59	258	966	53	167	400	1,544
03:15	25		130		19		264		44		394	
03:30	31		146		10		224		41		370	
03:45	19		160		10		220		29		380	
04:00	15	46	158	606	9	39	232	874	24	85	390	1,480
04:15	16		160		4		208		20		368	
04:30	8		140		12		212		20		352	
04:45	7		148		14		222		21		370	
05:00	12	57	148	630	14	111	196	810	26	168	344	1,440
05:15	11		136		19		206		30		342	
05:30	14		152		32		193		46		345	
05:45	20		194		46		215		66		409	
06:00	31	158	180	730	46	272	203	785	77	430	383	1,515
06:15	40		204		59		174		99		378	
06:30	40		196		65		193		105		389	
06:45	47		150		102		215		149		365	
07:00	52	268	160	674	72	340	166	675	124	608	326	1,349
07:15	60		172		80		184		140		356	
07:30	59		169		94		173		153		342	
07:45	97		173		94		152		191		325	
08:00	109	433	156	661	130	515	156	591	239	948	312	1,252
08:15	100		194		118		145		218		339	
08:30	113		181		113		140		226		321	
08:45	111		130		154		150		265		280	
09:00	114	552	159	520	148	638	132	524	262	1,190	291	1,044
09:15	136		137		152		120		288		257	
09:30	158		102		154		140		312		242	
09:45	144		122		184		132		328		254	
10:00	139	597	98	503	194	783	128	470	333	1,380	226	973
10:15	184		132		192		113		376		245	
10:30	142		137		193		126		335		263	
10:45	132		136		204		103		336		239	
11:00	147	545	131	472	212	862	100	364	359	1,407	231	836
11:15	124		116		225		90		349		206	
11:30	130		108		215		94		345		202	
11:45	144		117		210		80		354		197	
Totals	3,600		7,005		4,124		8,901		7,724		15,906	
Split%	46.6		44.0		53.4		56.0					
Day Totals		10,605				13,025				23,630		
Day Splits		44.9				55.1						
Peak Hour	09:30		05:45		11:00		02:30		11:00		05:45	
Volume	625		774		862		1,006		1,407		1,559	
Factor	0.85		0.95		0.96		0.95		0.98		0.95	

Data File : D0308128

J58

Transportation Studies, Inc.
1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Site: NEWPORT
Date: 08/17/03

Location : BALBOA BOULEVARD
Segment : S/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Day: Sunday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	98	338	160	536	56	247	242	1,008	154	585	402	1,544
12:15	86		134		77		222		163		356	
12:30	74		124		56		258		130		382	
12:45	80		118		58		286		138		404	
01:00	82	303	144	561	36	160	239	985	118	463	383	1,546
01:15	75		136		42		231		117		367	
01:30	68		151		38		264		106		415	
01:45	78		130		44		251		122		381	
02:00	68	215	133	604	34	115	252	961	102	330	385	1,565
02:15	56		142		29		224		85		366	
02:30	44		154		26		248		70		402	
02:45	47		175		26		237		73		412	
03:00	32	109	169	692	13	55	248	925	45	164	417	1,617
03:15	26		191		15		236		41		427	
03:30	21		162		12		215		33		377	
03:45	30		170		15		226		45		396	
04:00	15	70	176	687	5	38	199	845	20	108	375	1,532
04:15	23		175		12		218		35		393	
04:30	16		178		12		214		28		392	
04:45	16		158		9		214		25		372	
05:00	22	69	195	757	17	98	194	821	39	167	389	1,578
05:15	11		200		14		227		25		427	
05:30	18		160		26		190		44		350	
05:45	18		202		41		210		59		412	
06:00	20	122	240	872	52	219	186	729	72	341	426	1,601
06:15	34		201		43		188		77		389	
06:30	38		202		53		182		91		384	
06:45	30		229		71		173		101		402	
07:00	44	224	176	804	50	308	182	644	94	532	358	1,448
07:15	54		214		76		168		130		382	
07:30	50		198		80		160		130		358	
07:45	76		216		102		134		178		350	
08:00	84	376	202	746	97	434	134	502	181	810	336	1,248
08:15	79		198		118		122		197		320	
08:30	98		188		103		122		201		310	
08:45	115		158		116		124		231		282	
09:00	112	431	174	552	128	648	124	454	240	1,079	298	1,006
09:15	105		146		162		112		267		258	
09:30	98		112		154		118		252		230	
09:45	116		120		204		100		320		220	
10:00	130	494	126	422	180	761	74	291	310	1,255	200	713
10:15	126		108		190		76		316		184	
10:30	132		92		189		75		321		167	
10:45	106		96		202		66		308		162	
11:00	142	576	76	290	200	841	52	184	342	1,417	128	474
11:15	142		84		193		50		335		134	
11:30	140		70		220		53		360		123	
11:45	152		60		228		29		380		89	
Totals	3,327		7,523		3,924		8,349		7,251		15,872	
Split%	45.9		47.4		54.1		52.6					
Day Totals		10,850				12,273				23,123		
Day Splits		46.9				53.1						
Peak Hour	11:00		06:00		11:00		12:45		11:00		02:30	
Volume	576		872		841		1,020		1,417		1,658	
Factor	0.95		0.91		0.92		0.89		0.93		0.97	

Data File : D0308128

J59

Transportation Studies, Inc.
1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : BALBOA BOULEVARD
Segment : S/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/18/03

Interval	NB				SB				Combined				Day: Monday
Begin	AM		PM		AM		PM		AM		PM		
12:00	39	142	128	518	26	105	178	831	65	247	306	1,349	
12:15	43		122		27		204		70		326		
12:30	26		130		28		211		54		341		
12:45	34		138		24		238		58		376		
01:00	23	86	143	557	22	76	194	791	45	162	337	1,348	
01:15	26		144		17		200		43		344		
01:30	17		120		20		225		37		345		
01:45	20		150		17		172		37		322		
02:00	12	44	158	624	10	40	186	676	22	84	344	1,300	
02:15	18		163		14		162		32		325		
02:30	8		147		12		158		20		305		
02:45	6		156		4		170		10		326		
03:00	9	36	160	661	9	22	170	661	18	58	330	1,322	
03:15	10		162		3		184		13		346		
03:30	8		161		7		168		15		329		
03:45	9		178		3		139		12		317		
04:00	2	20	180	678	2	25	172	675	4	45	352	1,353	
04:15	2		166		6		178		8		344		
04:30	4		174		10		157		14		331		
04:45	12		158		7		168		19		326		
05:00	23	103	174	693	9	69	189	844	32	172	363	1,537	
05:15	18		176		16		201		34		377		
05:30	30		170		24		200		54		370		
05:45	32		173		20		254		52		427		
06:00	40	232	162	672	37	235	243	894	77	467	405	1,566	
06:15	51		174		50		215		101		389		
06:30	61		159		46		208		107		367		
06:45	80		177		102		228		182		405		
07:00	70	349	181	684	78	376	173	654	148	725	354	1,338	
07:15	78		169		91		188		169		357		
07:30	108		170		88		162		196		332		
07:45	93		164		119		131		212		295		
08:00	101	463	163	582	133	525	130	446	234	988	293	1,028	
08:15	104		184		128		128		232		312		
08:30	122		140		130		98		252		238		
08:45	136		95		134		90		270		185		
09:00	136	463	110	419	146	509	99	386	282	972	209	805	
09:15	111		118		104		101		215		219		
09:30	110		91		139		86		249		177		
09:45	106		100		120		100		226		200		
10:00	104	427	104	308	123	538	80	278	227	965	184	586	
10:15	100		74		129		76		229		150		
10:30	111		64		123		52		234		116		
10:45	112		66		163		70		275		136		
11:00	122	495	68	228	141	679	38	160	263	1,174	106	388	
11:15	126		58		168		42		294		100		
11:30	131		58		180		50		311		108		
11:45	116		44		190		30		306		74		
Totals	2,860		6,624		3,199		7,296		6,059		13,920		
Split%	47.2		47.6		52.8		52.4						
Day Totals		9,484				10,495				19,979			
Day Splits		47.5				52.5							
Peak Hour	08:30		03:45		11:00		05:45		11:00		05:30		
Volume	505		698		679		920		1,174		1,591		
Factor	0.93		0.97		0.89		0.91		0.94		0.93		

Data File : D0308128

J60

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : BALBOA BOULEVARD
Segment : S/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/19/03
Day: Tuesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	44	154	140	561	29	90	202	794	73	244	342	1,355
12:15	38		123		24		180		62		303	
12:30	44		154		24		214		68		368	
12:45	28		144		13		198		41		342	
01:00	22	74	160	616	10	35	190	727	32	109	350	1,343
01:15	20		154		8		178		28		332	
01:30	16		137		10		183		26		320	
01:45	16		165		7		176		23		341	
02:00	15	47	152	599	9	28	204	688	24	75	356	1,287
02:15	12		151		7		168		19		319	
02:30	14		158		8		144		22		302	
02:45	6		138		4		172		10		310	
03:00	7	23	170	741	4	15	164	676	11	38	334	1,417
03:15	7		186		3		168		10		354	
03:30	8		192		2		180		10		372	
03:45	1		193		6		164		7		357	
04:00	6	23	170	698	3	22	148	698	9	45	318	1,396
04:15	5		188		4		188		9		376	
04:30	5		184		9		158		14		342	
04:45	7		156		6		204		13		360	
05:00	20	109	208	771	5	63	196	854	25	172	404	1,625
05:15	21		191		14		214		35		405	
05:30	36		186		18		208		54		394	
05:45	32		186		26		236		58		422	
06:00	50	232	178	671	44	167	216	844	94	399	394	1,515
06:15	54		169		27		196		81		365	
06:30	56		170		38		224		94		394	
06:45	72		154		58		208		130		362	
07:00	100	514	168	674	82	317	208	717	182	831	376	1,391
07:15	128		159		78		191		206		350	
07:30	154		158		72		166		226		324	
07:45	132		189		85		152		217		341	
08:00	128	560	148	628	124	409	137	515	252	969	285	1,143
08:15	130		156		96		121		226		277	
08:30	148		166		100		133		248		299	
08:45	154		158		89		124		243		282	
09:00	156	498	164	503	115	407	128	462	271	905	292	965
09:15	122		116		86		120		208		236	
09:30	108		104		88		106		196		210	
09:45	112		119		118		108		230		227	
10:00	134	529	101	394	131	561	110	327	265	1,090	211	721
10:15	135		94		130		83		265		177	
10:30	120		110		128		72		248		182	
10:45	140		89		172		62		312		151	
11:00	122	516	90	263	169	740	52	177	291	1,256	142	440
11:15	134		73		166		57		300		130	
11:30	122		60		207		45		329		105	
11:45	138		40		198		23		336		63	
Totals	3,279		7,119		2,854		7,479		6,133		14,598	
Split%	53.5		48.8		46.5		51.2					
Day Totals		10,398				10,333				20,731		
Day Splits		50.2				49.8						
Peak Hour	08:15		05:00		11:00		05:15		11:00		05:00	
Volume	588		771		740		874		1,256		1,625	
Factor	0.94		0.93		0.89		0.93		0.93		0.96	

Data File : D0308128

J61

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : BALBOA BOULEVARD
Segment : S/O COAST HIGHWAY
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/20/03
Day: Wednesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	67	179	154	633	22	94	184	769	89	273	338	1,402
12:15	42		151		30		188		72		339	
12:30	42		156		20		202		62		358	
12:45	28		172		22		195		50		367	
01:00	35	110	160	646	22	62	199	794	57	172	359	1,440
01:15	22		144		18		208		40		352	
01:30	27		186		17		206		44		392	
01:45	26		156		5		181		31		337	
02:00	16	61	158	654	6	26	206	690	22	87	364	1,344
02:15	22		182		8		175		30		357	
02:30	13		164		3		163		16		327	
02:45	10		150		9		146		19		296	
03:00	4	32	176	707	5	17	172	688	9	49	348	1,395
03:15	10		172		6		158		16		330	
03:30	10		186		3		191		13		377	
03:45	8		173		3		167		11		340	
04:00	6	37	209	769	5	27	171	714	11	64	380	1,483
04:15	11		184		7		158		18		342	
04:30	9		206		10		180		19		386	
04:45	11		170		5		205		16		375	
05:00	18	106	182	722	11	58	202	812	29	164	384	1,534
05:15	20		178		14		206		34		384	
05:30	36		174		17		192		53		366	
05:45	32		188		16		212		48		400	
06:00	42	256	172	684	40	195	226	831	82	451	398	1,515
06:15	62		158		37		198		99		356	
06:30	62		180		54		200		116		380	
06:45	90		174		64		207		154		381	
07:00	98	523	176	675	76	364	187	635	174	887	363	1,310
07:15	124		149		80		158		204		307	
07:30	134		164		92		162		226		326	
07:45	167		186		116		128		283		314	
08:00	142	593	142	497	111	442	122	568	253	1,035	264	1,065
08:15	150		149		96		152		246		301	
08:30	138		140		113		132		251		272	
08:45	163		66		122		162		285		228	
09:00	129	515	3	115	116	444	150	557	245	959	153	672
09:15	128		0		112		154		240		154	
09:30	142		14		102		149		244		163	
09:45	116		98		114		104		230		202	
10:00	134	504	96	363	117	548	86	307	251	1,052	182	670
10:15	133		90		126		82		259		172	
10:30	112		101		144		78		256		179	
10:45	125		76		161		61		286		137	
11:00	120	497	71	268	144	725	57	187	264	1,222	128	455
11:15	118		56		183		50		301		106	
11:30	126		67		208		44		334		111	
11:45	133		74		190		36		323		110	
Totals	3,413		6,733		3,002		7,552		6,415		14,285	
Split%	53.2		47.1		46.8		52.9					
Day Totals		10,146				10,554				20,700		
Day Splits		49.0				51.0						
Peak Hour	07:45		03:45		11:00		05:15		11:00		05:15	
Volume	597		772		725		836		1,222		1,548	
Factor	0.89		0.92		0.87		0.92		0.91		0.97	

Data File : D0308128

JBZ

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : COAST HIGHWAY
Segment : E/O DOVER DRIVE
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/14/03

Interval Day: Thursday

Begin	AM - EB		PM - EB	
12:00	80	241	618	2,512
12:15	50		656	
12:30	75		606	
12:45	36		632	
1:00	38	136	635	2,489
1:15	50		638	
1:30	24		588	
1:45	24		628	
2:00	30	85	635	2,522
2:15	28		652	
2:30	17		619	
2:45	10		616	
3:00	12	40	624	2,380
3:15	11		526	
3:30	7		594	
3:45	10		636	
4:00	17	81	542	2,251
4:15	13		529	
4:30	21		517	
4:45	30		663	
5:00	36	257	667	2,728
5:15	54		746	
5:30	58		606	
5:45	109		709	
6:00	130	839	610	2,173
6:15	158		560	
6:30	209		503	
6:45	342		500	
7:00	421	2,219	479	1,831
7:15	469		532	
7:30	602		424	
7:45	727		396	
8:00	696	2,700	446	1,522
8:15	660		394	
8:30	652		352	
8:45	692		330	
9:00	641	2,384	314	1,186
9:15	565		318	
9:30	554		308	
9:45	624		246	
10:00	514	2,160	261	896
10:15	539		214	
10:30	549		222	
10:45	558		199	
11:00	558	2,375	170	545
11:15	565		154	
11:30	601		116	
11:45	651		105	
Totals	13,517		23,035	
Peak Hour	7:45		5:00	
Volume	2,735		2,728	
Factor	0.94		0.91	
DayTotal	36,552			

* Data File : D0308125EB

J.63

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : COAST HIGHWAY
Segment : E/O DOVER DRIVE
Client : CITY NEWPORT BEA

Site: NEWPOR
Date: 08/14/0

Interval Day: Thursda

Begin	AM - WB		PM - WB	
12:00	92	320	561	2,299
12:15	80		597	
12:30	72		570	
12:45	76		571	
1:00	44	150	568	2,256
1:15	44		542	
1:30	28		560	
1:45	34		586	
2:00	26	74	502	2,255
2:15	18		595	
2:30	18		589	
2:45	12		569	
3:00	9	43	581	2,462
3:15	14		631	
3:30	9		632	
3:45	11		618	
4:00	6	52	680	2,703
4:15	9		694	
4:30	16		683	
4:45	21		646	
5:00	25	172	548	2,352
5:15	31		518	
5:30	46		504	
5:45	70		782	
6:00	96	554	886	2,906
6:15	125		806	
6:30	132		712	
6:45	201		502	
7:00	238	1,099	444	1,778
7:15	246		466	
7:30	291		436	
7:45	324		432	
8:00	372	1,659	424	1,550
8:15	374		400	
8:30	420		352	
8:45	493		374	
9:00	481	1,878	346	1,349
9:15	462		366	
9:30	417		339	
9:45	518		298	
10:00	490	1,920	320	1,123
10:15	486		297	
10:30	446		248	
10:45	498		258	
11:00	500	2,124	211	673
11:15	541		188	
11:30	554		160	
11:45	529		114	
Totals	10,045		23,706	
Peak Hour	11:00		5:45	
Volume	2,124		3,186	
Factor	0.96		0.9	
DayTotal	33,751			

EB+WB=
33751+36552
=70303

Data File : D0308125WB

J64

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : COAST HIGHWAY
Segment : E/O DOVER DRIVE
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/15/03

Interval Day: Friday

Begin	AM - EB		PM - EB	
12:00	91	308	635	2,427
12:15	84		602	
12:30	68		588	
12:45	65		602	
1:00	60	198	646	2,542
1:15	46		658	
1:30	51		614	
1:45	41		624	
2:00	38	99	662	2,547
2:15	18		603	
2:30	22		634	
2:45	21		648	
3:00	16	52	642	2,518
3:15	11		603	
3:30	12		647	
3:45	13		626	
4:00	17	81	642	2,710
4:15	12		688	
4:30	20		706	
4:45	32		674	
5:00	29	217	660	2,667
5:15	54		703	
5:30	50		636	
5:45	84		668	
6:00	116	914	560	2,310
6:15	167		576	
6:30	261		560	
6:45	370		614	
7:00	416	2,130	576	2,074
7:15	450		536	
7:30	522		506	
7:45	742		456	
8:00	634	2,582	411	1,533
8:15	620		420	
8:30	635		338	
8:45	693		364	
9:00	622	2,366	335	1,289
9:15	568		328	
9:30	576		296	
9:45	600		330	
10:00	548	2,210	284	1,132
10:15	551		340	
10:30	522		264	
10:45	589		244	
11:00	606	2,383	212	767
11:15	581		222	
11:30	578		177	
11:45	618		156	
Totals	13,540		24,516	
Peak Hour	7:45		4:30	
Volume	2,631		2,743	
Factor	0.89		0.97	
DayTotal	38,056			

* Data File : D0308125EB

J65

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : COAST HIGHWAY
Segment : E/O DOVER DRIVE
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/15/03

Interval Day: Friday

Begin	AM - WB		PM - WB	
12:00	96	331	558	2,344
12:15	97		590	
12:30	68		634	
12:45	70		562	
1:00	74	184	598	2,374
1:15	44		592	
1:30	30		610	
1:45	36		574	
2:00	34	111	550	2,294
2:15	33		640	
2:30	26		540	
2:45	18		564	
3:00	14	44	598	2,510
3:15	8		652	
3:30	12		691	
3:45	10		569	
4:00	10	59	589	2,435
4:15	16		594	
4:30	13		632	
4:45	20		620	
5:00	17	142	682	2,709
5:15	27		749	
5:30	41		666	
5:45	57		612	
6:00	64	501	599	2,192
6:15	110		527	
6:30	148		550	
6:45	179		516	
7:00	208	1,032	472	1,795
7:15	234		452	
7:30	278		457	
7:45	312		414	
8:00	344	1,614	403	1,540
8:15	394		379	
8:30	430		388	
8:45	446		370	
9:00	458	1,800	361	1,478
9:15	436		380	
9:30	414		374	
9:45	492		363	
10:00	458	1,864	360	1,371
10:15	486		378	
10:30	448		354	
10:45	472		279	
11:00	518	2,192	280	918
11:15	508		254	
11:30	542		198	
11:45	624		186	
Totals	9,874		23,960	
Peak Hour	11:00		4:45	
Volume	2,192		2,717	
Factor	0.88		0.91	
DayTotal	33,834			

Data File : D0308125WB

J66

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : COAST HIGHWAY
Segment : E/O DOVER DRIVE
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/16/03

Interval
Day: Saturday

Begin	AM - EB		PM - EB	
12:00	148	475	587	2,418
12:15	134		590	
12:30	112		613	
12:45	81		628	
1:00	90	325	585	2,408
1:15	78		597	
1:30	79		616	
1:45	78		610	
2:00	58	185	579	2,373
2:15	54		576	
2:30	33		600	
2:45	40		618	
3:00	26	92	564	2,276
3:15	20		550	
3:30	20		574	
3:45	26		588	
4:00	11	81	612	2,432
4:15	19		618	
4:30	21		606	
4:45	30		596	
5:00	26	168	592	2,234
5:15	39		541	
5:30	36		516	
5:45	67		585	
6:00	64	453	502	2,122
6:15	94		521	
6:30	119		562	
6:45	176		537	
7:00	192	1,028	537	1,989
7:15	231		516	
7:30	270		496	
7:45	335		440	
8:00	338	1,493	391	1,512
8:15	320		372	
8:30	393		386	
8:45	442		363	
9:00	437	1,972	310	1,229
9:15	479		315	
9:30	500		294	
9:45	556		310	
10:00	518	2,156	286	1,182
10:15	539		304	
10:30	554		334	
10:45	545		258	
11:00	577	2,388	244	836
11:15	617		238	
11:30	588		198	
11:45	606		156	
Totals	10,816		23,011	
Peak Hour	11:00		4:00	
Volume	2,388		2,432	
Factor	0.97		0.98	
DayTotal	33,827			

* Data File : D0308125EB

J67

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : COAST HIGHWAY
Segment : E/O DOVER DRIVE
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/16/03

Interval
Day: Saturday

Begin	AM - WB		PM - WB	
12:00	170	628	512	2,016
12:15	190		484	
12:30	138		504	
12:45	130		516	
1:00	110	331	506	1,864
1:15	80		432	
1:30	87		458	
1:45	54		468	
2:00	52	181	450	1,850
2:15	61		494	
2:30	40		448	
2:45	28		458	
3:00	24	72	474	1,979
3:15	24		498	
3:30	15		482	
3:45	9		525	
4:00	20	52	449	1,905
4:15	8		508	
4:30	10		450	
4:45	14		498	
5:00	17	119	454	1,946
5:15	34		533	
5:30	32		483	
5:45	36		476	
6:00	46	314	440	1,771
6:15	70		462	
6:30	84		434	
6:45	114		435	
7:00	134	695	438	1,880
7:15	144		497	
7:30	206		464	
7:45	211		481	
8:00	214	1,130	442	1,672
8:15	272		444	
8:30	294		390	
8:45	350		396	
9:00	364	1,600	358	1,430
9:15	354		342	
9:30	394		344	
9:45	488		386	
10:00	464	1,814	347	1,385
10:15	442		326	
10:30	436		388	
10:45	472		324	
11:00	513	2,014	302	1,105
11:15	512		308	
11:30	492		263	
11:45	497		232	
Totals	8,950		20,803	
Peak Hour	11:00		12:00	
Volume	2,014		2,016	
Factor	0.98		0.98	
DayTotal	29,753			

Data File : D0308125WB

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : COAST HIGHWAY
Segment : E/O DOVER DRIVE
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/17/03

Interval
Day: Sunday

Begin	AM - EB		PM - EB	
12:00	149	480	578	2,229
12:15	125		534	
12:30	117		559	
12:45	89		558	
1:00	94	379	576	2,190
1:15	110		562	
1:30	84		532	
1:45	91		520	
2:00	63	197	562	2,190
2:15	50		520	
2:30	39		552	
2:45	45		556	
3:00	35	109	559	2,276
3:15	23		581	
3:30	31		554	
3:45	20		582	
4:00	17	76	537	2,206
4:15	22		561	
4:30	16		572	
4:45	21		536	
5:00	18	132	522	2,002
5:15	26		501	
5:30	40		510	
5:45	48		469	
6:00	46	330	462	1,894
6:15	74		480	
6:30	82		474	
6:45	128		478	
7:00	106	603	426	1,494
7:15	124		378	
7:30	161		352	
7:45	212		338	
8:00	237	999	339	1,236
8:15	236		330	
8:30	234		296	
8:45	292		271	
9:00	290	1,438	277	1,072
9:15	354		256	
9:30	352		271	
9:45	442		268	
10:00	426	1,924	214	656
10:15	502		186	
10:30	492		142	
10:45	504		114	
11:00	478	2,151	96	347
11:15	542		90	
11:30	566		98	
11:45	565		63	
Totals	8,818		19,792	
Peak Hour	11:00		3:00	
Volume	2,151		2,276	
Factor	0.95		0.98	
DayTotal	28,610			

* Data File : D0308125EB

J'69

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : COAST HIGHWAY
Segment : E/O DOVER DRIVE
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/17/03

Interval Day: Sunday

Begin	AM - WB		PM - WB	
12:00	203	646	435	1,668
12:15	176		382	
12:30	144		427	
12:45	123		424	
1:00	108	405	476	1,781
1:15	105		432	
1:30	102		437	
1:45	90		436	
2:00	87	233	446	1,766
2:15	62		446	
2:30	50		440	
2:45	34		434	
3:00	29	110	472	1,777
3:15	30		462	
3:30	27		411	
3:45	24		432	
4:00	22	71	510	1,960
4:15	17		452	
4:30	14		478	
4:45	18		520	
5:00	17	87	513	1,895
5:15	17		468	
5:30	20		444	
5:45	33		470	
6:00	40	249	432	1,814
6:15	54		460	
6:30	62		456	
6:45	93		466	
7:00	93	481	360	1,611
7:15	108		444	
7:30	119		399	
7:45	161		408	
8:00	182	868	388	1,460
8:15	239		366	
8:30	211		358	
8:45	236		348	
9:00	280	1,222	272	1,137
9:15	272		292	
9:30	344		288	
9:45	326		285	
10:00	423	1,581	242	944
10:15	405		263	
10:30	353		239	
10:45	400		200	
11:00	380	1,729	149	509
11:15	454		150	
11:30	453		112	
11:45	442		98	
Totals	7,682		18,322	
Peak Hour	11:00		4:30	
Volume	1,729		1,979	
Factor	0.95		0.95	
DayTotal	26,004			

Data File : D0308125WB

J70

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : COAST HIGHWAY
Segment : E/O DOVER DRIVE
Client : CITY NEWPORT BEA

Site: NEWPOR
Date: 08/18/0

Interval Day: Monda

Begin	AM - EB		PM - EB	
12:00	40	174	634	2,446
12:15	56		586	
12:30	46		594	
12:45	32		632	
1:00	36	110	594	2,394
1:15	23		598	
1:30	28		588	
1:45	23		614	
2:00	17	52	511	2,221
2:15	12		576	
2:30	13		572	
2:45	10		562	
3:00	5	46	571	2,282
3:15	15		542	
3:30	14		582	
3:45	12		587	
4:00	19	73	583	2,360
4:15	12		588	
4:30	15		552	
4:45	27		637	
5:00	48	262	608	2,376
5:15	40		584	
5:30	62		588	
5:45	112		596	
6:00	123	833	531	2,089
6:15	148		582	
6:30	216		518	
6:45	346		458	
7:00	398	2,082	460	1,610
7:15	456		413	
7:30	548		364	
7:45	680		373	
8:00	648	2,484	367	1,204
8:15	638		307	
8:30	554		276	
8:45	644		254	
9:00	679	2,321	256	931
9:15	539		241	
9:30	531		208	
9:45	572		226	
10:00	508	2,102	178	626
10:15	513		163	
10:30	566		164	
10:45	515		121	
11:00	527	2,041	100	338
11:15	290		86	
11:30	600		82	
11:45	624		70	
Totals	12,580		20,877	
Peak Hour	7:45		12:00	
Volume	2,520		2,446	
Factor	0.93		0.96	
DayTotal	33,457			

* Data File : D0308125EB

J71

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : COAST HIGHWAY
Segment : E/O DOVER DRIVE
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/18/03

Interval Day: Monday

Begin	AM - WB		PM - WB	
12:00	85	245	547	2,184
12:15	62		586	
12:30	56		519	
12:45	42		532	
1:00	36	124	504	2,012
1:15	32		526	
1:30	23		454	
1:45	33		528	
2:00	16	54	498	2,002
2:15	16		466	
2:30	14		532	
2:45	8		506	
3:00	15	41	564	2,286
3:15	7		544	
3:30	9		556	
3:45	10		622	
4:00	11	57	586	2,390
4:15	8		620	
4:30	20		610	
4:45	18		574	
5:00	24	168	702	2,808
5:15	34		741	
5:30	40		692	
5:45	70		673	
6:00	86	554	592	2,149
6:15	112		558	
6:30	152		535	
6:45	204		464	
7:00	222	1,087	470	1,626
7:15	244		408	
7:30	292		382	
7:45	329		366	
8:00	360	1,619	369	1,340
8:15	377		378	
8:30	428		309	
8:45	454		284	
9:00	440	1,700	316	1,103
9:15	385		298	
9:30	432		259	
9:45	443		230	
10:00	446	1,779	234	861
10:15	433		227	
10:30	426		208	
10:45	474		192	
11:00	448	1,919	148	447
11:15	484		112	
11:30	497		111	
11:45	490		76	
Totals	9,347		21,208	
Peak Hour	11:00		5:00	
Volume	1,919		2,808	
Factor	0.97		0.95	
DayTotal	30,555			

Data File : D0308125WB

J72

Transportation Studies, Inc.
1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : COAST HIGHWAY
Segment : E/O DOVER DRIVE
Client : CITY NEWPORT BEA

Site: NEWPOR
Date: 08/19/0

Interval Day: Tuesda

Begin	AM - EB		PM - EB	
12:00	60	166	557	2,315
12:15	42		566	
12:30	38		568	
12:45	26		624	
1:00	25	102	582	2,358
1:15	37		596	
1:30	25		594	
1:45	15		586	
2:00	20	74	555	2,254
2:15	21		572	
2:30	19		564	
2:45	14		563	
3:00	7	39	522	2,249
3:15	14		589	
3:30	8		530	
3:45	10		608	
4:00	20	74	592	2,396
4:15	13		576	
4:30	8		616	
4:45	33		612	
5:00	32	241	628	2,662
5:15	43		672	
5:30	62		680	
5:45	104		682	
6:00	138	784	576	2,234
6:15	123		576	
6:30	189		552	
6:45	334		530	
7:00	413	2,093	472	1,763
7:15	445		448	
7:30	569		418	
7:45	666		425	
8:00	651	2,646	355	1,356
8:15	630		365	
8:30	665		326	
8:45	700		310	
9:00	602	2,222	304	1,042
9:15	552		266	
9:30	506		248	
9:45	562		224	
10:00	494	1,977	239	764
10:15	475		200	
10:30	482		164	
10:45	526		161	
11:00	560	2,208	134	411
11:15	510		96	
11:30	566		104	
11:45	572		77	
Totals	12,626		21,804	
Peak Hour	8:00		5:00	
Volume	2,646		2,662	
Factor	0.95		0.98	
DayTotal	34,430			

* Data File : D0308125EB

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : COAST HIGHWAY
Segment : E/O DOVER DRIVE
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/19/0

Day: Tuesday

Interval Begin	AM - WB		PM - WB	
12:00	74	232	542	2,103
12:15	68		554	
12:30	59		527	
12:45	31		480	
1:00	31	102	486	1,944
1:15	30		452	
1:30	23		486	
1:45	18		520	
2:00	14	61	531	2,071
2:15	17		526	
2:30	16		490	
2:45	14		524	
3:00	11	38	574	2,256
3:15	7		550	
3:30	6		542	
3:45	14		590	
4:00	12	48	594	2,556
4:15	11		676	
4:30	12		594	
4:45	13		692	
5:00	25	174	653	2,973
5:15	38		791	
5:30	45		783	
5:45	66		746	
6:00	88	497	726	2,432
6:15	107		638	
6:30	124		548	
6:45	178		520	
7:00	217	1,072	492	1,784
7:15	257		490	
7:30	284		442	
7:45	314		360	
8:00	372	1,598	378	1,458
8:15	376		382	
8:30	398		348	
8:45	452		350	
9:00	448	1,782	288	1,171
9:15	446		343	
9:30	430		264	
9:45	458		276	
10:00	456	1,835	221	938
10:15	440		259	
10:30	468		244	
10:45	471		214	
11:00	458	1,870	174	546
11:15	468		156	
11:30	456		116	
11:45	488		100	
Totals	9,309		22,232	
Peak Hour	11:00		5:15	
Volume	1,870		3,046	
Factor	0.96		0.96	
DayTotal	31,541			

EB+WB=
31541+35430
=65971

Data File : D0308125WB

J79

Transportation Studies, Inc.
1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : COAST HIGHWAY
Segment : E/O DOVER DRIVE
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/20/03

Interval Day: Wednesday

Begin	AM - EB		PM - EB	
12:00	66	209	579	2,350
12:15	58		577	
12:30	46		562	
12:45	39		632	
1:00	25	86	606	2,327
1:15	19		584	
1:30	20		534	
1:45	22		603	
2:00	22	64	597	2,284
2:15	15		548	
2:30	13		546	
2:45	14		593	
3:00	9	40	586	2,250
3:15	13		544	
3:30	13		558	
3:45	5		562	
4:00	6	67	576	2,368
4:15	20		577	
4:30	13		598	
4:45	28		617	
5:00	27	219	644	2,520
5:15	48		641	
5:30	58		627	
5:45	86		608	
6:00	134	888	575	2,111
6:15	168		568	
6:30	220		476	
6:45	366		492	
7:00	441	2,150	483	1,809
7:15	466		454	
7:30	572		416	
7:45	671		456	
8:00	698	2,651	385	1,340
8:15	641		371	
8:30	664		301	
8:45	648		283	
9:00	632	2,265	304	1,058
9:15	560		262	
9:30	523		256	
9:45	550		236	
10:00	539	2,086	230	735
10:15	486		199	
10:30	525		182	
10:45	536		124	
11:00	532	2,154	120	382
11:15	542		90	
11:30	550		84	
11:45	530		88	
Totals	12,879		21,534	
Peak Hour	7:45		4:45	
Volume	2,674		2,529	
Factor	0.96		0.98	
DayTotal	34,413			

* Data File : D0308125EB

J75

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : COAST HIGHWAY
Segment : E/O DOVER DRIVE
Client : CITY NEWPORT BEA

Site: NEWPOR
Date: 08/20/0

Interval Day: Wednesda

Begin	AM - WB		PM - WB	
12:00	80	266	535	2,131
12:15	78		536	
12:30	56		534	
12:45	52		526	
1:00	52	143	478	2,010
1:15	42		502	
1:30	28		504	
1:45	21		526	
2:00	22	64	503	2,029
2:15	14		491	
2:30	14		500	
2:45	14		535	
3:00	14	52	500	2,284
3:15	11		620	
3:30	12		586	
3:45	15		578	
4:00	16	51	566	2,535
4:15	7		647	
4:30	13		635	
4:45	15		687	
5:00	26	159	716	3,176
5:15	37		836	
5:30	38		826	
5:45	58		798	
6:00	84	533	762	2,510
6:15	110		698	
6:30	161		533	
6:45	178		517	
7:00	216	1,066	478	1,745
7:15	248		466	
7:30	270		414	
7:45	332		387	
8:00	356	1,599	404	1,398
8:15	400		350	
8:30	408		296	
8:45	435		348	
9:00	424	1,730	296	1,218
9:15	446		348	
9:30	390		290	
9:45	470		284	
10:00	430	1,741	269	940
10:15	414		233	
10:30	426		230	
10:45	471		208	
11:00	417	1,951	182	603
11:15	454		165	
11:30	554		149	
11:45	526		107	
Totals	9,355		22,579	
Peak Hour	11:00		5:15	
Volume	1,951		3,222	
Factor	0.88		0.96	
DayTotal	31,934			

EB+WB=
31934+34413
= 66347

Data File : D0308125WB

J76

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : COAST HIGHWAY
Segment : E/O NEWPORT COAST DRIVE
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/14/03

Interval Day: Thursday

Begin	AM - EB		PM - EB	
12:00	42	151	313	1,291
12:15	42		326	
12:30	46		348	
12:45	21		304	
1:00	27	89	312	1,323
1:15	24		328	
1:30	21		334	
1:45	17		349	
2:00	18	36	312	1,316
2:15	6		330	
2:30	5		340	
2:45	7		334	
3:00	13	41	358	1,523
3:15	11		357	
3:30	5		398	
3:45	12		410	
4:00	8	50	357	1,557
4:15	12		391	
4:30	13		394	
4:45	17		415	
5:00	11	84	432	1,838
5:15	21		446	
5:30	20		475	
5:45	32		485	
6:00	58	428	483	1,800
6:15	80		488	
6:30	124		507	
6:45	166		322	
7:00	192	896	354	1,335
7:15	214		355	
7:30	250		306	
7:45	240		320	
8:00	220	965	268	984
8:15	251		278	
8:30	230		234	
8:45	264		204	
9:00	212	1,008	200	901
9:15	244		248	
9:30	272		240	
9:45	280		213	
10:00	264	1,049	152	598
10:15	247		182	
10:30	266		146	
10:45	272		118	
11:00	278	1,178	104	352
11:15	306		91	
11:30	284		82	
11:45	310		75	
Totals	5,975		14,818	
Peak Hour	11:00		5:45	
Volume	1,178		1,963	
Factor	0.95		0.97	
DayTotal	20,793			

Data File : D0308126EB

J77

Transportation Studies, Inc.
1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : COAST HIGHWAY
Segment : E/O NEWPORT COAST DRIVE
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/14/03

Interval Day: Thursday

Begin	AM - WB		PM - WB	
12:00	60	180	320	1,306
12:15	46		319	
12:30	40		353	
12:45	34		314	
1:00	21	89	270	1,180
1:15	19		296	
1:30	23		312	
1:45	26		302	
2:00	20	53	320	1,342
2:15	11		306	
2:30	16		366	
2:45	6		350	
3:00	13	37	316	1,381
3:15	9		346	
3:30	5		317	
3:45	10		402	
4:00	8	57	329	1,412
4:15	7		356	
4:30	8		327	
4:45	34		400	
5:00	34	247	379	1,411
5:15	56		360	
5:30	68		365	
5:45	89		307	
6:00	125	733	306	1,195
6:15	152		306	
6:30	188		303	
6:45	268		280	
7:00	296	1,411	206	953
7:15	315		243	
7:30	378		260	
7:45	422		244	
8:00	426	1,654	200	780
8:15	370		220	
8:30	454		212	
8:45	404		148	
9:00	414	1,475	168	627
9:15	369		160	
9:30	369		143	
9:45	323		156	
10:00	334	1,262	154	702
10:15	318		168	
10:30	294		181	
10:45	316		199	
11:00	304	1,242	129	395
11:15	308		108	
11:30	310		90	
11:45	320		68	
Totals	8,440		12,684	
Peak Hour	7:45		4:45	
Volume	1,672		1,504	
Factor	0.92		0.94	
DayTotal	21,124			

68+108=
21124+20793
= 41917

Data File : D0308126WB

J78

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : COAST HIGHWAY
Segment : E/O NEWPORT COAST DRIVE
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/15/03

Day: Friday

Interval Begin	AM - EB		PM - EB	
12:00	55	177	328	1,378
12:15	48		368	
12:30	37		328	
12:45	37		354	
1:00	29	104	349	1,431
1:15	32		376	
1:30	21		336	
1:45	22		370	
2:00	18	61	357	1,471
2:15	15		365	
2:30	16		373	
2:45	12		376	
3:00	14	41	375	1,566
3:15	10		390	
3:30	10		418	
3:45	7		383	
4:00	3	44	450	1,737
4:15	16		424	
4:30	9		421	
4:45	16		442	
5:00	8	75	466	1,896
5:15	18		457	
5:30	22		492	
5:45	27		481	
6:00	42	453	467	1,755
6:15	70		470	
6:30	133		426	
6:45	208		392	
7:00	164	926	364	1,335
7:15	231		338	
7:30	243		315	
7:45	288		318	
8:00	220	1,019	253	996
8:15	278		261	
8:30	250		250	
8:45	271		232	
9:00	286	1,097	220	904
9:15	232		204	
9:30	301		240	
9:45	278		240	
10:00	288	1,112	222	851
10:15	246		218	
10:30	279		226	
10:45	299		185	
11:00	310	1,306	154	534
11:15	322		140	
11:30	308		130	
11:45	366		110	
Totals	6,415		15,854	
Peak Hour	11:00		5:30	
Volume	1,306		1,910	
Factor	0.89		0.97	
DayTotal	22,269			

Data File : D0308126EB

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : COAST HIGHWAY
Segment : E/O NEWPORT COAST DRIVE
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/15/03

Interval Day: Friday

Begin	AM - WB		PM - WB	
12:00	63	191	352	1,328
12:15	46		320	
12:30	40		308	
12:45	42		348	
1:00	28	117	367	1,321
1:15	28		284	
1:30	27		329	
1:45	34		341	
2:00	22	77	321	1,385
2:15	22		356	
2:30	18		370	
2:45	15		338	
3:00	11	26	366	1,533
3:15	7		412	
3:30	4		343	
3:45	4		412	
4:00	4	62	376	1,538
4:15	15		420	
4:30	11		374	
4:45	32		368	
5:00	32	211	296	1,431
5:15	38		398	
5:30	59		401	
5:45	82		336	
6:00	109	675	310	1,284
6:15	144		352	
6:30	184		332	
6:45	238		290	
7:00	276	1,338	307	1,026
7:15	282		233	
7:30	344		238	
7:45	436		248	
8:00	438	1,704	231	889
8:15	419		238	
8:30	430		205	
8:45	417		215	
9:00	380	1,436	179	764
9:15	330		198	
9:30	362		205	
9:45	364		182	
10:00	306	1,301	201	807
10:15	306		190	
10:30	328		200	
10:45	361		216	
11:00	355	1,385	236	682
11:15	324		188	
11:30	340		126	
11:45	366		132	
Totals	8,523		13,988	
Peak Hour	7:45		3:45	
Volume	1,723		1,582	
Factor	0.98		0.94	
DayTotal	22,511			

Data File : D0308126WB

J80

Transportation Studies, Inc.
1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : COAST HIGHWAY
Segment : E/O NEWPORT COAST DRIVE
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/16/03

Interval
Day: Saturday

Begin	AM - EB		PM - EB	
12:00	88	286	375	1,527
12:15	82		416	
12:30	56		358	
12:45	60		378	
1:00	48	191	409	1,565
1:15	54		394	
1:30	54		378	
1:45	35		384	
2:00	20	98	382	1,574
2:15	32		400	
2:30	16		415	
2:45	30		377	
3:00	12	60	412	1,522
3:15	19		336	
3:30	18		428	
3:45	11		346	
4:00	5	47	390	1,492
4:15	12		368	
4:30	6		384	
4:45	24		350	
5:00	15	103	346	1,465
5:15	18		394	
5:30	26		364	
5:45	44		361	
6:00	48	388	346	1,440
6:15	86		339	
6:30	134		375	
6:45	120		380	
7:00	135	740	319	1,265
7:15	171		334	
7:30	178		346	
7:45	256		266	
8:00	228	879	286	988
8:15	224		261	
8:30	191		235	
8:45	236		206	
9:00	232	1,081	212	810
9:15	252		186	
9:30	285		222	
9:45	312		190	
10:00	306	1,256	199	740
10:15	310		172	
10:30	303		195	
10:45	337		174	
11:00	352	1,462	166	574
11:15	344		158	
11:30	396		134	
11:45	370		116	
Totals	6,591		14,962	
Peak Hour	11:00		2:15	
Volume	1,462		1,604	
Factor	0.92		0.97	
DayTotal	21,553			

Data File : D0308126EB

J.81

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : COAST HIGHWAY
Segment : E/O NEWPORT COAST DRIVE
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/16/03

Interval Day: Saturday

Begin	AM - WB		PM - WB	
12:00	108	387	320	1,325
12:15	100		316	
12:30	107		322	
12:45	72		367	
1:00	69	244	311	1,262
1:15	68		354	
1:30	49		306	
1:45	58		291	
2:00	36	111	372	1,385
2:15	32		340	
2:30	26		319	
2:45	17		354	
3:00	20	53	324	1,410
3:15	15		384	
3:30	10		340	
3:45	8		362	
4:00	11	45	386	1,554
4:15	9		344	
4:30	9		406	
4:45	16		418	
5:00	15	102	392	1,509
5:15	21		397	
5:30	40		356	
5:45	26		364	
6:00	38	258	350	1,345
6:15	44		366	
6:30	78		307	
6:45	98		322	
7:00	80	539	296	1,197
7:15	132		286	
7:30	142		295	
7:45	185		320	
8:00	211	1,073	275	1,152
8:15	243		298	
8:30	292		308	
8:45	327		271	
9:00	312	1,314	228	910
9:15	326		208	
9:30	380		234	
9:45	296		240	
10:00	318	1,288	234	1,021
10:15	324		233	
10:30	346		268	
10:45	300		286	
11:00	318	1,282	252	831
11:15	293		226	
11:30	356		162	
11:45	315		191	
Totals	6,696		14,901	
Peak Hour	8:45		4:30	
Volume	1,345		1,613	
Factor	0.88		0.96	
DayTotal	21,597			

Data File : D0308126WB

J82

Transportation Studies, Inc.
1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : COAST HIGHWAY
Segment : E/O NEWPORT COAST DRIVE
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/17/03

Interval
Day: Sunday

Begin	AM - EB		PM - EB	
12:00	101	335	402	1,562
12:15	92		371	
12:30	82		387	
12:45	60		402	
1:00	56	191	404	1,689
1:15	41		451	
1:30	50		420	
1:45	44		414	
2:00	25	98	360	1,600
2:15	36		433	
2:30	19		411	
2:45	18		396	
3:00	15	68	412	1,597
3:15	19		392	
3:30	23		401	
3:45	11		392	
4:00	10	45	390	1,439
4:15	17		312	
4:30	8		362	
4:45	10		375	
5:00	6	72	334	1,316
5:15	13		348	
5:30	16		325	
5:45	37		309	
6:00	38	199	322	1,214
6:15	40		298	
6:30	62		290	
6:45	59		304	
7:00	54	356	292	1,037
7:15	78		294	
7:30	94		229	
7:45	130		222	
8:00	124	531	213	738
8:15	120		218	
8:30	119		176	
8:45	168		131	
9:00	171	892	170	611
9:15	229		131	
9:30	234		154	
9:45	258		156	
10:00	264	1,171	157	463
10:15	259		127	
10:30	318		96	
10:45	330		83	
11:00	374	1,465	74	255
11:15	330		68	
11:30	363		60	
11:45	398		53	
Totals	5,423		13,521	

Peak Hour	11:00	1:00
Volume	1,465	1,689
Factor	0.92	0.94

DayTotal 18,944

Data File : D0308126EB

J83

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : COAST HIGHWAY
Segment : E/O NEWPORT COAST DRIVE
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/17/03

Interval Day: Sunday

Begin	AM - WB		PM - WB	
12:00	134	440	291	1,282
12:15	112		312	
12:30	104		335	
12:45	90		344	
1:00	72	288	331	1,355
1:15	68		322	
1:30	62		346	
1:45	86		356	
2:00	83	204	338	1,440
2:15	56		331	
2:30	37		376	
2:45	28		395	
3:00	28	78	370	1,464
3:15	20		336	
3:30	20		364	
3:45	10		394	
4:00	10	53	357	1,617
4:15	13		456	
4:30	18		418	
4:45	12		386	
5:00	15	68	390	1,544
5:15	11		398	
5:30	19		380	
5:45	23		376	
6:00	31	215	376	1,368
6:15	54		344	
6:30	62		338	
6:45	68		310	
7:00	70	324	284	1,220
7:15	62		288	
7:30	88		320	
7:45	104		328	
8:00	116	586	306	1,195
8:15	146		323	
8:30	146		298	
8:45	178		268	
9:00	180	838	285	903
9:15	216		246	
9:30	192		190	
9:45	250		182	
10:00	253	1,091	178	761
10:15	274		193	
10:30	269		190	
10:45	295		200	
11:00	314	1,278	129	356
11:15	360		98	
11:30	288		77	
11:45	316		52	
Totals	5,463		14,505	
Peak Hour	11:00		4:15	
Volume	1,278		1,650	
Factor	0.89		0.9	
DayTotal	19,968			

Data File : D0308126WB

J84

Transportation Studies, Inc.
1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : COAST HIGHWAY
Segment : E/O NEWPORT COAST DRIVE
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/18/03

Day: Monday

Interval Begin	AM - EB		PM - EB	
12:00	36	128	289	1,229
12:15	27		322	
12:30	34		320	
12:45	31		298	
1:00	26	68	320	1,218
1:15	17		276	
1:30	13		298	
1:45	12		324	
2:00	8	30	311	1,189
2:15	6		292	
2:30	11		282	
2:45	5		304	
3:00	4	27	314	1,392
3:15	8		349	
3:30	11		348	
3:45	4		381	
4:00	4	34	348	1,539
4:15	9		378	
4:30	8		440	
4:45	13		373	
5:00	11	105	432	1,889
5:15	24		473	
5:30	21		470	
5:45	49		514	
6:00	35	407	480	1,778
6:15	69		448	
6:30	117		442	
6:45	186		408	
7:00	162	862	346	1,244
7:15	202		342	
7:30	238		286	
7:45	260		270	
8:00	225	875	226	784
8:15	216		205	
8:30	204		190	
8:45	230		163	
9:00	206	924	167	607
9:15	230		152	
9:30	232		148	
9:45	256		140	
10:00	247	969	134	451
10:15	218		104	
10:30	242		124	
10:45	262		89	
11:00	272	1,071	76	225
11:15	254		58	
11:30	272		41	
11:45	273		50	
Totals	5,500		13,545	
Peak Hour	11:00		5:15	
Volume	1,071		1,937	
Factor	0.98		0.94	
DayTotal	19,045			

Data File : D0308126EB

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : COAST HIGHWAY
Segment : E/O NEWPORT COAST DRIVE
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/18/03

Interval Day: Monday

Begin	AM - WB		PM - WB	
12:00	85	174	322	1,186
12:15	41		298	
12:30	20		252	
12:45	28		314	
1:00	18	83	286	1,208
1:15	18		294	
1:30	24		332	
1:45	23		296	
2:00	10	48	308	1,270
2:15	18		302	
2:30	10		314	
2:45	10		346	
3:00	6	28	316	1,367
3:15	2		318	
3:30	5		381	
3:45	15		352	
4:00	17	78	297	1,341
4:15	11		354	
4:30	18		362	
4:45	32		328	
5:00	28	234	322	1,357
5:15	45		361	
5:30	75		332	
5:45	86		342	
6:00	106	649	264	1,059
6:15	131		266	
6:30	168		274	
6:45	244		255	
7:00	243	1,413	229	858
7:15	318		217	
7:30	352		222	
7:45	500		190	
8:00	469	1,813	212	693
8:15	432		185	
8:30	440		148	
8:45	472		148	
9:00	370	1,316	126	494
9:15	316		132	
9:30	333		126	
9:45	297		110	
10:00	268	1,139	144	532
10:15	278		112	
10:30	287		118	
10:45	306		158	
11:00	254	1,174	96	296
11:15	313		82	
11:30	309		58	
11:45	298		60	
Totals	8,149		11,661	
Peak Hour	7:45		3:30	
Volume	1,841		1,384	
Factor	0.92		0.91	
DayTotal	19,810			

Data File : D0308126WB

J86

Transportation Studies, Inc.
1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : COAST HIGHWAY
Segment : E/O NEWPORT COAST DRIVE
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/19/03

Day: Tuesday

Interval Begin	AM - EB		PM - EB	
12:00	34	110	336	1,240
12:15	38		296	
12:30	21		317	
12:45	17		291	
1:00	15	58	334	1,288
1:15	22		317	
1:30	10		321	
1:45	11		316	
2:00	8	29	318	1,278
2:15	9		304	
2:30	6		342	
2:45	6		314	
3:00	10	29	329	1,387
3:15	10		333	
3:30	6		345	
3:45	3		380	
4:00	14	41	380	1,539
4:15	6		380	
4:30	8		409	
4:45	13		370	
5:00	20	104	421	1,907
5:15	13		470	
5:30	29		488	
5:45	42		528	
6:00	54	401	524	1,860
6:15	76		499	
6:30	105		418	
6:45	166		419	
7:00	188	856	344	1,262
7:15	190		322	
7:30	233		296	
7:45	245		300	
8:00	199	894	253	909
8:15	238		240	
8:30	226		226	
8:45	231		190	
9:00	227	899	208	733
9:15	212		202	
9:30	235		153	
9:45	225		170	
10:00	236	992	154	548
10:15	251		146	
10:30	227		142	
10:45	278		106	
11:00	268	1,187	97	298
11:15	302		87	
11:30	327		70	
11:45	290		44	
Totals	5,600		14,249	
Peak Hour	11:00		5:30	
Volume	1,187		2,039	
Factor	0.91		0.97	
DayTotal	19,849			

Data File : D0308126EB

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : COAST HIGHWAY
Segment : E/O NEWPORT COAST DRIVE
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/19/03

Interval
Day: Tuesday

Begin	AM - WB		PM - WB	
12:00	45	134	312	1,250
12:15	41		298	
12:30	30		302	
12:45	18		338	
1:00	15	53	280	1,210
1:15	20		309	
1:30	10		308	
1:45	8		313	
2:00	8	31	288	1,260
2:15	9		302	
2:30	7		352	
2:45	7		318	
3:00	12	34	368	1,412
3:15	6		334	
3:30	10		357	
3:45	6		353	
4:00	4	44	331	1,338
4:15	9		347	
4:30	6		337	
4:45	25		323	
5:00	37	245	346	1,368
5:15	44		354	
5:30	72		318	
5:45	92		350	
6:00	109	643	287	1,055
6:15	117		264	
6:30	168		258	
6:45	249		246	
7:00	277	1,403	214	853
7:15	325		225	
7:30	383		206	
7:45	418		208	
8:00	454	1,756	240	779
8:15	441		195	
8:30	419		202	
8:45	442		142	
9:00	429	1,427	163	573
9:15	346		142	
9:30	318		120	
9:45	334		148	
10:00	292	1,159	131	593
10:15	302		138	
10:30	272		138	
10:45	293		186	
11:00	284	1,187	104	317
11:15	293		76	
11:30	288		76	
11:45	322		61	
Totals	8,116		12,008	
Peak Hour	8:00		3:00	
Volume	1,756		1,412	
Factor	0.97		0.96	
DayTotal	20,124			

EB+WB = 20124+19849 = 39973

Data File : D0308126WB

J88

Transportation Studies, Inc.
1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : COAST HIGHWAY
Segment : E/O NEWPORT COAST DRIVE
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/20/03
Day: Wednesday

Interval Begin	AM - EB		PM - EB	
12:00	45	134	288	1,204
12:15	31		306	
12:30	33		314	
12:45	25		296	
1:00	22	56	280	1,180
1:15	12		312	
1:30	13		301	
1:45	9		287	
2:00	15	30	289	1,245
2:15	5		299	
2:30	4		316	
2:45	6		341	
3:00	7	27	298	1,354
3:15	9		326	
3:30	6		374	
3:45	5		356	
4:00	7	44	344	1,540
4:15	16		391	
4:30	12		381	
4:45	9		424	
5:00	17	85	414	1,889
5:15	7		496	
5:30	23		509	
5:45	38		470	
6:00	42	407	450	1,745
6:15	61		500	
6:30	130		421	
6:45	174		374	
7:00	198	909	384	1,318
7:15	207		326	
7:30	278		312	
7:45	226		296	
8:00	226	937	284	920
8:15	222		233	
8:30	252		204	
8:45	237		199	
9:00	226	960	206	762
9:15	266		180	
9:30	202		204	
9:45	266		172	
10:00	245	1,014	153	555
10:15	237		158	
10:30	264		134	
10:45	268		110	
11:00	258	1,147	104	274
11:15	301		56	
11:30	282		59	
11:45	306		55	
Totals	5,750		13,986	
Peak Hour	11:00		5:30	
Volume	1,147		1,929	
Factor	0.94		0.95	
DayTotal	19,736			

Data File : D0308126EB

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : COAST HIGHWAY
Segment : E/O NEWPORT COAST DRIVE
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/20/03

Day: Wednesday

Interval Begin	AM - WB		PM - WB	
12:00	37	138	300	1,209
12:15	37		315	
12:30	36		288	
12:45	28		306	
1:00	23	93	270	1,197
1:15	22		355	
1:30	20		288	
1:45	28		284	
2:00	17	48	331	1,276
2:15	10		311	
2:30	13		295	
2:45	8		339	
3:00	6	35	322	1,332
3:15	13		336	
3:30	7		349	
3:45	9		325	
4:00	12	69	404	1,448
4:15	14		330	
4:30	14		338	
4:45	29		376	
5:00	27	224	320	1,400
5:15	52		365	
5:30	59		368	
5:45	86		347	
6:00	104	667	288	1,088
6:15	146		290	
6:30	163		278	
6:45	254		232	
7:00	252	1,378	250	892
7:15	332		226	
7:30	358		198	
7:45	436		218	
8:00	464	1,756	190	686
8:15	418		187	
8:30	442		157	
8:45	432		152	
9:00	386	1,400	160	602
9:15	336		142	
9:30	336		135	
9:45	342		165	
10:00	310	1,163	162	613
10:15	274		130	
10:30	281		141	
10:45	298		180	
11:00	323	1,257	132	388
11:15	320		110	
11:30	306		82	
11:45	308		64	
Totals	8,228		12,131	
Peak Hour	7:45		4:00	
Volume	1,760		1,448	
Factor	0.95		0.9	
DayTotal	20,359			

EB+WB = 20359 + 19376 = 39735

Data File : D0308126WB

J90

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : COAST HIGHWAY
Segment : E/O SANTA ANA RIVER
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/14/03
Day: Thursday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	66	196	336	1,326	76	293	354	1,439	142	489	690	2,765
12:15	48		351		82		375		130		726	
12:30	46		321		71		360		117		681	
12:45	36		318		64		350		100		668	
01:00	32	111	302	1,301	52	157	314	1,429	84	268	616	2,730
01:15	35		314		48		356		83		670	
01:30	22		337		33		346		55		683	
01:45	22		348		24		413		46		761	
02:00	22	58	315	1,364	43	98	384	1,623	65	156	699	2,987
02:15	19		348		17		395		36		743	
02:30	9		360		28		402		37		762	
02:45	8		341		10		442		18		783	
03:00	16	47	354	1,325	12	48	406	1,404	28	95	760	2,729
03:15	6		317		15		424		21		741	
03:30	12		324		10		266		22		590	
03:45	13		330		11		308		24		638	
04:00	11	81	340	1,361	10	52	85	322	21	133	425	1,683
04:15	16		313		9		70		25		383	
04:30	13		344		9		89		22		433	
04:45	41		364		24		78		65		442	
05:00	26	260	370	1,541	13	159	99	1,448	39	419	469	2,989
05:15	37		392		38		101		75		493	
05:30	62		400		52		458		114		858	
05:45	135		379		56		790		191		1,169	
06:00	129	1,014	386	1,465	68	398	720	2,657	197	1,412	1,106	4,122
06:15	195		349		102		738		297		1,087	
06:30	276		354		95		650		371		1,004	
06:45	414		376		133		549		547		925	
07:00	447	2,421	311	1,189	160	763	462	1,601	607	3,184	773	2,790
07:15	570		320		173		399		743		719	
07:30	642		282		198		376		840		658	
07:45	762		276		232		364		994		640	
08:00	609	2,421	216	904	209	977	374	1,335	818	3,398	590	2,239
08:15	638		246		258		335		896		581	
08:30	582		214		242		340		824		554	
08:45	592		228		268		286		860		514	
09:00	494	1,581	216	855	213	1,018	312	1,174	707	2,599	528	2,029
09:15	398		209		279		308		677		517	
09:30	362		222		244		270		606		492	
09:45	327		208		282		284		609		492	
10:00	328	1,289	213	715	224	1,085	234	882	552	2,374	447	1,597
10:15	316		182		272		246		588		428	
10:30	309		170		302		194		611		364	
10:45	336		150		287		208		623		358	
11:00	316	1,314	122	407	334	1,256	194	686	650	2,570	316	1,093
11:15	316		112		268		192		584		304	
11:30	338		94		312		169		650		263	
11:45	344		79		342		131		686		210	
Totals	10,793		13,753		6,304		16,000		17,097		29,753	
Split%	63.1		46.2		36.9		53.8					
Day Totals		24,546				22,304				46,850		
Day Splits		52.4				47.6						
Peak Hour	07:30		05:15		11:00		05:45		07:30		05:45	
Volume	2,651		1,557		1,256		2,898		3,548		4,366	
Factor	0.87		0.97		0.92		0.92		0.89		0.93	

Data File : D0308124

Jay 1'

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : COAST HIGHWAY
Segment : E/O SANTA ANA RIVER
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/15/03
Day: Friday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	66	216	342	1,394	85	323	349	1,487	151	539	691	2,881
12:15	54		348		78		402		132		750	
12:30	62		352		76		354		138		706	
12:45	34		352		84		382		118		734	
01:00	40	134	324	1,400	56	203	391	1,510	96	337	715	2,910
01:15	33		363		61		372		94		735	
01:30	29		329		44		385		73		714	
01:45	32		384		42		362		74		746	
02:00	30	73	318	1,390	45	145	373	1,632	75	218	691	3,022
02:15	16		336		40		384		56		720	
02:30	23		373		24		416		47		789	
02:45	4		363		36		459		40		822	
03:00	17	57	337	1,398	16	57	447	2,224	33	114	784	3,622
03:15	14		324		16		546		30		870	
03:30	10		357		16		568		26		925	
03:45	16		380		9		663		25		1,043	
04:00	15	80	389	1,468	10	73	567	2,523	25	153	956	3,991
04:15	15		319		18		667		33		986	
04:30	16		364		15		632		31		996	
04:45	34		396		30		657		64		1,053	
05:00	36	253	396	1,608	16	155	578	2,641	52	408	974	4,249
05:15	46		383		34		758		80		1,141	
05:30	63		410		49		625		112		1,035	
05:45	108		419		56		680		164		1,099	
06:00	149	1,061	404	1,591	65	373	590	2,136	214	1,434	994	3,727
06:15	176		410		81		616		257		1,026	
06:30	278		346		98		482		376		828	
06:45	458		431		129		448		587		879	
07:00	400	2,151	374	1,328	157	774	352	1,502	557	2,925	726	2,830
07:15	484		372		184		414		668		786	
07:30	625		331		201		384		826		715	
07:45	642		251		232		352		874		603	
08:00	560	2,243	328	1,096	224	1,008	320	1,324	784	3,251	648	2,420
08:15	610		290		269		364		879		654	
08:30	495		246		251		308		746		554	
08:45	578		232		264		332		842		564	
09:00	444	1,601	252	961	247	1,049	306	1,137	691	2,650	558	2,098
09:15	372		250		244		293		616		543	
09:30	387		223		270		260		657		483	
09:45	398		236		288		278		686		514	
10:00	324	1,271	290	916	284	1,236	282	1,166	608	2,507	572	2,082
10:15	305		258		301		310		606		568	
10:30	318		214		332		286		650		500	
10:45	324		154		319		288		643		442	
11:00	359	1,376	172	588	370	1,406	212	910	729	2,782	384	1,498
11:15	328		160		340		268		668		428	
11:30	345		140		378		216		723		356	
11:45	344		116		318		214		662		330	
Totals	10,516		15,138		6,802		20,192		17,318		35,330	
Split%	60.7		42.8		39.3		57.2					
Day Totals		25,654				26,994				52,648		
Day Splits		48.7				51.3						
Peak Hour	07:30		05:30		10:45		05:15		07:30		05:15	
Volume	2,437		1,643		1,407		2,653		3,363		4,269	
Factor	0.95		0.98		0.93		0.88		0.96		0.94	

Data File : D0308124

J92

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : COAST HIGHWAY
Segment : E/O SANTA ANA RIVER
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/16/03
Day: Saturday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	116	391	385	1,482	141	535	416	1,639	257	926	801	3,121
12:15	102		341		146		406		248		747	
12:30	86		366		112		388		198		754	
12:45	87		390		136		429		223		819	
01:00	96	292	357	1,497	124	408	408	1,678	220	700	765	3,175
01:15	66		360		100		386		166		746	
01:30	62		400		106		426		168		826	
01:45	68		380		78		458		146		838	
02:00	60	183	435	1,747	72	228	409	1,738	132	411	844	3,485
02:15	54		398		56		450		110		848	
02:30	41		471		52		455		93		926	
02:45	28		443		48		424		76		867	
03:00	27	101	446	1,778	32	104	492	1,855	59	205	938	3,633
03:15	28		484		24		480		52		964	
03:30	26		446		26		463		52		909	
03:45	20		402		22		420		42		822	
04:00	10	67	403	1,682	24	75	378	1,637	34	142	781	3,319
04:15	15		417		24		431		39		848	
04:30	14		416		18		412		32		828	
04:45	28		446		9		416		37		862	
05:00	22	159	450	1,749	20	119	418	1,623	42	278	868	3,372
05:15	39		464		21		429		60		893	
05:30	40		402		29		390		69		792	
05:45	58		433		49		386		107		819	
06:00	66	474	422	1,764	66	296	368	1,515	132	770	790	3,279
06:15	102		430		64		367		166		797	
06:30	120		476		74		410		194		886	
06:45	186		436		92		370		278		806	
07:00	147	739	440	1,490	120	582	360	1,514	267	1,321	800	3,004
07:15	173		400		135		366		308		766	
07:30	178		340		149		400		327		740	
07:45	241		310		178		388		419		698	
08:00	208	1,021	330	1,232	182	830	352	1,355	390	1,851	682	2,587
08:15	229		328		214		336		443		664	
08:30	244		309		214		348		458		657	
08:45	340		265		220		319		560		584	
09:00	288	1,175	302	1,068	322	1,191	320	1,256	610	2,366	622	2,324
09:15	295		258		268		334		563		592	
09:30	308		256		310		283		618		539	
09:45	284		252		291		319		575		571	
10:00	284	1,322	272	994	338	1,453	318	1,216	622	2,775	590	2,210
10:15	320		260		365		329		685		589	
10:30	343		268		374		290		717		558	
10:45	375		194		376		279		751		473	
11:00	368	1,445	197	605	366	1,580	268	1,015	734	3,025	465	1,620
11:15	369		138		412		301		781		439	
11:30	344		133		424		226		768		359	
11:45	364		137		378		220		742		357	
Totals	7,369		17,088		7,401		18,041		14,770		35,129	
Split%	49.9		48.6		50.1		51.4					
Day Totals		24,457				25,442				49,899		
Day Splits		49.0				51.0						
Peak Hour	10:45		02:30		11:00		02:45		10:45		02:30	
Volume	1,456		1,844		1,580		1,859		3,034		3,695	
Factor	0.97		0.95		0.93		0.94		0.97		0.96	

Data File : D0308124

J93

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : COAST HIGHWAY
Segment : E/O SANTA ANA RIVER
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/17/03
Day: Sunday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	137	503	368	1,448	181	626	382	1,637	318	1,129	750	3,085
12:15	113		362		185		424		298		786	
12:30	139		376		134		425		273		801	
12:45	114		342		126		406		240		748	
01:00	92	308	380	1,485	130	432	414	1,792	222	740	794	3,277
01:15	72		371		97		455		169		826	
01:30	74		362		104		471		178		833	
01:45	70		372		101		452		171		824	
02:00	62	206	446	1,844	90	273	446	1,814	152	479	892	3,658
02:15	56		419		79		442		135		861	
02:30	48		506		53		456		101		962	
02:45	40		473		51		470		91		943	
03:00	32	99	428	1,693	42	123	424	1,709	74	222	852	3,402
03:15	20		434		30		428		50		862	
03:30	22		452		30		401		52		853	
03:45	25		379		21		456		46		835	
04:00	17	70	402	1,684	27	85	406	1,645	44	155	808	3,329
04:15	16		460		18		434		34		894	
04:30	19		396		26		411		45		807	
04:45	18		426		14		394		32		820	
05:00	19	127	350	1,518	12	92	410	1,599	31	219	760	3,117
05:15	26		388		20		435		46		823	
05:30	36		364		16		392		52		756	
05:45	46		416		44		362		90		778	
06:00	59	320	386	1,464	35	227	380	1,565	94	547	766	3,029
06:15	72		354		48		435		120		789	
06:30	77		358		64		361		141		719	
06:45	112		366		80		389		192		755	
07:00	84	456	298	1,165	92	441	322	1,355	176	897	620	2,520
07:15	114		316		99		334		213		650	
07:30	122		286		106		330		228		616	
07:45	136		265		144		369		280		634	
08:00	156	766	267	951	154	701	312	1,301	310	1,467	579	2,252
08:15	210		236		165		334		375		570	
08:30	182		226		188		357		370		583	
08:45	218		222		194		298		412		520	
09:00	228	1,045	188	828	230	1,013	259	982	458	2,058	447	1,810
09:15	246		216		232		270		478		486	
09:30	273		212		273		226		546		438	
09:45	298		212		278		227		576		439	
10:00	286	1,238	192	610	322	1,375	212	770	608	2,613	404	1,380
10:15	304		184		344		190		648		374	
10:30	314		126		338		188		652		314	
10:45	334		108		371		180		705		288	
11:00	314	1,347	74	303	334	1,551	155	538	648	2,898	229	841
11:15	336		90		380		162		716		252	
11:30	354		68		411		118		765		186	
11:45	343		71		426		103		769		174	
Totals	6,485		14,993		6,939		16,707		13,424		31,700	
Split%	48.3		47.3		51.7		52.7					
Day Totals		21,478				23,646				45,124		
Day Splits		47.6				52.4						
Peak Hour	11:00		02:00		11:00		01:15		11:00		02:00	
Volume	1,347		1,844		1,551		1,824		2,898		3,658	
Factor	0.95		0.91		0.91		0.97		0.94		0.95	

Data File : D0308124

J94

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : COAST HIGHWAY
Segment : E/O SANTA ANA RIVER
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/18/03
Day: Monday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	50	192	318	1,257	82	244	318	1,236	132	436	636	2,493
12:15	56		316		60		300		116		616	
12:30	47		296		50		328		97		624	
12:45	39		327		52		290		91		617	
01:00	30	112	316	1,231	38	123	340	1,345	68	235	656	2,576
01:15	30		337		28		354		58		691	
01:30	32		286		31		322		63		608	
01:45	20		292		26		329		46		621	
02:00	18	54	271	1,158	32	84	303	1,392	50	138	574	2,550
02:15	14		298		20		374		34		672	
02:30	12		274		18		343		30		617	
02:45	10		315		14		372		24		687	
03:00	10	42	286	1,264	9	36	444	1,855	19	78	730	3,119
03:15	9		302		9		414		18		716	
03:30	13		368		6		466		19		834	
03:45	10		308		12		531		22		839	
04:00	13	77	300	1,278	11	51	528	2,224	24	128	828	3,502
04:15	9		320		6		561		15		881	
04:30	22		314		18		585		40		899	
04:45	33		344		16		550		49		894	
05:00	47	246	332	1,333	26	151	630	2,614	73	397	962	3,947
05:15	42		308		30		698		72		1,006	
05:30	70		332		40		664		110		996	
05:45	87		361		55		622		142		983	
06:00	139	906	308	1,268	66	365	600	2,062	205	1,271	908	3,330
06:15	142		330		74		518		216		848	
06:30	239		326		106		496		345		822	
06:45	386		304		119		448		505		752	
07:00	409	2,071	266	954	146	762	428	1,420	555	2,833	694	2,374
07:15	476		232		168		356		644		588	
07:30	566		242		221		316		787		558	
07:45	620		214		227		320		847		534	
08:00	571	2,120	209	720	234	946	286	1,036	805	3,066	495	1,756
08:15	522		185		246		283		768		468	
08:30	482		172		213		239		695		411	
08:45	545		154		253		228		798		382	
09:00	450	1,448	158	607	220	966	214	857	670	2,414	372	1,464
09:15	376		134		224		212		600		346	
09:30	316		164		235		219		551		383	
09:45	306		151		287		212		593		363	
10:00	352	1,338	186	565	286	1,116	167	607	638	2,454	353	1,172
10:15	312		148		258		156		570		304	
10:30	316		109		278		144		594		253	
10:45	358		122		294		140		652		262	
11:00	306	1,280	68	268	297	1,242	136	426	603	2,522	204	694
11:15	286		74		303		106		589		180	
11:30	364		70		326		104		690		174	
11:45	324		56		316		80		640		136	
Totals	9,886		11,903		6,086		17,074		15,972		28,977	
Split%	61.9		41.1		38.1		58.9					
Day Totals		21,789				23,160				44,949		
Day Splits		48.5				51.5						
Peak Hour	07:30		05:00		11:00		05:00		07:30		05:00	
Volume	2,279		1,333		1,242		2,614		3,207		3,947	
Factor	0.92		0.92		0.95		0.94		0.95		0.98	

* Data File : D0308124

J95

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : COAST HIGHWAY
Segment : E/O SANTA ANA RIVER
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/19/03
Day: Tuesday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	42	156	270	1,190	76	260	352	1,334	118	416	622	2,524
12:15	36		264		68		326		104		590	
12:30	40		320		72		350		112		670	
12:45	38		336		44		306		82		642	
01:00	23	77	269	1,144	27	117	312	1,292	50	194	581	2,436
01:15	20		288		20		338		40		626	
01:30	17		273		38		320		55		593	
01:45	17		314		32		322		49		636	
02:00	15	41	332	1,234	27	71	307	1,466	42	112	639	2,700
02:15	17		280		22		368		39		648	
02:30	7		304		15		386		22		690	
02:45	2		318		7		405		9		723	
03:00	12	43	296	1,260	13	40	440	1,866	25	83	736	3,126
03:15	6		288		13		408		19		696	
03:30	14		348		10		490		24		838	
03:45	11		328		4		528		15		856	
04:00	19	74	324	1,316	12	48	602	2,374	31	122	926	3,690
04:15	10		342		6		530		16		872	
04:30	10		291		12		628		22		919	
04:45	35		359		18		614		53		973	
05:00	27	259	338	1,622	18	153	711	2,869	45	412	1,049	4,491
05:15	55		424		34		716		89		1,140	
05:30	66		442		40		752		106		1,194	
05:45	111		418		61		690		172		1,108	
06:00	136	934	390	1,492	64	333	717	2,376	200	1,267	1,107	3,868
06:15	174		370		73		606		247		976	
06:30	254		352		79		584		333		936	
06:45	370		380		117		469		487		849	
07:00	441	2,236	348	1,163	134	728	422	1,509	575	2,964	770	2,672
07:15	514		296		162		423		676		719	
07:30	608		264		194		349		802		613	
07:45	673		255		238		315		911		570	
08:00	664	2,381	212	841	222	1,036	306	1,166	886	3,417	518	2,007
08:15	606		189		266		330		872		519	
08:30	572		220		256		268		828		488	
08:45	539		220		292		262		831		482	
09:00	446	1,516	180	683	296	1,159	252	939	742	2,675	432	1,622
09:15	353		168		293		272		646		440	
09:30	345		163		276		217		621		380	
09:45	372		172		294		198		666		370	
10:00	335	1,227	162	596	294	1,121	189	743	629	2,348	351	1,339
10:15	288		174		264		200		552		374	
10:30	305		138		290		196		595		334	
10:45	299		122		273		158		572		280	
11:00	302	1,230	110	321	260	1,115	168	509	562	2,345	278	830
11:15	300		84		269		128		569		212	
11:30	330		69		284		128		614		197	
11:45	298		58		302		85		600		143	
Totals	10,174		12,862		6,181		18,443		16,355		31,305	
Split%	62.2		41.1		37.8		58.9					
Day Totals		23,036				24,624				47,660		
Day Splits		48.3				51.7						
Peak Hour	07:30		05:15		09:00		05:15		07:45		05:15	
Volume	2,551		1,674		1,159		2,875		3,497		4,549	
Factor	0.95		0.95		0.98		0.96		0.96		0.95	

Data File : D0308124

J96

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : COAST HIGHWAY
Segment : E/O SANTA ANA RIVER
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/20/03
Day: Wednesday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	52	156	314	1,262	78	245	362	1,323	130	401	676	2,585
12:15	40		312		52		332		92		644	
12:30	28		300		60		314		88		614	
12:45	36		336		55		315		91		651	
01:00	30	117	322	1,240	47	139	345	1,344	77	256	667	2,584
01:15	32		308		32		336		64		644	
01:30	31		286		31		325		62		611	
01:45	24		324		29		338		53		662	
02:00	27	65	305	1,260	31	80	349	1,515	58	145	654	2,775
02:15	18		323		15		350		33		673	
02:30	8		300		16		381		24		681	
02:45	12		332		18		435		30		767	
03:00	10	37	287	1,215	10	40	442	1,920	20	77	729	3,135
03:15	9		311		10		418		19		729	
03:30	6		295		9		486		15		781	
03:45	12		322		11		574		23		896	
04:00	20	76	318	1,280	10	51	500	2,284	30	127	818	3,564
04:15	12		290		13		562		25		852	
04:30	19		332		10		607		29		939	
04:45	25		340		18		615		43		955	
05:00	29	248	328	1,430	18	140	662	2,814	47	388	990	4,244
05:15	61		370		26		766		87		1,136	
05:30	60		359		44		684		104		1,043	
05:45	98		373		52		702		150		1,075	
06:00	138	992	349	1,339	62	374	688	2,368	200	1,366	1,037	3,707
06:15	168		334		76		606		244		940	
06:30	272		368		98		592		370		960	
06:45	414		288		138		482		552		770	
07:00	443	2,312	279	1,040	150	881	432	1,505	593	3,193	711	2,545
07:15	547		225		212		397		759		622	
07:30	624		278		245		331		869		609	
07:45	698		258		274		345		972		603	
08:00	594	2,372	218	827	262	1,108	288	1,096	856	3,480	506	1,923
08:15	611		221		280		314		891		535	
08:30	577		194		272		268		849		462	
08:45	590		194		294		226		884		420	
09:00	481	1,571	209	720	265	1,012	268	1,044	746	2,583	477	1,764
09:15	387		174		268		303		655		477	
09:30	338		183		228		230		566		413	
09:45	365		154		251		243		616		397	
10:00	310	1,168	162	558	256	1,082	214	762	566	2,250	376	1,320
10:15	285		154		264		213		549		367	
10:30	287		124		274		173		561		297	
10:45	286		118		288		162		574		280	
11:00	288	1,192	82	301	285	1,204	144	497	573	2,396	226	798
11:15	322		78		289		126		611		204	
11:30	286		79		284		122		570		201	
11:45	296		62		346		105		642		167	
Totals	10,306		12,472		6,356		18,472		16,662		30,944	
Split%	61.9		40.3		38.1		59.7					
Day Totals		22,778				24,828				47,606		
Day Splits		47.8				52.2						
Peak Hour	07:30		05:15		11:00		05:15		07:30		05:15	
Volume	2,527		1,451		1,204		2,840		3,588		4,291	
Factor	0.91		0.97		0.87		0.93		0.92		0.94	

Data File : D0308124

J91

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : COAST HIGHWAY
Segment : E/O SANTA ANA RIVER
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/21/03
Day: Thursday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	49	187	324	1,264	91	267	312	1,302	140	454	636	2,566
12:15	46		302		60		330		106		632	
12:30	62		310		66		338		128		648	
12:45	30		328		50		322		80		650	
01:00	42	107	308	1,249	42	158	350	1,418	84	265	658	2,667
01:15	20		323		46		346		66		669	
01:30	16		299		24		350		40		649	
01:45	29		319		46		372		75		691	
02:00	14	63	306	1,299	14	66	366	1,538	28	129	672	2,837
02:15	18		348		16		370		34		718	
02:30	20		309		25		388		45		697	
02:45	11		336		11		414		22		750	
03:00	13	34	316	1,253	7	37	408	1,906	20	71	724	3,159
03:15	11		315		11		478		22		793	
03:30	5		308		11		442		16		750	
03:45	5		314		8		578		13		892	
04:00	18	78	302	1,330	10	42	550	2,428	28	120	852	3,758
04:15	16		324		13		586		29		910	
04:30	14		338		9		618		23		956	
04:45	30		366		10		674		40		1,040	
05:00	30	248	382	1,506	22	154	664	2,839	52	402	1,046	4,345
05:15	40		368		36		765		76		1,133	
05:30	72		378		42		712		114		1,090	
05:45	106		378		54		698		160		1,076	
06:00	132	997	318	1,356	54	391	660	2,329	186	1,388	978	3,685
06:15	183		334		82		590		265		924	
06:30	256		380		109		526		365		906	
06:45	426		324		146		553		572		877	
07:00	413	2,219	311	1,113	154	850	508	1,574	567	3,069	819	2,687
07:15	524		304		186		396		710		700	
07:30	584		234		220		356		804		590	
07:45	698		264		290		314		988		578	
08:00	598	2,286	229	881	310	1,199	321	1,153	908	3,485	550	2,034
08:15	610		214		300		302		910		516	
08:30	558		214		296		288		854		502	
08:45	520		224		293		242		813		466	
09:00	462	1,550	173	732	250	1,024	254	1,047	712	2,574	427	1,779
09:15	386		179		286		298		672		477	
09:30	336		192		246		258		582		450	
09:45	366		188		242		237		608		425	
10:00	326	1,317	176	590	253	1,036	208	833	579	2,353	384	1,423
10:15	318		158		257		230		575		388	
10:30	316		142		254		203		570		345	
10:45	357		114		272		192		629		306	
11:00	268	1,181	102	336	276	1,173	186	573	544	2,354	288	909
11:15	312		88		300		146		612		234	
11:30	329		74		286		120		615		194	
11:45	272		72		311		121		583		193	
Totals	10,267		12,909		6,397		18,940		16,664		31,849	
Split%	61.6		40.5		38.4		59.5					
Day Totals		23,176				25,337				48,513		
Day Splits		47.8				52.2						
Peak Hour	07:30		05:00		08:00		05:00		07:45		05:00	
Volume	2,490		1,506		1,199		2,839		3,660		4,345	
Factor	0.89		0.99		0.97		0.93		0.93		0.96	

Data File : D0308124

J. 98

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : BALBOA BOULEVARD
Segment : E/O 20TH STREET
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/14/03
Day: Thursday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	64	179	279	1,192	50	170	206	876	114	349	485	2,068
12:15	38		303		44		238		82		541	
12:30	40		332		46		214		86		546	
12:45	37		278		30		218		67		496	
01:00	28	80	308	1,154	27	104	259	1,008	55	184	567	2,162
01:15	12		292		35		271		47		563	
01:30	19		280		21		218		40		498	
01:45	21		274		21		260		42		534	
02:00	14	47	236	1,005	21	44	257	1,041	35	91	493	2,046
02:15	17		283		8		242		25		525	
02:30	9		258		9		264		18		522	
02:45	7		228		6		278		13		506	
03:00	9	34	259	983	8	27	242	1,058	17	61	501	2,041
03:15	5		237		8		276		13		513	
03:30	6		239		6		262		12		501	
03:45	14		248		5		278		19		526	
04:00	4	43	274	982	16	68	266	1,018	20	111	540	2,000
04:15	5		222		10		255		15		477	
04:30	16		232		18		244		34		476	
04:45	18		254		24		253		42		507	
05:00	21	101	280	1,130	22	128	252	1,042	43	229	532	2,172
05:15	22		272		28		276		50		548	
05:30	22		286		37		258		59		544	
05:45	36		292		41		256		77		548	
06:00	38	204	276	1,182	45	330	214	925	83	534	490	2,107
06:15	48		312		78		262		126		574	
06:30	45		268		84		204		129		472	
06:45	73		326		123		245		196		571	
07:00	80	397	274	1,097	128	624	218	890	208	1,021	492	1,987
07:15	92		265		160		202		252		467	
07:30	116		296		162		203		278		499	
07:45	109		262		174		267		283		529	
08:00	144	602	229	686	200	859	234	911	344	1,461	463	1,597
08:15	152		190		220		239		372		429	
08:30	126		199		211		232		337		431	
08:45	180		68		228		206		408		274	
09:00	150	667	166	641	179	791	186	685	329	1,458	352	1,326
09:15	149		151		214		159		363		310	
09:30	182		162		193		174		375		336	
09:45	186		162		205		166		391		328	
10:00	196	948	161	577	203	781	152	543	399	1,729	313	1,120
10:15	248		166		170		142		418		308	
10:30	272		140		209		128		481		268	
10:45	232		110		199		121		431		231	
11:00	261	1,122	104	337	164	778	107	336	425	1,900	211	673
11:15	284		82		232		94		516		176	
11:30	297		83		196		77		493		160	
11:45	280		68		186		58		466		126	
Totals	4,424		10,966		4,704		10,333		9,128		21,299	
Split%	48.5		51.5		51.5		48.5					
Day Totals		15,390				15,037				30,427		
Day Splits		50.6				49.4						
Peak Hour	11:00		12:15		08:00		03:15		11:00		12:30	
Volume	1,122		1,221		859		1,082		1,900		2,172	
Factor	0.94		0.92		0.94		0.97		0.92		0.96	

Data File : D0308129

J99

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : BALBOA BOULEVARD
Segment : E/O 20TH STREET
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/15/03
Day: Friday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	74	192	282	1,234	70	237	229	895	144	429	511	2,129
12:15	50		339		51		208		101		547	
12:30	32		313		54		190		86		503	
12:45	36		300		62		268		98		568	
01:00	40	115	288	1,173	36	90	250	1,000	76	205	538	2,173
01:15	23		309		21		232		44		541	
01:30	25		292		11		255		36		547	
01:45	27		284		22		263		49		547	
02:00	26	76	290	1,121	12	55	238	994	38	131	528	2,115
02:15	21		278		12		262		33		540	
02:30	15		290		14		240		29		530	
02:45	14		263		17		254		31		517	
03:00	12	30	254	1,039	15	48	272	1,079	27	78	526	2,118
03:15	5		255		10		296		15		551	
03:30	8		252		12		251		20		503	
03:45	5		278		11		260		16		538	
04:00	5	53	224	1,003	20	62	283	1,079	25	115	507	2,082
04:15	7		236		11		278		18		514	
04:30	17		271		19		274		36		545	
04:45	24		272		12		244		36		516	
05:00	30	155	271	1,188	19	132	232	1,000	49	287	503	2,188
05:15	42		270		39		282		81		552	
05:30	42		327		38		226		80		553	
05:45	41		320		36		260		77		580	
06:00	44	203	318	1,238	70	336	250	944	114	539	568	2,182
06:15	54		292		69		236		123		528	
06:30	45		308		95		242		140		550	
06:45	60		320		102		216		162		536	
07:00	98	455	290	1,138	142	621	237	978	240	1,076	527	2,116
07:15	101		290		131		266		232		556	
07:30	112		270		148		212		260		482	
07:45	144		288		200		263		344		551	
08:00	172	619	259	957	192	842	256	924	364	1,461	515	1,881
08:15	139		227		180		220		319		447	
08:30	156		231		212		228		368		459	
08:45	152		240		258		220		410		460	
09:00	158	704	214	775	206	789	184	722	364	1,493	398	1,497
09:15	180		176		200		195		380		371	
09:30	174		181		195		171		369		352	
09:45	192		204		188		172		380		376	
10:00	208	933	164	676	192	811	198	770	400	1,744	362	1,446
10:15	214		200		179		188		393		388	
10:30	252		172		215		206		467		378	
10:45	259		140		225		178		484		318	
11:00	255	1,150	128	463	195	859	148	571	450	2,009	276	1,034
11:15	286		119		212		140		498		259	
11:30	281		112		216		150		497		262	
11:45	328		104		236		133		564		237	
Totals	4,685		12,005		4,882		10,956		9,567		22,961	
Split%	49.0		52.3		51.0		47.7					
Day Totals		16,690				15,838				32,528		
Day Splits		51.3				48.7						
Peak Hour	11:00		05:30		08:30		03:45		11:00		05:15	
Volume	1,150		1,257		876		1,095		2,009		2,253	
Factor	0.88		0.96		0.85		0.97		0.89		0.97	

Data File : D0308129

J100

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : BALBOA BOULEVARD
Segment : E/O 20TH STREET
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/16/03
Day: Saturday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	78	291	374	1,367	120	365	196	913	198	656	570	2,280
12:15	72		346		90		250		162		596	
12:30	77		316		82		223		159		539	
12:45	64		331		73		244		137		575	
01:00	56	212	296	1,347	59	278	222	994	115	490	518	2,341
01:15	50		375		80		270		130		645	
01:30	48		336		78		248		126		584	
01:45	58		340		61		254		119		594	
02:00	42	141	368	1,409	48	144	261	1,089	90	285	629	2,498
02:15	40		352		38		266		78		618	
02:30	37		339		21		284		58		623	
02:45	22		350		37		278		59		628	
03:00	25	62	342	1,366	26	68	303	1,147	51	130	645	2,513
03:15	11		336		20		274		31		610	
03:30	13		346		9		282		22		628	
03:45	13		342		13		288		26		630	
04:00	15	78	367	1,277	12	59	278	1,118	27	137	645	2,395
04:15	13		311		14		280		27		591	
04:30	25		304		19		263		44		567	
04:45	25		295		14		297		39		592	
05:00	32	175	322	1,308	18	109	326	1,198	50	284	648	2,506
05:15	32		336		28		294		60		630	
05:30	55		324		31		268		86		592	
05:45	56		326		32		310		88		636	
06:00	48	226	336	1,325	29	191	359	1,278	77	417	695	2,603
06:15	56		319		34		328		90		647	
06:30	54		312		54		288		108		600	
06:45	68		358		74		303		142		661	
07:00	84	387	340	1,222	76	349	277	1,201	160	736	617	2,423
07:15	91		275		72		284		163		559	
07:30	90		327		93		340		183		667	
07:45	122		280		108		300		230		580	
08:00	144	659	265	1,050	125	599	280	1,142	269	1,258	545	2,192
08:15	143		264		122		310		265		574	
08:30	158		263		155		276		313		539	
08:45	214		258		197		276		411		534	
09:00	230	1,014	188	764	191	859	248	978	421	1,873	436	1,742
09:15	236		192		200		246		436		438	
09:30	254		188		238		232		492		420	
09:45	294		196		230		252		524		448	
10:00	301	1,179	182	660	241	936	220	958	542	2,115	402	1,618
10:15	270		174		222		266		492		440	
10:30	308		168		234		242		542		410	
10:45	300		136		239		230		539		366	
11:00	282	1,320	148	482	210	874	214	750	492	2,194	362	1,232
11:15	330		112		206		212		536		324	
11:30	377		136		222		178		599		314	
11:45	331		86		236		146		567		232	
Totals	5,744		13,577		4,831		12,766		10,575		26,343	
Split%	54.3		51.5		45.7		48.5					
Day Totals		19,321				17,597				36,918		
Day Splits		52.3				47.7						
Peak Hour	11:00		01:15		10:00		05:45		11:00		06:00	
Volume	1,320		1,419		936		1,285		2,194		2,603	
Factor	0.88		0.95		0.97		0.89		0.92		0.94	

Data File : D0308129

J101

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Site: NEWPORT
Date: 08/17/03

Location : BALBOA BOULEVARD
Segment : E/O 20TH STREET
Client : CITY NEWPORT BEA

Day: Sunday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	92	318	367	1,425	150	458	220	910	242	776	587	2,335
12:15	84		368		100		222		184		590	
12:30	74		366		96		234		170		600	
12:45	68		324		112		234		180		558	
01:00	50	193	357	1,467	76	282	269	1,020	126	475	626	2,487
01:15	40		356		92		243		132		599	
01:30	53		382		52		248		105		630	
01:45	50		372		62		260		112		632	
02:00	52	149	350	1,402	48	128	251	1,061	100	277	601	2,463
02:15	42		394		34		273		76		667	
02:30	30		346		26		272		56		618	
02:45	25		312		20		265		45		577	
03:00	24	76	369	1,342	20	69	290	1,147	44	145	659	2,489
03:15	18		358		16		262		34		620	
03:30	14		303		16		277		30		580	
03:45	20		312		17		318		37		630	
04:00	9	90	312	1,293	11	50	280	1,180	20	140	592	2,473
04:15	23		322		13		286		36		608	
04:30	26		327		14		322		40		649	
04:45	32		332		12		292		44		624	
05:00	51	174	334	1,208	15	65	272	1,219	66	239	606	2,427
05:15	29		318		20		319		49		637	
05:30	54		286		16		300		70		586	
05:45	40		270		14		328		54		598	
06:00	64	192	270	1,056	24	140	224	1,040	88	332	494	2,096
06:15	36		268		36		248		72		516	
06:30	43		264		46		274		89		538	
06:45	49		254		34		294		83		548	
07:00	70	359	268	912	63	275	283	1,213	133	634	551	2,125
07:15	67		224		60		306		127		530	
07:30	96		250		72		314		168		564	
07:45	126		170		80		310		206		480	
08:00	182	571	165	611	100	462	284	1,030	282	1,033	449	1,641
08:15	108		144		114		260		222		404	
08:30	105		162		128		251		233		413	
08:45	176		140		120		235		296		375	
09:00	202	1,028	167	604	192	636	186	705	394	1,664	353	1,309
09:15	224		146		140		190		364		336	
09:30	272		143		156		168		428		311	
09:45	330		148		148		161		478		309	
10:00	286	1,103	143	439	180	735	154	516	466	1,838	297	955
10:15	260		129		192		130		452		259	
10:30	270		90		178		130		448		220	
10:45	287		77		185		102		472		179	
11:00	302	1,339	80	293	232	904	98	315	534	2,243	178	608
11:15	364		67		254		95		618		162	
11:30	326		82		200		70		526		152	
11:45	347		64		218		52		565		116	
Totals	5,592		12,052		4,204		11,356		9,796		23,408	
Split%	57.1		51.5		42.9		48.5					
Day Totals		17,644				15,560				33,204		
Day Splits		53.1				46.9						
Peak Hour	11:00		01:30		11:00		05:00		11:00		01:30	
Volume	1,339		1,498		904		1,219		2,243		2,530	
Factor	0.92		0.95		0.89		0.93		0.91		0.95	

Data File : D0308129

J 102

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : BALBOA BOULEVARD
Segment : E/O 20TH STREET
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/18/03
Day: Monday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	36	122	217	1,017	44	138	186	824	80	260	403	1,841
12:15	24		256		40		216		64		472	
12:30	27		262		28		210		55		472	
12:45	35		282		26		212		61		494	
01:00	22	75	248	1,008	30	85	198	842	52	160	446	1,850
01:15	21		272		19		198		40		470	
01:30	15		260		22		234		37		494	
01:45	17		228		14		212		31		440	
02:00	18	45	261	971	10	47	208	880	28	92	469	1,851
02:15	12		264		21		226		33		490	
02:30	8		222		11		218		19		440	
02:45	7		224		5		228		12		452	
03:00	7	23	210	877	6	22	212	961	13	45	422	1,838
03:15	5		213		6		253		11		466	
03:30	7		221		4		260		11		481	
03:45	4		233		6		236		10		469	
04:00	2	38	241	968	7	46	230	912	9	84	471	1,880
04:15	7		234		11		246		18		480	
04:30	10		238		14		196		24		434	
04:45	19		255		14		240		33		495	
05:00	20	110	266	1,097	30	157	218	823	50	267	484	1,920
05:15	24		312		34		208		58		520	
05:30	28		258		36		194		64		452	
05:45	38		261		57		203		95		464	
06:00	40	193	292	1,095	64	320	212	856	104	513	504	1,951
06:15	44		260		68		212		112		472	
06:30	41		290		94		205		135		495	
06:45	68		253		94		227		162		480	
07:00	102	422	230	907	110	583	178	699	212	1,005	408	1,606
07:15	94		262		146		200		240		462	
07:30	96		212		156		165		252		377	
07:45	130		203		171		156		301		359	
08:00	116	496	212	732	180	723	197	709	296	1,219	409	1,441
08:15	108		158		180		202		288		360	
08:30	122		182		181		182		303		364	
08:45	150		180		182		128		332		308	
09:00	171	616	138	525	133	604	126	508	304	1,220	264	1,033
09:15	153		135		140		126		293		261	
09:30	143		120		152		132		295		252	
09:45	149		132		179		124		328		256	
10:00	198	748	122	379	198	738	98	347	396	1,486	220	726
10:15	164		101		184		104		348		205	
10:30	188		94		176		81		364		175	
10:45	198		62		180		64		378		126	
11:00	214	930	75	211	194	770	69	221	408	1,700	144	432
11:15	202		52		221		63		423		115	
11:30	250		40		174		42		424		82	
11:45	264		44		181		47		445		91	
Totals	3,818		9,787		4,233		8,582		8,051		18,369	
Split%	47.4		53.3		52.6		46.7					
Day Totals		13,605				12,815				26,420		
Day Splits		51.5				48.5						
Peak Hour	11:00		05:15		10:30		03:15		11:00		04:45	
Volume	930		1,123		771		979		1,700		1,951	
Factor	0.88		0.90		0.87		0.94		0.96		0.94	

Data File : D0308129

J 103

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : BALBOA BOULEVARD
Segment : E/O 20TH STREET
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/19/03

Interval	EB				WB				Combined				Day: Tuesday
Begin	AM		PM		AM		PM		AM		PM		
12:00	50	146	253	1,030	43	164	202	825	93	310	455	1,855	
12:15	34		266		44		204		78		470		
12:30	34		264		43		196		77		460		
12:45	28		247		34		223		62		470		
01:00	21	63	230	973	24	69	196	852	45	132	426	1,825	
01:15	9		272		21		234		30		506		
01:30	22		242		12		217		34		459		
01:45	11		229		12		205		23		434		
02:00	10	35	228	921	12	28	218	881	22	63	446	1,802	
02:15	13		260		4		223		17		483		
02:30	7		216		10		226		17		442		
02:45	5		217		2		214		7		431		
03:00	5	19	236	929	6	17	223	908	11	36	459	1,837	
03:15	5		216		4		245		9		461		
03:30	4		240		3		232		7		472		
03:45	5		237		4		208		9		445		
04:00	2	34	226	902	4	36	240	949	6	70	466	1,851	
04:15	9		214		9		251		18		465		
04:30	10		244		9		238		19		482		
04:45	13		218		14		220		27		438		
05:00	20	78	256	1,060	18	115	199	807	38	193	455	1,867	
05:15	20		252		23		200		43		452		
05:30	16		300		34		184		50		484		
05:45	22		252		40		224		62		476		
06:00	25	161	278	1,144	54	277	216	794	79	438	494	1,938	
06:15	38		280		52		210		90		490		
06:30	50		286		82		188		132		474		
06:45	48		300		89		180		137		480		
07:00	76	408	270	1,002	98	533	182	762	174	941	452	1,764	
07:15	106		272		130		202		236		474		
07:30	102		242		159		174		261		416		
07:45	124		218		146		204		270		422		
08:00	132	538	197	693	176	782	184	684	308	1,320	381	1,377	
08:15	135		168		204		188		339		356		
08:30	131		146		180		162		311		308		
08:45	140		182		222		150		362		332		
09:00	158	602	168	609	184	693	140	488	342	1,295	308	1,097	
09:15	156		145		153		136		309		281		
09:30	136		158		172		112		308		270		
09:45	152		138		184		100		336		238		
10:00	179	823	131	433	155	710	108	386	334	1,533	239	819	
10:15	187		120		153		102		340		222		
10:30	237		87		191		91		428		178		
10:45	220		95		211		85		431		180		
11:00	230	978	76	244	201	810	94	266	431	1,788	170	510	
11:15	208		66		220		58		428		124		
11:30	248		52		194		58		442		110		
11:45	292		50		195		56		487		106		
Totals	3,885		9,940		4,234		8,602		8,119		18,542		
Split%	47.9		53.6		52.1		46.4						
Day Totals		13,825				12,836				26,661			
Day Splits		51.9				48.1							
Peak Hour	11:00		06:00		10:45		04:00		11:00		05:30		
Volume	978		1,144		826		949		1,788		1,944		
Factor	0.84		0.95		0.94		0.95		0.92		0.98		

Data File : D0308129

J104

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Location : BALBOA BOULEVARD
Segment : E/O 20TH STREET
Client : CITY NEWPORT BEA

Site: NEWPORT
Date: 08/20/03
Day: Wednesday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	38	135	278	1,032	40	113	162	657	78	248	440	1,689
12:15	43		238		28		148		71		386	
12:30	31		270		21		174		52		444	
12:45	23		246		24		173		47		419	
01:00	26	91	248	972	32	92	176	687	58	183	424	1,659
01:15	28		239		26		154		54		393	
01:30	21		224		26		168		47		392	
01:45	16		261		8		189		24		450	
02:00	18	50	211	901	9	34	180	781	27	84	391	1,682
02:15	17		254		12		199		29		453	
02:30	7		228		6		208		13		436	
02:45	8		208		7		194		15		402	
03:00	6	22	238	897	5	24	201	857	11	46	439	1,754
03:15	5		197		7		208		12		405	
03:30	5		210		8		240		13		450	
03:45	6		252		4		208		10		460	
04:00	6	36	220	963	10	44	220	855	16	80	440	1,818
04:15	9		234		8		218		17		452	
04:30	8		257		10		215		18		472	
04:45	13		252		16		202		29		454	
05:00	17	94	252	1,081	18	132	211	840	35	226	463	1,921
05:15	31		268		25		234		56		502	
05:30	22		274		29		190		51		464	
05:45	24		287		60		205		84		492	
06:00	30	193	270	1,068	46	300	232	740	76	493	502	1,808
06:15	46		282		60		182		106		464	
06:30	58		262		88		156		146		418	
06:45	59		254		106		170		165		424	
07:00	114	434	224	894	108	532	169	671	222	966	393	1,565
07:15	94		230		138		174		232		404	
07:30	114		228		138		186		252		414	
07:45	112		212		148		142		260		354	
08:00	112	524	198	743	174	689	176	606	286	1,213	374	1,349
08:15	144		190		144		172		288		362	
08:30	140		171		211		130		351		301	
08:45	128		184		160		128		288		312	
09:00	159	637	175	628	162	596	160	524	321	1,233	335	1,152
09:15	143		144		138		122		281		266	
09:30	173		145		146		130		319		275	
09:45	162		164		150		112		312		276	
10:00	227	835	145	433	152	616	110	443	379	1,451	255	876
10:15	190		120		158		120		348		240	
10:30	224		90		156		129		380		219	
10:45	194		78		150		84		344		162	
11:00	204	1,002	71	256	176	649	72	237	380	1,651	143	493
11:15	260		59		154		58		414		117	
11:30	278		52		164		47		442		99	
11:45	260		74		155		60		415		134	
Totals	4,053		9,868		3,821		7,898		7,874		17,766	
Split%	51.5		55.5		48.5		44.5					
Day Totals		13,921				11,719				25,640		
Day Splits		54.3				45.7						
Peak Hour	11:00		05:30		08:00		03:30		11:00		05:15	
Volume	1,002		1,113		689		886		1,651		1,960	
Factor	0.90		0.97		0.82		0.92		0.93		0.98	

Data File : D0308129

J105

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APPENDIX K

DAILY VOLUME COUNT DATA FOR NEWPORT BOULEVARD
OVER THREE WEEKS

Heading1
Heading2
Heading3

Title1 : Newport Blvd.
Title2 : Btwn 32nd & Finley
Title3 : Counter #0024

Site:
Date: 08/07/03

Day: Thursday

Interval	N/B			S/B			Combined		
Begin	AM	PM		AM	PM		AM	PM	
12:00	*	*		*	*		*	*	
12:15	*	*		*	*		*	*	
12:30	*	*		*	*		*	*	
12:45	*	*		*	*		*	*	
01:00	*	*		*	*		*	*	
01:15	*	*		*	*		*	*	
01:30	*	*		*	*		*	*	
01:45	*	*		*	*		*	*	
02:00	*	0	974	*	1	1,012	*	1	1,986
02:15	*	308		*	354		*	662	
02:30	*	330		*	310		*	640	
02:45	*	336		*	347		*	683	
03:00	*	350	1,394	*	366	1,464	*	716	2,858
03:15	*	318		*	360		*	678	
03:30	*	368		*	376		*	744	
03:45	*	358		*	362		*	720	
04:00	*	348	1,438	*	323	1,380	*	671	2,818
04:15	*	350		*	343		*	693	
04:30	*	346		*	336		*	682	
04:45	*	394		*	378		*	772	
05:00	*	378	1,447	*	406	1,662	*	784	3,109
05:15	*	338		*	414		*	752	
05:30	*	361		*	426		*	787	
05:45	*	370		*	416		*	786	
06:00	*	352	1,360	*	476	1,845	*	828	3,205
06:15	*	348		*	426		*	774	
06:30	*	325		*	480		*	805	
06:45	*	335		*	463		*	798	
07:00	*	325	1,316	*	412	1,604	*	737	2,920
07:15	*	332		*	422		*	754	
07:30	*	298		*	438		*	736	
07:45	*	361		*	332		*	693	
08:00	*	378	1,291	*	350	1,201	*	728	2,492
08:15	*	324		*	301		*	625	
08:30	*	290		*	298		*	588	
08:45	*	299		*	252		*	551	
09:00	*	332	1,112	*	247	980	*	579	2,092
09:15	*	270		*	235		*	505	
09:30	*	278		*	264		*	542	
09:45	*	232		*	234		*	466	
10:00	*	244	877	*	225	800	*	469	1,677
10:15	*	231		*	190		*	421	
10:30	*	196		*	187		*	383	
10:45	*	206		*	198		*	404	
11:00	*	146	521	*	146	449	*	292	970
11:15	*	140		*	110		*	250	
11:30	*	117		*	101		*	218	
11:45	*	118		*	92		*	210	
Totals	0	11,730		0	12,397		0	24,127	
Split%	*	48.6		*	51.4				
Day Totals		11,730			12,397			24,127	
Day Splits		48.6			51.4				
Peak Hour	*	04:45		*	06:00		*	06:00	
Volume	*	1,471		*	1,845		*	3,205	
Factor	*	0.93		*	0.96		*	0.97	

Heading2
Heading3

Site:
Title1 : Newport Blvd. Date: 08/08/03
Title2 : Btwn 32nd & Finley
Title3 : Counter #0024 Day: Friday

Interval	N/B				S/B				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	115	358	376	1,633	90	272	386	1,601	205	630	762	3,234
12:15	104		416		78		396		182		812	
12:30	78		415		58		404		136		819	
12:45	61		426		46		415		107		841	
01:00	90	292	402	1,416	52	178	436	1,627	142	470	838	3,043
01:15	66		358		44		393		110		751	
01:30	72		318		48		396		120		714	
01:45	64		338		34		402		98		740	
02:00	52	123	362	1,462	33	91	397	1,509	85	214	759	2,971
02:15	26		380		24		381		50		761	
02:30	23		354		17		388		40		742	
02:45	22		366		17		343		39		709	
03:00	10	38	358	1,477	14	40	384	1,496	24	78	742	2,973
03:15	10		370		8		362		18		732	
03:30	8		404		8		376		16		780	
03:45	10		345		10		374		20		719	
04:00	11	59	365	1,543	12	67	356	1,582	23	126	721	3,125
04:15	10		380		7		406		17		786	
04:30	16		436		18		412		34		848	
04:45	22		362		30		408		52		770	
05:00	21	190	392	1,402	32	216	440	1,815	53	406	832	3,217
05:15	42		354		37		455		79		809	
05:30	64		302		64		477		128		779	
05:45	63		354		83		443		146		797	
06:00	79	471	324	1,324	78	439	460	1,910	157	910	784	3,234
06:15	102		328		107		504		209		832	
06:30	128		350		108		498		236		848	
06:45	162		322		146		448		308		770	
07:00	165	965	345	1,295	184	749	386	1,564	349	1,714	731	2,859
07:15	241		344		193		392		434		736	
07:30	285		311		190		375		475		686	
07:45	274		295		182		411		456		706	
08:00	281	1,152	361	1,328	202	850	408	1,340	483	2,002	769	2,668
08:15	266		344		184		342		450		686	
08:30	295		294		196		302		491		596	
08:45	310		329		268		288		578		617	
09:00	249	1,068	284	1,200	222	1,084	354	1,243	471	2,152	638	2,443
09:15	268		306		256		290		524		596	
09:30	271		290		278		306		549		596	
09:45	280		320		328		293		608		613	
10:00	254	1,117	315	1,170	337	1,470	286	1,006	591	2,587	601	2,176
10:15	260		296		361		251		621		547	
10:30	312		289		402		255		714		544	
10:45	291		270		370		214		661		484	
11:00	250	1,112	260	944	422	1,652	228	743	672	2,764	488	1,687
11:15	310		262		381		197		691		459	
11:30	268		238		411		156		679		394	
11:45	284		184		438		162		722		346	
Totals	6,945		16,194		7,108		17,436		14,053		33,630	
Split%	49.4		48.2		50.6		51.8					
Day Totals		23,139				24,544				47,683		
Day Splits		48.5				51.5						
Peak Hour	10:30		12:15		11:00		06:00		11:00		12:15	
Volume	1,163		1,659		1,652		1,910		2,764		3,310	
Factor	0.93		0.97		0.94		0.95		0.96		0.98	

Heading2
Heading3

Title1 : Newport Blvd.
Title2 : Btwn 32nd & Finley
Title3 : Counter #0024

Site:
Date: 08/09/03
Day: Saturday

Interval	N/B				S/B				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	182	715	286	1,239	143	458	420	1,659	325	1,173	706	2,898
12:15	198		312		116		409		314		721	
12:30	199		323		112		428		311		751	
12:45	136		318		87		402		223		720	
01:00	115	438	318	1,270	76	261	426	1,632	191	699	744	2,902
01:15	99		302		66		418		165		720	
01:30	109		314		56		382		165		696	
01:45	115		336		63		406		178		742	
02:00	96	251	318	1,397	45	147	392	1,613	141	398	710	3,010
02:15	66		364		45		416		111		780	
02:30	49		352		32		418		81		770	
02:45	40		363		25		387		65		750	
03:00	33	99	354	1,441	25	99	377	1,552	58	198	731	2,993
03:15	22		356		26		408		48		764	
03:30	20		368		20		381		40		749	
03:45	24		363		28		386		52		749	
04:00	25	86	358	1,522	21	97	420	1,633	46	183	778	3,155
04:15	16		390		22		398		38		788	
04:30	20		404		18		402		38		806	
04:45	25		370		36		413		61		783	
05:00	22	121	392	1,610	42	203	422	1,699	64	324	814	3,309
05:15	29		402		41		402		70		804	
05:30	32		418		58		453		90		871	
05:45	38		398		62		422		100		820	
06:00	39	252	417	1,581	72	504	430	1,627	111	756	847	3,208
06:15	55		404		106		406		161		810	
06:30	59		384		146		406		205		790	
06:45	99		376		180		385		279		761	
07:00	91	517	364	1,582	175	760	371	1,512	266	1,277	735	3,094
07:15	112		406		170		412		282		818	
07:30	134		404		183		387		317		791	
07:45	180		408		232		342		412		750	
08:00	222	941	382	1,535	206	994	336	1,251	428	1,935	718	2,786
08:15	212		359		236		296		448		655	
08:30	234		426		272		319		506		745	
08:45	273		368		280		300		553		668	
09:00	294	1,208	418	1,410	278	1,334	316	1,223	572	2,542	734	2,633
09:15	288		349		314		286		602		635	
09:30	326		326		364		331		690		657	
09:45	300		317		378		290		678		607	
10:00	356	1,334	338	1,278	388	1,606	294	1,039	744	2,940	632	2,317
10:15	302		364		416		268		718		632	
10:30	362		316		412		248		774		564	
10:45	314		260		390		229		704		489	
11:00	318	1,283	304	1,017	444	1,759	240	822	762	3,042	544	1,839
11:15	339		268		423		208		762		476	
11:30	338		234		438		204		776		438	
11:45	288		211		454		170		742		381	
Totals	7,245		16,882		8,222		17,262		15,467		34,144	
Split%	46.8		49.4		53.2		50.6					
Day Totals		24,127				25,484				49,611		
Day Splits		48.6				51.4						
Peak Hour	10:00		05:30		11:00		05:30		11:00		05:30	
Volume	1,334		1,637		1,759		1,711		3,042		3,348	
Factor	0.92		0.98		0.97		0.94		0.98		0.96	

Heading2
Heading3

Title1 : Newport Blvd.
Title2 : Btwn 32nd & Finley
Title3 : Counter #0024

Site:
Date: 08/10/03

Day: Sunday

Interval Begin	N/B AM		N/B PM		S/B AM		S/B PM		Combined AM		Combined PM	
12:00	203	715	272	1,186	152	518	398	1,632	355	1,233	670	2,818
12:15	194		327		126		408		320		735	
12:30	174		294		124		410		298		704	
12:45	144		293		116		416		260		709	
01:00	180	577	315	1,280	96	324	384	1,614	276	901	699	2,894
01:15	136		314		80		411		216		725	
01:30	138		325		82		410		220		735	
01:45	123		326		66		409		189		735	
02:00	118	292	348	1,418	65	181	386	1,589	183	473	734	3,007
02:15	74		338		49		387		123		725	
02:30	50		380		38		420		88		800	
02:45	50		352		29		396		79		748	
03:00	34	95	333	1,457	24	88	384	1,579	58	183	717	3,036
03:15	27		364		24		385		51		749	
03:30	19		354		20		402		39		756	
03:45	15		406		20		408		35		814	
04:00	19	62	424	1,556	18	119	409	1,515	37	181	833	3,071
04:15	10		362		15		350		25		712	
04:30	14		390		34		386		48		776	
04:45	19		380		52		370		71		750	
05:00	7	76	407	1,548	45	220	424	1,600	52	296	831	3,148
05:15	24		352		52		390		76		742	
05:30	29		425		59		406		88		831	
05:45	16		364		64		380		80		744	
06:00	32	181	395	1,561	80	416	362	1,465	112	597	757	3,026
06:15	40		396		104		364		144		760	
06:30	51		402		96		376		147		778	
06:45	58		368		136		363		194		731	
07:00	66	366	366	1,514	142	619	338	1,362	208	985	704	2,876
07:15	90		373		133		378		223		751	
07:30	98		379		156		342		254		721	
07:45	112		396		188		304		300		700	
08:00	144	691	388	1,618	154	770	288	1,072	298	1,461	676	2,690
08:15	184		396		178		260		362		656	
08:30	168		414		192		284		360		698	
08:45	195		420		246		240		441		660	
09:00	208	842	447	1,354	298	1,279	250	862	506	2,121	697	2,216
09:15	218		343		265		208		483		551	
09:30	190		298		324		184		514		482	
09:45	226		266		392		220		618		486	
10:00	235	979	300	897	396	1,649	208	625	631	2,628	508	1,522
10:15	209		204		428		146		637		350	
10:30	242		222		399		156		641		378	
10:45	293		171		426		115		719		286	
11:00	306	1,163	166	551	428	1,676	106	346	734	2,839	272	897
11:15	310		156		421		88		731		244	
11:30	256		124		414		87		670		211	
11:45	291		105		413		65		704		170	
Totals	6,039		15,940		7,859		15,261		13,898		31,201	
Split%	43.5		51.1		56.5		48.9					
Day Totals		21,979				23,120				45,099		
Day Splits		48.7				51.3						
Peak Hour	10:45		08:15		10:45		12:00		10:45		04:45	
Volume	1,165		1,677		1,689		1,632		2,854		3,154	
Factor	0.94		0.94		0.99		0.98		0.97		0.95	

Heading2
Heading3

Title1 : Newport Blvd.
Title2 : Btwn 32nd & Finley
Title3 : Counter #0024

Site:
Date: 08/11/03

Day: Monday

Interval Begin	N/B AM	N/B PM		S/B AM	S/B PM		Combined AM	Combined PM	
12:00	82	258	*	56	207	*	138	465	*
12:15	76		*	56		*	132		*
12:30	50		*	61		*	111		*
12:45	50		*	34		*	84		*
01:00	46	156	*	36	117	*	82	273	*
01:15	57		*	22		*	79		*
01:30	28		*	38		*	66		*
01:45	25		*	21		*	46		*
02:00	33	92	*	10	59	*	43	151	*
02:15	23		*	22		*	45		*
02:30	18		*	9		*	27		*
02:45	18		*	18		*	36		*
03:00	9	36	*	9	37	*	18	73	*
03:15	9		*	8		*	17		*
03:30	10		*	11		*	21		*
03:45	8		*	9		*	17		*
04:00	12	48	*	10	64	*	22	112	*
04:15	8		*	11		*	19		*
04:30	18		*	15		*	33		*
04:45	10		*	28		*	38		*
05:00	30	192	*	28	168	*	58	360	*
05:15	30		*	42		*	72		*
05:30	56		*	38		*	94		*
05:45	76		*	60		*	136		*
06:00	95	495	*	96	415	*	191	910	*
06:15	100		*	107		*	207		*
06:30	114		*	104		*	218		*
06:45	186		*	108		*	294		*
07:00	202	1,016	*	149	655	*	351	1,671	*
07:15	250		*	140		*	390		*
07:30	290		*	182		*	472		*
07:45	274		*	184		*	458		*
08:00	306	1,147	*	219	896	*	525	2,043	*
08:15	252		*	198		*	450		*
08:30	299		*	215		*	514		*
08:45	290		*	264		*	554		*
09:00	6	6	*	6	6	*	12	12	*
09:15	0		*	0		*	0		*
09:30	0		*	0		*	0		*
09:45	0		*	0		*	0		*
10:00	0		*	0		*	0		*
10:15	*		*	*		*	*		*
10:30	*		*	*		*	*		*
10:45	*		*	*		*	*		*
11:00	*		*	*		*	*		*
11:15	*		*	*		*	*		*
11:30	*		*	*		*	*		*
11:45	*		*	*		*	*		*
Totals	3,446		0	2,624		0	6,070		0
Split%	56.8		*	43.2		*			
Day Totals		3,446			2,624			6,070	
Day Splits		56.8			43.2				
Peak Hour	08:00		*	08:00		*	08:00		*
Volume	1,147		*	896		*	2,043		*
Factor	0.94		*	0.85		*	0.92		*

DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING

: Newport Blvd.
: Btwn 32nd & Finley
: Counter #0018

Site:
Date: 08/11/03

Day: Monday

Interval Begin	N/B	S/B	Combined
12:AM	*	*	0
01:00	*	*	0
02:00	*	*	0
03:00	*	*	0
04:00	*	*	0
05:00	*	*	0
06:00	*	*	0
07:00	*	*	0
08:00	2	2	4
09:00	1,124	1,018	2,142
10:00	1,026	1,210	2,236
11:00	1,026	1,607	2,633
12:PM	1,254	1,646	2,900
01:00	1,276	1,467	2,743
02:00	1,304	1,335	2,639
03:00	1,356	1,380	2,736
04:00	1,448	1,400	2,848
05:00	1,282	1,588	2,870
06:00	1,186	1,579	2,765
07:00	1,092	1,270	2,362
08:00	1,084	954	2,038
09:00	946	784	1,730
10:00	739	588	1,327
11:00	424	328	752
Totals	16,569	18,156	34,725
Split %	47.7	52.3	
AM Peak	09:00	11:00	11:00
Volume	1124	1607	2633
PM Peak	04:00	12:00	12:00
Volume	1448	1646	2900

8/11/03
ADT = 34725 - 4
+ 6070 - 12
= 40779

DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING

: Newport Blvd.
: Btwn 32nd & Finley
: Counter #0018

Site:
Date: 08/12/03

Day: Tuesday

Interval Begin	N/B	S/B	Combined
12:AM	202	180	382
01:00	168	106	274
02:00	73	60	133
03:00	43	52	95
04:00	68	88	156
05:00	206	174	380
06:00	500	487	987
07:00	1,120	661	1,781
08:00	1,182	877	2,059
09:00	1,080	1,051	2,131
10:00	1,146	1,412	2,558
11:00	1,094	1,573	2,667
12:PM	1,251	1,622	2,873
01:00	1,271	1,392	2,663
02:00	1,395	1,322	2,717
03:00	1,338	1,384	2,722
04:00	1,376	1,438	2,814
05:00	1,334	1,779	3,113
06:00	1,255	1,760	3,015
07:00	1,214	1,446	2,660
08:00	1,451	1,208	2,659
09:00	1,260	961	2,221
10:00	818	744	1,562
11:00	636	450	1,086
Totals	21,481	22,227	43,708
Split %	49.1	50.9	
AM Peak	08:00	11:00	11:00
Volume	1182	1573	2667
PM Peak	08:00	05:00	05:00
Volume	1451	1779	3113

DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING

: Newport Blvd.
: Btwn 32nd & Finley
: Counter #0018

Site:
Date: 08/13/03

Day: Wednesday

Interval Begin	N/B	S/B	Combined
12:AM	362	204	566
01:00	236	127	363
02:00	110	86	196
03:00	56	51	107
04:00	70	66	136
05:00	198	222	420
06:00	515	458	973
07:00	1,072	685	1,757
08:00	1,173	844	2,017
09:00	1,074	1,024	2,098
10:00	1,085	1,291	2,376
11:00	1,141	1,584	2,725
12:PM	1,185	1,570	2,755
01:00	1,290	1,456	2,746
02:00	1,315	1,316	2,631
03:00	1,254	1,326	2,580
04:00	1,258	1,358	2,616
05:00	1,386	1,680	3,066
06:00	1,342	1,695	3,037
07:00	1,275	1,384	2,659
08:00	1,191	1,110	2,301
09:00	1,050	886	1,936
10:00	810	681	1,491
11:00	490	370	860
Totals	20,938	21,474	42,412
Split %	49.4	50.6	
AM Peak	08:00	11:00	11:00
Volume	1173	1584	2725
PM Peak	05:00	06:00	05:00
Volume	1386	1695	3066

DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING

: Newport Blvd.
: Btwn 32nd & Finley
: Counter #0018

Site:
Date: 08/14/03

Day: Thursday

Interval Begin	N/B	S/B	Combined
12:AM	250	238	488
01:00	164	122	286
02:00	66	64	130
03:00	46	46	92
04:00	76	68	144
05:00	176	181	357
06:00	472	444	916
07:00	1,066	687	1,753
08:00	1,182	853	2,035
09:00	1,086	1,055	2,141
10:00	1,108	1,380	2,488
11:00	1,068	1,488	2,556
12:PM	1,154	1,626	2,780
01:00	1,253	1,478	2,731
02:00	1,266	1,386	2,652
03:00	1,268	1,360	2,628
04:00	1,501	1,483	2,984
05:00	1,484	1,740	3,224
06:00	1,244	1,702	2,946
07:00	1,262	1,474	2,736
08:00	1,322	1,072	2,394
09:00	1,090	932	2,022
10:00	889	768	1,657
11:00	576	532	1,108
Totals	21,069	22,179	43,248
Split %	48.7	51.3	
AM Peak	08:00	11:00	11:00
Volume	1182	1488	2556
PM Peak	04:00	05:00	05:00
Volume	1501	1740	3224

DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING

: Newport Blvd.
: Btwn 32nd & Finley
: Counter #0018

Site:
Date: 08/15/03

Day: Friday

Interval Begin	N/B	S/B	Combined
12:AM	405	270	675
01:00	248	189	437
02:00	132	113	245
03:00	77	49	126
04:00	72	76	148
05:00	171	213	384
06:00	476	448	924
07:00	999	714	1,713
08:00	1,148	920	2,068
09:00	1,102	1,120	2,222
10:00	1,123	1,384	2,507
11:00	1,122	1,565	2,687
12:PM	1,179	1,614	2,793
01:00	1,350	1,549	2,899
02:00	1,343	1,382	2,725
03:00	1,384	1,374	2,758
04:00	1,432	1,464	2,896
05:00	1,334	1,661	2,995
06:00	1,280	1,686	2,966
07:00	1,297	1,473	2,770
08:00	1,342	1,240	2,582
09:00	1,072	1,052	2,124
10:00	1,147	996	2,143
11:00	894	756	1,650
Totals	22,129	23,308	45,437
Split %	48.7	51.3	
AM Peak	08:00	11:00	11:00
Volume	1148	1565	2687
PM Peak	04:00	06:00	05:00
Volume	1432	1686	2995

DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING

: Newport Blvd.
: Btwn 32nd & Finley
: Counter #0018

Site:
Date: 08/16/03

Day: Saturday

Interval Begin	N/B	S/B	Combined
12:AM	632	488	1,120
01:00	572	312	884
02:00	260	160	420
03:00	98	78	176
04:00	88	104	192
05:00	135	233	368
06:00	250	482	732
07:00	542	696	1,238
08:00	916	964	1,880
09:00	1,183	1,361	2,544
10:00	1,324	1,438	2,762
11:00	1,175	1,629	2,804
12:PM	1,148	1,576	2,724
01:00	1,276	1,562	2,838
02:00	1,413	1,498	2,911
03:00	1,421	1,477	2,898
04:00	1,500	1,594	3,094
05:00	1,510	1,508	3,018
06:00	1,521	1,524	3,045
07:00	1,490	1,476	2,966
08:00	1,491	1,238	2,729
09:00	1,324	1,063	2,387
10:00	1,277	971	2,248
11:00	1,036	754	1,790
Totals	23,582	24,186	47,768
Split %	49.4	50.6	
AM Peak	10:00	11:00	11:00
Volume	1324	1629	2804
PM Peak	06:00	04:00	04:00
Volume	1521	1594	3094

DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING

: Newport Blvd.
: Btwn 32nd & Finley
: Counter #0018

Site:
Date: 08/17/03

Day: Sunday

Interval Begin	N/B	S/B	Combined
12:AM	726	464	1,190
01:00	562	301	863
02:00	228	187	415
03:00	123	92	215
04:00	67	146	213
05:00	88	218	306
06:00	169	368	537
07:00	362	608	970
08:00	688	728	1,416
09:00	898	1,206	2,104
10:00	1,004	1,344	2,348
11:00	1,141	1,582	2,723
12:PM	1,156	1,646	2,802
01:00	1,205	1,566	2,771
02:00	1,322	1,492	2,814
03:00	1,528	1,476	3,004
04:00	1,566	1,528	3,094
05:00	1,619	1,488	3,107
06:00	1,608	1,338	2,946
07:00	1,561	1,219	2,780
08:00	1,531	845	2,376
09:00	1,168	744	1,912
10:00	796	512	1,308
11:00	410	358	768
Totals	21,526	21,456	42,982
Split %	50.1	49.9	
AM Peak	11:00	11:00	11:00
Volume	1141	1582	2723
PM Peak	05:00	12:00	05:00
Volume	1619	1646	3107

DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING

: Newport Blvd.
: Btwn 32nd & Finley
: Counter #0018

Site:
Date: 08/18/03

Day: Monday

Interval Begin	N/B	S/B	Combined
12:AM	240	162	402
01:00	110	121	231
02:00	70	48	118
03:00	40	29	69
04:00	66	52	118
05:00	209	148	357
06:00	492	422	914
07:00	1,007	614	1,621
08:00	1,133	817	1,950
09:00	0	0	0
10:00	*	*	0
11:00	*	*	0
12:PM	*	*	0
01:00	*	*	0
02:00	*	*	0
03:00	*	*	0
04:00	*	*	0
05:00	*	*	0
06:00	*	*	0
07:00	*	*	0
08:00	*	*	0
09:00	*	*	0
10:00	*	*	0
11:00	*	*	0
Totals	3,367	2,413	5,780
Split %	58.3	41.7	
AM Peak	08:00	08:00	08:00
Volume	1133	817	1950
PM Peak	*	*	*
Volume	-1	-1	-1

DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING

: Newport Blvd.
: Btwn 32nd & Finley
: Counter #0024

Site:
Date: 08/18/03

Day: Monday

Interval Begin	N/B AM		N/B PM		S/B AM		S/B PM		Combined AM		Combined PM	
12:00	*		287	1,129	*		385	1,539	*		672	2,668
12:15	*		285		*		406		*		691	
12:30	*		269		*		370		*		639	
12:45	*		288		*		378		*		666	
01:00	*		296	1,190	*		398	1,463	*		694	2,653
01:15	*		306		*		363		*		669	
01:30	*		303		*		348		*		651	
01:45	*		285		*		354		*		639	
02:00	*		306	1,196	*		364	1,264	*		670	2,460
02:15	*		312		*		302		*		614	
02:30	*		292		*		318		*		610	
02:45	*		286		*		280		*		566	
03:00	*		341	1,289	*		304	1,241	*		645	2,530
03:15	*		306		*		310		*		616	
03:30	*		342		*		320		*		662	
03:45	*		300		*		307		*		607	
04:00	*		339	1,286	*		321	1,387	*		660	2,673
04:15	*		318		*		358		*		676	
04:30	*		298		*		354		*		652	
04:45	*		331		*		354		*		685	
05:00	*		376	1,217	*		432	1,642	*		808	2,859
05:15	*		267		*		390		*		657	
05:30	*		286		*		398		*		684	
05:45	*		288		*		422		*		710	
06:00	*		334	1,281	*		382	1,577	*		716	2,858
06:15	*		297		*		429		*		726	
06:30	*		338		*		394		*		732	
06:45	*		312		*		372		*		684	
07:00	*		278	1,105	*		354	1,283	*		632	2,388
07:15	*		293		*		308		*		601	
07:30	*		288		*		314		*		602	
07:45	*		246		*		307		*		553	
08:00	*		300	1,011	*		266	972	*		566	1,983
08:15	*		250		*		236		*		486	
08:30	*		253		*		260		*		513	
08:45	*		208		*		210		*		418	
09:00	87	807	188	827	89	796	189	741	176	1,603	377	1,568
09:15	234		210		222		202		456		412	
09:30	228		241		237		198		465		439	
09:45	258		188		248		152		506		340	
10:00	250	1,005	168	606	295	1,152	146	468	545	2,157	314	1,074
10:15	245		170		273		138		518		308	
10:30	244		144		284		90		528		234	
10:45	266		124		300		94		566		218	
11:00	240	974	108	336	301	1,405	72	258	541	2,379	180	594
11:15	256		98		343		70		599		168	
11:30	250		64		370		72		620		136	
11:45	228		66		391		44		619		110	
Totals	2,786		12,473		3,353		13,835		6,139		26,308	
Split%	45.4		47.4		54.6		52.6					
Day Totals		15,259				17,188				32,447		
Day Splits		47.0				53.0						
Peak Hour	10:45		04:15		11:00		05:00		11:00		05:45	
Volume	1,012		1,323		1,405		1,642		2,379		2,884	
Factor	0.95		0.88		0.90		0.95		0.96		0.98	

Data File : TM0001

K16

Printed : 8/25/2003

DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING

: Newport Blvd.
: Btwn 32nd & Finley
: Counter #0024

Site:
Date: 08/19/03
Day: Tuesday

Interval Begin	N/B AM		N/B PM		S/B AM		S/B PM		Combined AM		Combined PM	
12:00	53	193	265	1,123	64	183	384	1,489	117	376	649	2,612
12:15	55		264		46		359		101		623	
12:30	49		298		39		360		88		658	
12:45	36		296		34		386		70		682	
01:00	24	95	276	1,207	29	95	387	1,337	53	190	663	2,544
01:15	28		373		24		328		52		701	
01:30	21		271		18		322		39		593	
01:45	22		287		24		300		46		587	
02:00	19	51	303	1,192	17	49	328	1,284	36	100	631	2,476
02:15	10		282		13		302		23		584	
02:30	13		310		12		332		25		642	
02:45	9		297		7		322		16		619	
03:00	7	30	306	1,252	9	34	359	1,313	16	64	665	2,565
03:15	11		318		11		312		22		630	
03:30	4		316		6		325		10		641	
03:45	8		312		8		317		16		629	
04:00	7	61	318	1,238	12	59	340	1,384	19	120	658	2,622
04:15	11		326		7		336		18		662	
04:30	20		328		20		346		40		674	
04:45	23		266		20		362		43		628	
05:00	28	190	319	1,260	17	152	365	1,547	45	342	684	2,807
05:15	40		308		29		392		69		700	
05:30	54		317		42		374		96		691	
05:45	68		316		64		416		132		732	
06:00	89	488	290	1,181	96	391	401	1,748	185	879	691	2,929
06:15	93		320		102		417		195		737	
06:30	130		299		85		467		215		766	
06:45	176		272		108		463		284		735	
07:00	174	1,004	272	1,188	143	612	400	1,562	317	1,616	672	2,750
07:15	238		316		149		420		387		736	
07:30	300		271		148		403		448		674	
07:45	292		329		172		339		464		668	
08:00	312	1,166	304	1,096	184	798	266	1,020	496	1,964	570	2,116
08:15	292		222		199		262		491		484	
08:30	268		291		189		240		457		531	
08:45	294		279		226		252		520		531	
09:00	210	921	268	927	233	952	231	854	443	1,873	499	1,781
09:15	233		235		244		233		477		468	
09:30	237		214		226		212		463		426	
09:45	241		210		249		178		490		388	
10:00	223	950	214	687	255	1,262	172	584	478	2,212	386	1,271
10:15	226		183		332		175		558		358	
10:30	243		133		354		115		597		248	
10:45	258		157		321		122		579		279	
11:00	266	1,059	156	478	327	1,423	105	373	593	2,482	261	851
11:15	262		102		327		108		589		210	
11:30	292		124		383		87		675		211	
11:45	239		96		386		73		625		169	
Totals	6,208		12,829		6,010		14,495		12,218		27,324	
Split%	50.8		47.0		49.2		53.0					
Day Totals		19,037				20,505				39,542		
Day Splits		48.1				51.9						
Peak Hour	07:30		03:45		11:00		06:30		11:00		06:00	
Volume	1,196		1,284		1,423		1,750		2,482		2,929	
Factor	0.96		0.98		0.92		0.94		0.92		0.96	

DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING

: Newport Blvd.
: Btwn 32nd & Finley
: Counter #0024

Site:
Date: 08/20/03
Day: Wednesday

Interval Begin	N/B AM		N/B PM		S/B AM		S/B PM		Combined AM		Combined PM	
12:00	71	298	268	1,129	72	201	361	1,491	143	499	629	2,620
12:15	81		260		46		377		127		637	
12:30	66		293		47		336		113		629	
12:45	80		308		36		417		116		725	
01:00	49	215	302	1,169	36	118	334	1,386	85	333	636	2,555
01:15	48		280		32		348		80		628	
01:30	62		260		26		372		88		632	
01:45	56		327		24		332		80		659	
02:00	25	85	296	1,248	20	51	350	1,275	45	136	646	2,523
02:15	26		314		11		310		37		624	
02:30	16		308		12		316		28		624	
02:45	18		330		8		299		26		629	
03:00	13	51	326	1,348	14	43	315	1,315	27	94	641	2,663
03:15	16		340		8		298		24		638	
03:30	12		324		9		344		21		668	
03:45	10		358		12		358		22		716	
04:00	11	68	342	1,363	9	61	316	1,376	20	129	658	2,739
04:15	12		309		5		352		17		661	
04:30	23		330		23		336		46		666	
04:45	22		382		24		372		46		754	
05:00	21	198	381	1,348	26	155	384	1,669	47	353	765	3,017
05:15	44		364		32		400		76		764	
05:30	57		291		37		430		94		721	
05:45	76		312		60		455		136		767	
06:00	78	485	326	1,194	96	385	428	1,655	174	870	754	2,849
06:15	104		280		88		412		192		692	
06:30	124		298		76		436		200		734	
06:45	179		290		125		379		304		669	
07:00	188	1,042	289	1,137	148	685	366	1,421	336	1,727	655	2,558
07:15	270		265		170		404		440		669	
07:30	272		312		177		317		449		629	
07:45	312		271		190		334		502		605	
08:00	290	1,163	284	1,049	196	829	283	1,113	486	1,992	567	2,162
08:15	271		284		232		316		503		600	
08:30	314		251		183		276		497		527	
08:45	288		230		218		238		506		468	
09:00	274	1,007	272	985	217	1,005	210	811	491	2,012	482	1,796
09:15	208		238		222		208		430		446	
09:30	253		262		254		168		507		430	
09:45	272		213		312		225		584		438	
10:00	238	1,008	202	735	314	1,270	179	554	552	2,278	381	1,289
10:15	262		189		318		142		580		331	
10:30	264		192		329		121		593		313	
10:45	244		152		309		112		553		264	
11:00	238	1,009	123	421	326	1,531	86	332	564	2,540	209	753
11:15	249		120		393		78		642		198	
11:30	276		80		388		98		664		178	
11:45	246		98		424		70		670		168	
Totals	6,629		13,126		6,334		14,398		12,963		27,524	
Split%	51.1		47.7		48.9		52.3					
Day Totals		19,755				20,732				40,487		
Day Splits		48.8				51.2						
Peak Hour	07:45		04:30		11:00		05:45		11:00		05:00	
Volume	1,187		1,457		1,531		1,731		2,540		3,017	
Factor	0.95		0.95		0.90		0.95		0.95		0.98	

DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING

: Newport Blvd.
: Btwn 32nd & Finley
: Counter #0024

Site:
Date: 08/21/03

Day: Thursday

Interval	N/B				S/B				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	68	221	263	1,137	57	197	348	1,420	125	418	611	2,557
12:15	49		308		46		378		95		686	
12:30	58		270		53		364		111		634	
12:45	46		296		41		330		87		626	
01:00	30	125	314	1,225	38	116	330	1,333	68	241	644	2,558
01:15	30		296		28		352		58		648	
01:30	37		284		29		312		66		596	
01:45	28		331		21		339		49		670	
02:00	25	65	312	1,318	20	78	330	1,288	45	143	642	2,606
02:15	16		346		21		322		37		668	
02:30	12		332		18		354		30		686	
02:45	12		328		19		282		31		610	
03:00	12	46	290	1,279	9	41	306	1,299	21	87	596	2,578
03:15	12		306		7		322		19		628	
03:30	11		326		12		350		23		676	
03:45	11		357		13		321		24		678	
04:00	19	73	323	1,260	12	58	334	1,412	31	131	657	2,672
04:15	16		312		9		334		25		646	
04:30	13		315		18		348		31		663	
04:45	25		310		19		396		44		706	
05:00	32	200	323	1,281	24	173	409	1,619	56	373	732	2,900
05:15	45		328		41		397		86		725	
05:30	56		344		40		398		96		742	
05:45	67		286		68		415		135		701	
06:00	94	502	290	1,146	86	404	445	1,732	180	906	735	2,878
06:15	98		294		102		420		200		714	
06:30	136		288		98		432		234		720	
06:45	174		274		118		435		292		709	
07:00	160	957	284	1,164	141	670	438	1,479	301	1,627	722	2,643
07:15	218		266		169		430		387		696	
07:30	301		318		178		302		479		620	
07:45	278		296		182		309		460		605	
08:00	290	1,117	302	1,106	190	837	300	1,051	480	1,954	602	2,157
08:15	258		271		187		258		445		529	
08:30	275		296		232		253		507		549	
08:45	294		237		228		240		522		477	
09:00	252	1,043	294	998	224	975	246	910	476	2,018	540	1,908
09:15	260		229		242		227		502		456	
09:30	277		243		249		243		526		486	
09:45	254		232		260		194		514		426	
10:00	254	1,028	215	760	278	1,202	213	716	532	2,230	428	1,476
10:15	264		202		292		178		556		380	
10:30	264		191		310		157		574		348	
10:45	246		152		322		168		568		320	
11:00	236	945	126	478	316	1,383	138	434	552	2,328	264	912
11:15	248		128		318		100		566		228	
11:30	225		134		373		115		598		249	
11:45	236		90		376		81		612		171	
Totals	6,322		13,152		6,134		14,693		12,456		27,845	
Split%	50.8		47.2		49.2		52.8					
Day Totals		19,474				20,827				40,301		
Day Splits		48.3				51.7						
Peak Hour	07:30		01:45		11:00		06:30		11:00		04:45	
Volume	1,127		1,321		1,383		1,735		2,328		2,905	
Factor	0.94		0.95		0.92		0.99		0.95		0.98	

DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING

: Newport Blvd.
: Btwn 32nd & Finley
: Counter #0024

Site:
Date: 08/22/03
Day: Friday

Interval	N/B				S/B				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	110	332	292	1,158	76	255	458	1,617	186	587	750	2,775
12:15	90		282		77		380		167		662	
12:30	72		272		60		377		132		649	
12:45	60		312		42		402		102		714	
01:00	70	239	314	1,264	42	137	350	1,441	112	376	664	2,705
01:15	72		314		43		372		115		686	
01:30	47		332		26		384		73		716	
01:45	50		304		26		335		76		639	
02:00	32	83	337	1,358	33	90	341	1,395	65	173	678	2,753
02:15	21		339		26		376		47		715	
02:30	19		348		15		346		34		694	
02:45	11		334		16		332		27		666	
03:00	16	52	386	1,383	12	46	318	1,372	28	98	704	2,755
03:15	18		316		11		340		29		656	
03:30	10		338		9		348		19		686	
03:45	8		343		14		366		22		709	
04:00	6	56	348	1,356	11	66	362	1,553	17	122	710	2,909
04:15	17		358		10		382		27		740	
04:30	18		318		16		405		34		723	
04:45	15		332		29		404		44		736	
05:00	25	194	346	1,292	32	198	422	1,698	57	392	768	2,990
05:15	54		332		41		408		95		740	
05:30	57		318		43		438		100		756	
05:45	58		296		82		430		140		726	
06:00	98	454	317	1,255	112	460	440	1,756	210	914	757	3,011
06:15	103		292		94		466		197		758	
06:30	108		354		112		422		220		776	
06:45	145		292		142		428		287		720	
07:00	201	998	316	1,235	144	627	360	1,434	345	1,625	676	2,669
07:15	216		284		181		378		397		662	
07:30	284		318		160		374		444		692	
07:45	297		317		142		322		439		639	
08:00	272	1,113	336	1,192	251	935	358	1,259	523	2,048	694	2,451
08:15	286		307		246		293		532		600	
08:30	285		304		196		316		481		620	
08:45	270		245		242		292		512		537	
09:00	258	1,046	300	1,080	260	1,072	326	1,138	518	2,118	626	2,218
09:15	242		268		264		252		506		520	
09:30	260		264		278		320		538		584	
09:45	286		248		270		240		556		488	
10:00	222	987	262	1,063	292	1,249	248	966	514	2,236	510	2,029
10:15	244		294		318		248		562		542	
10:30	252		266		311		254		563		520	
10:45	269		241		328		216		597		457	
11:00	286	1,128	220	806	332	1,478	190	711	618	2,606	410	1,517
11:15	282		216		352		176		634		392	
11:30	286		200		398		187		684		387	
11:45	274		170		396		158		670		328	
Totals	6,682		14,442		6,613		16,340		13,295		30,782	
Split%	50.3		46.9		49.7		53.1					
Day Totals		21,124				22,953				44,077		
Day Splits		47.9				52.1						
Peak Hour	07:45		02:15		11:00		05:30		11:00		05:45	
Volume	1,140		1,407		1,478		1,774		2,606		3,017	
Factor	0.96		0.91		0.93		0.95		0.95		0.97	

DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING

: Newport Blvd.
: Btwn 32nd & Finley
: Counter #0024

Site:
Date: 08/23/03

Day: Saturday

Interval	N/B				S/B				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	140	581	290	1,092	100	397	402	1,589	240	978	692	2,681
12:15	163		256		108		388		271		644	
12:30	152		266		98		390		250		656	
12:45	126		280		91		409		217		689	
01:00	109	444	298	1,218	74	251	389	1,647	183	695	687	2,865
01:15	112		290		68		412		180		702	
01:30	102		304		68		418		170		722	
01:45	121		326		41		428		162		754	
02:00	87	256	314	1,298	70	176	428	1,672	157	432	742	2,970
02:15	77		306		51		436		128		742	
02:30	54		314		35		402		89		716	
02:45	38		364		20		406		58		770	
03:00	30	97	313	1,393	18	72	420	1,614	48	169	733	3,007
03:15	36		366		16		406		52		772	
03:30	15		358		26		410		41		768	
03:45	16		356		12		378		28		734	
04:00	31	77	403	1,543	27	107	402	1,638	58	184	805	3,181
04:15	14		376		25		384		39		760	
04:30	16		406		24		410		40		816	
04:45	16		358		31		442		47		800	
05:00	16	110	406	1,528	43	247	436	1,674	59	357	842	3,202
05:15	18		364		54		430		72		794	
05:30	30		371		68		391		98		762	
05:45	46		387		82		417		128		804	
06:00	35	246	383	1,550	80	453	386	1,564	115	699	769	3,114
06:15	52		405		101		418		153		823	
06:30	67		404		138		396		205		800	
06:45	92		358		134		364		226		722	
07:00	88	510	354	1,438	170	725	361	1,444	258	1,235	715	2,882
07:15	114		334		150		386		264		720	
07:30	124		368		182		393		306		761	
07:45	184		382		223		304		407		686	
08:00	214	842	350	1,412	221	941	290	1,266	435	1,783	640	2,678
08:15	217		368		210		286		427		654	
08:30	185		362		238		360		423		722	
08:45	226		332		272		330		498		662	
09:00	254	1,164	340	1,280	270	1,267	280	1,101	524	2,431	620	2,381
09:15	300		318		278		272		578		590	
09:30	297		314		331		283		628		597	
09:45	313		308		388		266		701		574	
10:00	315	1,228	324	1,228	348	1,404	268	955	663	2,632	592	2,183
10:15	323		314		332		271		655		585	
10:30	310		314		352		204		662		518	
10:45	280		276		372		212		652		488	
11:00	277	1,082	244	929	406	1,639	200	663	683	2,721	444	1,592
11:15	275		244		417		175		692		419	
11:30	252		245		402		162		654		407	
11:45	278		196		414		126		692		322	
Totals	6,637		15,909		7,679		16,827		14,316		32,736	
Split%	46.4		48.6		53.6		51.4					
Day Totals		22,546				24,506				47,052		
Day Splits		47.9				52.1						
Peak Hour	09:45		05:45		11:00		04:30		11:00		04:30	
Volume	1,261		1,579		1,639		1,718		2,721		3,252	
Factor	0.98		0.97		0.98		0.97		0.98		0.97	

DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING

: Newport Blvd.
: Btwn 32nd & Finley
: Counter #0024

Site:
Date: 08/24/03

Interval	N/B				S/B				Combined				Day: Sunday
Begin	AM		PM		AM		PM		AM		PM		
12:00	182	663	282	1,183	137	488	433	1,670	319	1,151	715	2,853	
12:15	177		305		112		421		289		726		
12:30	155		294		134		406		289		700		
12:45	149		302		105		410		254		712		
01:00	128	502	316	1,173	95	304	428	1,687	223	806	744	2,860	
01:15	125		286		83		424		208		710		
01:30	128		279		65		415		193		694		
01:45	121		292		61		420		182		712		
02:00	90	283	336	1,444	54	178	427	1,608	144	461	763	3,052	
02:15	80		384		56		436		136		820		
02:30	65		362		32		388		97		750		
02:45	48		362		36		357		84		719		
03:00	32	110	361	1,510	24	111	412	1,521	56	221	773	3,031	
03:15	31		384		28		358		59		742		
03:30	24		378		27		369		51		747		
03:45	23		387		32		382		55		769		
04:00	26	72	387	1,601	26	113	379	1,450	52	185	766	3,051	
04:15	16		406		28		346		44		752		
04:30	12		424		32		354		44		778		
04:45	18		384		27		371		45		755		
05:00	17	89	388	1,557	34	189	348	1,371	51	278	736	2,928	
05:15	22		372		43		354		65		726		
05:30	26		401		48		331		74		732		
05:45	24		396		64		338		88		734		
06:00	46	187	384	1,540	58	116	348	1,384	104	303	732	2,924	
06:15	27		411		2		330		29		741		
06:30	48		406		0		352		48		758		
06:45	66		339		56		354		122		693		
07:00	50	346	373	1,521	133	622	292	1,118	183	968	665	2,639	
07:15	82		350		146		287		228		637		
07:30	104		380		164		278		268		658		
07:45	110		418		179		261		289		679		
08:00	130	580	386	1,364	177	721	203	859	307	1,301	589	2,223	
08:15	149		346		154		244		303		590		
08:30	143		318		145		194		288		512		
08:45	158		314		245		218		403		532		
09:00	201	825	308	1,036	212	1,106	194	679	413	1,931	502	1,715	
09:15	196		250		265		184		461		434		
09:30	190		252		296		160		486		412		
09:45	238		226		333		141		571		367		
10:00	213	975	190	671	304	1,439	146	426	517	2,414	336	1,097	
10:15	242		198		372		108		614		306		
10:30	230		160		357		82		587		242		
10:45	290		123		406		90		696		213		
11:00	284	1,149	108	373	386	1,626	82	256	670	2,775	190	629	
11:15	288		121		416		72		704		193		
11:30	305		84		412		52		717		136		
11:45	272		60		412		50		684		110		
Totals	5,781		14,973		7,013		14,029		12,794		29,002		
Split%	45.2		51.6		54.8		48.4						
Day Totals		20,754				21,042				41,796			
Day Splits		49.7				50.3							
Peak Hour	10:45		03:45		11:00		01:30		10:45		03:45		
Volume	1,167		1,604		1,626		1,698		2,787		3,065		
Factor	0.96		0.95		0.98		0.97		0.97		0.98		

DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING

: Newport Blvd.
: Btwn 32nd & Finley
: Counter #0024

Site:
Date: 08/25/03

Day: Monday

Interval	N/B			S/B			Combined		
Begin	AM		PM	AM		PM	AM		PM
12:00	60	205	*	52	169	*	112	374	*
12:15	62		*	41		*	103		*
12:30	46		*	38		*	84		*
12:45	37		*	38		*	75		*
01:00	32	115	*	36	100	*	68	215	*
01:15	36		*	22		*	58		*
01:30	18		*	17		*	35		*
01:45	29		*	25		*	54		*
02:00	11	54	*	19	48	*	30	102	*
02:15	19		*	7		*	26		*
02:30	11		*	12		*	23		*
02:45	13		*	10		*	23		*
03:00	10	28	*	7	42	*	17	70	*
03:15	7		*	10		*	17		*
03:30	5		*	14		*	19		*
03:45	6		*	11		*	17		*
04:00	12	81	*	8	70	*	20	151	*
04:15	16		*	14		*	30		*
04:30	18		*	21		*	39		*
04:45	35		*	27		*	62		*
05:00	32	210	*	24	130	*	56	340	*
05:15	46		*	24		*	70		*
05:30	52		*	22		*	74		*
05:45	80		*	60		*	140		*
06:00	87	443	*	69	362	*	156	805	*
06:15	88		*	98		*	186		*
06:30	126		*	93		*	219		*
06:45	142		*	102		*	244		*
07:00	202	1,030	*	137	599	*	339	1,629	*
07:15	230		*	146		*	376		*
07:30	292		*	156		*	448		*
07:45	306		*	160		*	466		*
08:00	284	824	*	185	589	*	469	1,413	*
08:15	262		*	204		*	466		*
08:30	278		*	200		*	478		*
08:45	0		*	0		*	0		*
09:00	*		*	*		*	*		*
09:15	*		*	*		*	*		*
09:30	*		*	*		*	*		*
09:45	*		*	*		*	*		*
10:00	*		*	*		*	*		*
10:15	*		*	*		*	*		*
10:30	*		*	*		*	*		*
10:45	*		*	*		*	*		*
11:00	*		*	*		*	*		*
11:15	*		*	*		*	*		*
11:30	*		*	*		*	*		*
11:45	*		*	*		*	*		*
Totals	2,990		0	2,109		0	5,099		0
Split%	58.6		*	41.4		*			
Day Totals		2,990			2,109			5,099	
Day Splits		58.6			41.4				
Peak Hour	07:30		*	07:45		*	07:45		*
Volume	1,144		*	749		*	1,879		*
Factor	0.93		*	0.92		*	0.98		*

DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING

: NEWPORT BLVD.
: Btwn 32nd & Finley
: 0018

Site:
Date: 08/25/03
Day: Monday

Interval Begin	N/B AM		N/B PM		S/B AM		S/B PM		Combined AM		Combined PM	
12:00	*		264	1,037	*		382	1,392	*		646	2,429
12:15	*		284		*		344		*		628	
12:30	*		234		*		348		*		582	
12:45	*		255		*		318		*		573	
01:00	*		283	1,147	*		300	1,266	*		583	2,413
01:15	*		274		*		338		*		612	
01:30	*		300		*		318		*		618	
01:45	*		290		*		310		*		600	
02:00	*		300	1,184	*		274	1,066	*		574	2,250
02:15	*		292		*		265		*		557	
02:30	*		306		*		282		*		588	
02:45	*		286		*		245		*		531	
03:00	*		282	1,203	*		236	1,099	*		518	2,302
03:15	*		318		*		292		*		610	
03:30	*		305		*		289		*		594	
03:45	*		298		*		282		*		580	
04:00	*		331	1,176	*		306	1,289	*		637	2,465
04:15	*		293		*		312		*		605	
04:30	*		278		*		330		*		608	
04:45	*		274		*		341		*		615	
05:00	*		288	1,081	*		354	1,495	*		642	2,576
05:15	*		239		*		409		*		648	
05:30	*		290		*		376		*		666	
05:45	*		264		*		356		*		620	
06:00	*		275	1,090	*		354	1,400	*		629	2,490
06:15	*		274		*		324		*		598	
06:30	*		254		*		390		*		644	
06:45	*		287		*		332		*		619	
07:00	*		260	1,031	*		311	1,159	*		571	2,190
07:15	*		241		*		284		*		525	
07:30	*		276		*		278		*		554	
07:45	*		254		*		286		*		540	
08:00	*		236	858	*		243	846	*		479	1,704
08:15	*		226		*		221		*		447	
08:30	*		176		*		212		*		388	
08:45	*		220		*		170		*		390	
09:00	240	984	228	766	248	947	178	729	488	1,931	406	1,495
09:15	250		188		231		210		481		398	
09:30	250		166		206		172		456		338	
09:45	244		184		262		169		506		353	
10:00	226	935	147	546	228	1,062	134	451	454	1,997	281	997
10:15	232		165		279		134		511		299	
10:30	244		116		291		101		535		217	
10:45	233		118		264		82		497		200	
11:00	238	976	74	310	312	1,311	72	237	550	2,287	146	547
11:15	247		108		324		62		571		170	
11:30	252		74		329		49		581		123	
11:45	239		54		346		54		585		108	
Totals	2,895		11,429		3,320		12,429		6,215		23,858	
Split%	46.6		47.9		53.4		52.1					
Day Totals		14,324				15,749				30,073		
Day Splits		47.6				52.4						
Peak Hour	09:00		03:15		11:00		05:00		11:00		05:00	
Volume	984		1,252		1,311		1,495		2,287		2,576	
Factor	0.98		0.95		0.95		0.91		0.98		0.97	

Data File : TM0001

K24

Printed : 9/ 2/2003

DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING

: NEWPORT BLVD.
: Btwn 32nd & Finley
: 0018

Site:
Date: 08/26/03

Day: Tuesday

Interval	N/B				S/B				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	50	163	279	1,111	36	130	352	1,350	86	293	631	2,461
12:15	33		288		36		370		69		658	
12:30	40		288		34		300		74		588	
12:45	40		256		24		328		64		584	
01:00	23	72	308	1,181	18	71	302	1,281	41	143	610	2,462
01:15	18		315		20		346		38		661	
01:30	16		266		15		331		31		597	
01:45	15		292		18		302		33		594	
02:00	18	56	290	1,155	12	45	292	1,117	30	101	582	2,272
02:15	14		310		16		251		30		561	
02:30	9		290		7		294		16		584	
02:45	15		265		10		280		25		545	
03:00	10	28	300	1,143	12	28	329	1,172	22	56	629	2,315
03:15	7		248		2		270		9		518	
03:30	7		293		6		299		13		592	
03:45	4		302		8		274		12		576	
04:00	10	49	306	1,148	11	68	268	1,224	21	117	574	2,372
04:15	13		294		12		308		25		602	
04:30	10		302		21		326		31		628	
04:45	16		246		24		322		40		568	
05:00	32	197	292	1,144	22	148	348	1,477	54	345	640	2,621
05:15	47		276		32		366		79		642	
05:30	54		316		35		373		89		689	
05:45	64		260		59		390		123		650	
06:00	89	515	310	1,164	97	443	400	1,537	186	958	710	2,701
06:15	110		290		100		392		210		682	
06:30	148		284		104		385		252		669	
06:45	168		280		142		360		310		640	
07:00	201	1,085	238	1,034	116	610	295	1,165	317	1,695	533	2,199
07:15	268		250		134		338		402		588	
07:30	302		262		176		266		478		528	
07:45	314		284		184		266		498		550	
08:00	298	1,146	272	964	184	821	280	1,006	482	1,967	552	1,970
08:15	281		262		209		257		490		519	
08:30	289		242		212		248		501		490	
08:45	278		188		216		221		494		409	
09:00	223	981	195	780	224	965	212	767	447	1,946	407	1,547
09:15	288		198		225		179		513		377	
09:30	236		205		252		214		488		419	
09:45	234		182		264		162		498		344	
10:00	257	983	204	651	271	1,167	181	555	528	2,150	385	1,206
10:15	228		154		292		142		520		296	
10:30	266		149		276		115		542		264	
10:45	232		144		328		117		560		261	
11:00	267	1,019	125	415	295	1,355	94	313	562	2,374	219	728
11:15	226		98		344		86		570		184	
11:30	258		102		338		66		596		168	
11:45	268		90		378		67		646		157	
Totals	6,294		11,890		5,851		12,964		12,145		24,854	
Split%	51.8		47.8		48.2		52.2					
Day Totals		18,184				18,815				36,999		
Day Splits		49.1				50.9						
Peak Hour	07:30		03:45		11:00		05:45		11:00		05:30	
Volume	1,195		1,204		1,355		1,567		2,374		2,731	
Factor	0.95		0.98		0.90		0.98		0.92		0.96	

DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING

: NEWPORT BLVD.
: Btwn 32nd & Finley
: 0018

Site:
Date: 08/27/03

Day: Wednesday

Interval Begin	N/B AM		N/B PM		S/B AM		S/B PM		Combined AM		Combined PM	
12:00	72	247	269	1,132	50	157	330	1,339	122	404	599	2,471
12:15	64		302		42		339		106		641	
12:30	46		274		36		338		82		612	
12:45	65		287		29		332		94		619	
01:00	34	142	274	1,163	27	88	304	1,248	61	230	578	2,411
01:15	31		278		30		329		61		607	
01:30	46		303		19		333		65		636	
01:45	31		308		12		282		43		590	
02:00	18	69	290	1,128	15	54	288	1,148	33	123	578	2,276
02:15	19		274		11		318		30		592	
02:30	17		282		20		258		37		540	
02:45	15		282		8		284		23		566	
03:00	10	46	333	1,236	9	40	278	1,124	19	86	611	2,360
03:15	10		296		14		274		24		570	
03:30	14		326		5		290		19		616	
03:45	12		281		12		282		24		563	
04:00	15	73	317	1,220	10	76	294	1,240	25	149	611	2,460
04:15	12		319		10		332		22		651	
04:30	20		290		30		282		50		572	
04:45	26		294		26		332		52		626	
05:00	30	189	284	1,144	19	159	338	1,368	49	348	622	2,512
05:15	42		274		42		350		84		624	
05:30	67		282		40		344		107		626	
05:45	50		304		58		336		108		640	
06:00	86	492	282	1,089	76	417	350	1,427	162	909	632	2,516
06:15	112		290		95		374		207		664	
06:30	115		268		110		369		225		637	
06:45	179		249		136		334		315		583	
07:00	213	1,121	288	1,125	136	749	282	1,032	349	1,870	570	2,157
07:15	262		270		164		283		426		553	
07:30	338		288		203		245		541		533	
07:45	308		279		246		222		554		501	
08:00	278	1,162	281	966	243	894	232	835	521	2,056	513	1,801
08:15	306		243		196		195		502		438	
08:30	322		228		215		216		537		444	
08:45	256		214		240		192		496		406	
09:00	248	1,049	214	813	264	948	207	739	512	1,997	421	1,552
09:15	247		202		214		196		461		398	
09:30	274		209		230		183		504		392	
09:45	280		188		240		153		520		341	
10:00	278	1,023	170	590	256	1,088	133	513	534	2,111	303	1,103
10:15	263		142		256		144		519		286	
10:30	235		140		268		105		503		245	
10:45	247		138		308		131		555		269	
11:00	288	1,110	135	392	314	1,288	108	302	602	2,398	243	694
11:15	286		104		330		77		616		181	
11:30	249		94		312		68		561		162	
11:45	287		59		332		49		619		108	
Totals	6,723		11,998		5,958		12,315		12,681		24,313	
Split%	53.0		49.3		47.0		50.7					
Day Totals		18,721				18,273				36,994		
Day Splits		50.6				49.4						
Peak Hour	07:30		03:30		11:00		05:45		11:00		05:45	
Volume	1,230		1,243		1,288		1,429		2,398		2,573	
Factor	0.91		0.95		0.97		0.96		0.97		0.97	

DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING

: NEWPORT BLVD.
: Btwn 32nd & Finley
: 0018

Site:
Date: 08/28/03

Day: Thursday

Interval Begin	N/B AM		N/B PM		S/B AM		S/B PM		Combined AM		Combined PM	
12:00	48	187	262	1,093	40	167	242	950	88	354	504	2,043
12:15	52		272		56		244		108		516	
12:30	46		299		38		246		84		545	
12:45	41		260		33		218		74		478	
01:00	29	145	314	1,205	24	79	198	816	53	224	512	2,021
01:15	35		312		22		209		57		521	
01:30	55		265		20		217		75		482	
01:45	26		314		13		192		39		506	
02:00	20	67	317	1,313	16	49	185	722	36	116	502	2,035
02:15	20		322		16		173		36		495	
02:30	14		354		9		192		23		546	
02:45	13		320		8		172		21		492	
03:00	7	31	316	1,245	10	43	184	700	17	74	500	1,945
03:15	6		312		10		156		16		468	
03:30	9		307		9		176		18		483	
03:45	9		310		14		184		23		494	
04:00	11	57	330	1,255	10	70	173	834	21	127	503	2,089
04:15	12		310		7		217		19		527	
04:30	14		290		21		217		35		507	
04:45	20		325		32		227		52		552	
05:00	36	197	316	1,149	34	191	239	910	70	388	555	2,059
05:15	44		266		41		224		85		490	
05:30	63		276		38		212		101		488	
05:45	54		291		78		235		132		526	
06:00	70	472	296	1,163	83	374	234	975	153	846	530	2,138
06:15	102		274		81		255		183		529	
06:30	116		315		96		254		212		569	
06:45	184		278		114		232		298		510	
07:00	186	1,058	252	1,122	129	596	200	788	315	1,654	452	1,910
07:15	282		262		150		217		432		479	
07:30	284		328		149		186		433		514	
07:45	306		280		168		185		474		465	
08:00	314	1,177	324	1,080	184	726	116	502	498	1,903	440	1,582
08:15	282		258		178		137		460		395	
08:30	289		282		176		118		465		400	
08:45	292		216		188		131		480		347	
09:00	250	1,005	296	944	215	869	110	416	465	1,874	406	1,360
09:15	236		216		228		104		464		320	
09:30	254		224		214		108		468		332	
09:45	265		208		212		94		477		302	
10:00	267	1,022	207	711	259	1,005	96	366	526	2,027	303	1,077
10:15	247		194		224		94		471		288	
10:30	234		176		264		95		498		271	
10:45	274		134		258		81		532		215	
11:00	237	1,027	190	558	265	1,105	82	251	502	2,132	272	809
11:15	242		168		284		68		526		236	
11:30	274		118		268		53		542		171	
11:45	274		82		288		48		562		130	
Totals	6,445		12,838		5,274		8,230		11,719		21,068	
Split%	55.0		60.9		45.0		39.1					
Day Totals		19,283				13,504				32,787		
Day Splits		58.8				41.2						

SB HOSE STARTING TO FAIL

Peak Hour	07:45	02:00	11:00	05:45	11:00	05:45		
Volume	1,191	1,313	1,105	978	2,132	2,154		
Factor	0.95	0.93	0.96	0.96	0.95	0.95		

DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING

: NEWPORT BLVD.
: Btwn 32nd & Finley
: 0018

Site:
Date: 08/29/03

Day: Friday

Interval Begin	N/B AM		N/B PM	S/B AM		S/B PM	Combined AM		Combined PM
12:00	70	267	*	34	130	*	104	397	*
12:15	66		*	36		*	102		*
12:30	64		*	27		*	91		*
12:45	67		*	33		*	100		*
01:00	60	221	*	29	94	*	89	315	*
01:15	61		*	19		*	80		*
01:30	54		*	26		*	80		*
01:45	46		*	20		*	66		*
02:00	45	95	*	16	42	*	61	137	*
02:15	26		*	14		*	40		*
02:30	17		*	6		*	23		*
02:45	7		*	6		*	13		*
03:00	14	47	*	4	29	*	18	76	*
03:15	10		*	7		*	17		*
03:30	13		*	6		*	19		*
03:45	10		*	12		*	22		*
04:00	16	59	*	6	55	*	22	114	*
04:15	12		*	12		*	24		*
04:30	16		*	13		*	29		*
04:45	15		*	24		*	39		*
05:00	26	196	*	20	134	*	46	330	*
05:15	38		*	20		*	58		*
05:30	72		*	36		*	108		*
05:45	60		*	58		*	118		*
06:00	73	439	*	73	272	*	146	711	*
06:15	86		*	68		*	154		*
06:30	130		*	57		*	187		*
06:45	150		*	74		*	224		*
07:00	218	1,065	*	102	455	*	320	1,520	*
07:15	222		*	102		*	324		*
07:30	297		*	126		*	423		*
07:45	328		*	125		*	453		*
08:00	*		*	*		*	*		*
08:15	*		*	*		*	*		*
08:30	*		*	*		*	*		*
08:45	*		*	*		*	*		*
09:00	*		*	*		*	*		*
09:15	*		*	*		*	*		*
09:30	*		*	*		*	*		*
09:45	*		*	*		*	*		*
10:00	*		*	*		*	*		*
10:15	*		*	*		*	*		*
10:30	*		*	*		*	*		*
10:45	*		*	*		*	*		*
11:00	*		*	*		*	*		*
11:15	*		*	*		*	*		*
11:30	*		*	*		*	*		*
11:45	*		*	*		*	*		*
Totals	2,389		0	1,211		0	3,600		0
Split%	66.4		*	33.6		*			
Day Totals		2,389			1,211			3,600	
Day Splits		66.4			33.6				
Peak Hour	07:00		*	07:00		*	07:00		*
Volume	1,065		*	455		*	1,520		*
Factor	0.81		*	0.90		*	0.84		*

* COUNTER FAILED
WEEKEND NOT COUNTED

SB HOSE FAILING

APPENDIX L

DAILY TRAFFIC VOLUME VARIATION OVER THREE WEEKS

ADT Comparison for Newport Blvd. Btwn 32nd & Finley
ADT
55000
50000
45000
40000
35000
30000
Day
Thursday, August 07, 2003
Friday, August 08, 2003
Saturday, August 09, 2003
Sunday, August 10, 2003
Monday, August 11, 2003
Tuesday, August 12, 2003
Wednesday, August 13, 2003
Thursday, August 14, 2003
Friday, August 15, 2003
Saturday, August 16, 2003
Sunday, August 17, 2003
Monday, August 18, 2003
Tuesday, August 19, 2003
Wednesday, August 20, 2003
Thursday, August 21, 2003
Friday, August 22, 2003
Saturday, August 23, 2003
Sunday, August 24, 2003
Monday, August 25, 2003
Tuesday, August 26, 2003
Wednesday, August 27, 2003
Thursday, August 28, 2003

L3

ADT	Day
47683	8/8/2003
49611	8/9/2003
45099	8/10/2003
40779	8/11/2003
43708	8/12/2003
42412	8/13/2003
43248	8/14/2003
45437	8/15/2003
47768	8/16/2003
42982	8/17/2003
39542	8/19/2003
40487	8/20/2003
40301	8/21/2003
44077	8/22/2003
47052	8/23/2003
41796	8/24/2003
36999	8/26/2003
36994	8/27/2003

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APPENDIX M

TRIP SOURCE ANALYSIS RAW DATA

TABLE 1

TRAFFIC SOURCE DATA FOR NORTHBOUND COAST HIGHWAY SOUTH OF NEWPORT COAST DRIVE

NUMBER	START TIME	AM/PM	VEHICLE TYPE	DESTINATION	END TIME	PERIOD	INITIALS	DATE
1	2:05	PM	Blue pick-up truck	N43	2:19	OP	CGA	5/9/2002
2	2:12	PM	Blue Volvo	N88	2:15	OP	CGA	5/13/2002
3	2:23	PM	Black Toyota Camry	A	2:37	OP	CGA	5/13/2002
4	2:10	PM	Blue Audi	N87	2:14	OP	CGA	5/14/2002
5	2:20	PM	Blue Jeep	N25	2:30	OP	CGA	5/14/2002
6	2:55	PM	Toyota Landcruiser	N88	2:56	OP	CGA	5/14/2002
7	6:47	AM	Red SUV	O	6:56	OP	ED	5/15/2002
8	7:59	AM	Green Rav4	N95B	8:10	AM	ED	5/16/2002
9	4:14	PM	White Camry	N56	4:17	OP	CF	5/20/2002
10	4:23	PM	Silver Audi	N58B	4:35	PM	CF	5/20/2002
11	7:08	AM	Grn Accord	N35	7:23	AM	KM	5/20/2002
12	8:40	AM	White Sub.	N91	8:43	AM	KM	5/20/2002
13	8:53	AM	Brown Expl.	N54	9:02	OP	KM	5/20/2002
14	5:11	PM	Grey SUV	N90B	5:17	PM	CF	5/21/2002
15	7:42	AM	White pick-up	N15B	7:57	AM	ED	5/21/2002
16	8:30	AM	Violet Quest van	N92	8:32	AM	CF	5/21/2002
17	8:38	AM	Black Toyota Tundra	N238	8:45	AM	CF	5/21/2002
18	4:27	PM	Red Grand Am	N286B	4:28	OP	JCC	5/22/2002
19	4:46	PM	White Rodeo	C	5:01	PM	JCC	5/22/2002
20	5:42	PM	Red truck	N30	5:58	PM	CF	5/22/2002
21	7:26	AM	White car	N28	7:40	AM	CF	5/22/2002
22	7:31	AM	Light grey SUV	Z	7:52	AM	ED	5/22/2002
23	5:02	PM	Honda Odyssey	N282	5:05	PM	JCC	5/24/2002
24	8:10	AM	White Car	U	8:25	AM	CF	5/24/2002
25	8:47	AM	Silver MBZ	N282	8:55	AM	CF	5/24/2002
26	6:11	PM	Black Civic	A	6:25	PM	CF	5/28/2002
27	4:25	PM	Brown wagon	N82	4:32	PM	CF	5/29/2002
28	5:10	PM	Silver car	N53	5:16	PM	CF	5/29/2002
29	5:15	PM	Green Accord	O	5:26	PM	JCC	5/29/2002
30	5:34	PM	White Camry	U	5:45	PM	CF	5/29/2002
31	5:40	PM	Nissan Altima	N285	5:49	PM	JCC	5/29/2002
32	7:23	AM	Champagne MBZ	N91	7:26	AM	CF	5/29/2002
33	8:00	AM	White Camry	W	8:07	AM	CF	5/29/2002
34	8:28	AM	Black car	U	8:33	AM	CF	5/29/2002
35	4:34	PM	Blue Audi	N97	4:46	PM	KM	5/30/2002
36	4:54	PM	Black BMW	N73	5:17	PM	KM	5/30/2002
37	5:20	PM	Black Jetta	S	5:31	PM	CF	5/30/2002
38	5:43	PM	Beige Accrd	A	6:02	PM	KM	5/30/2002
39	8:40	AM	Cream Toyota	U	8:48	AM	CF	5/30/2002
40	5:03	PM	Black BMW	N294	5:05	PM	CF	5/31/2002
41	5:51	PM	Toyota Highlander	O	6:18	PM	JCC	5/31/2002
42	7:23	AM	Black car	W	7:28	AM	CF	5/31/2002
43	7:50	AM	Black SUV	T	8:01	AM	CF	5/31/2002

TABLE 1 (CONTINUED)

TRAFFIC SOURCE DATA FOR NORTHBOUND COAST HIGHWAY SOUTH OF NEWPORT COAST DRIVE

NUMBER	START TIME	AM/PM	VEHICLE TYPE	DESTINATION	END TIME	PERIOD	INITIALS	DATE
44	8:27	AM	Grey car Toyota	T	8:34	AM	CF	5/31/2002
45	4:56	PM	Silver MBZ	W	5:02	PM	CF	6/3/2002
46	5:30	PM	Black SUV	N94	5:37	PM	CF	6/3/2002
47	6:10	PM	Grey car	N282	6:14	PM	CF	6/3/2002
48	5:30	PM	White SUV	N53	5:34	PM	CF	6/4/2002
49	6:06	PM	Tan SUV	W	6:10	PM	CF	6/4/2002
50	6:12	PM	Black car	N73	6:18	PM	CF	6/4/2002
51	8:15	AM	Green Station Wagon	N81	8:31	AM	ED	6/4/2002
52	6:08	PM	Silver car	A	6:34	OP	CF	6/5/2002
53	7:32	AM	Black car	N244A	7:37	AM	CF	6/5/2002
54	8:27	AM	Black MBZ	O	8:43	AM	ED	6/5/2002
55	7:37	AM	Black Cabrio	W	7:41	AM	CF	6/7/2002
56	7:45	AM	Green SUV	N73	7:48	AM	CF	6/7/2002
57	7:58	AM	White Civic	N20	8:10	AM	CF	6/7/2002
58	5:06	PM	Silver Volvo car	N97	5:11	PM	CF	6/10/2002
59	5:07	PM	Blue Mercury Villager	N91	5:10	PM	JCC	6/10/2002
60	5:17	PM	Green Land Rover	N89A	5:23	PM	JCC	6/10/2002
61	5:36	PM	White MBZ	N60	5:47	PM	JCC	6/10/2002
62	5:39	PM	Black BMW	N282	5:44	PM	CF	6/10/2002
63	5:56	PM	Silver van	N20	6:10	PM	CF	6/10/2002
64	8:34	AM	Tan Cadillac	A	8:52	AM	ED	6/10/2002
65	4:42	PM	Green Camry	N93	4:45	PM	JCC	6/11/2002
66	4:47	PM	Gray Suzuki Vitara	N91	4:51	PM	JCC	6/11/2002
67	4:54	PM	Red Tacoma	O	5:02	PM	JCC	6/11/2002
68	5:37	PM	Black Honda Civiv	D	5:50	PM	JCC	6/11/2002
69	5:40	PM	Red car	N74	5:46	PM	CF	6/11/2002
70	6:15	PM	Black SUV	N54	6:24	PM	CF	6/11/2002
71	7:21	AM	White car	N91	7:24	AM	CF	6/11/2002
72	7:28	AM	White SUV	W	7:33	AM	CF	6/11/2002
73	8:43	AM	Black van	N72	8:49	AM	CF	6/11/2002
74	5:33	PM	Black car	N81	5:38	PM	CF	6/12/2002
75	5:47	PM	Red car	A	6:01	PM	CF	6/12/2002
76	7:37	AM	Black sports car	N103	7:54	AM	ED	6/12/2002
77	8:55	AM	Maroon BMW	N72	9:05	OP	ED	6/12/2002
78	7:52	AM	Tan SUV	N28	8:01	AM	CF	6/14/2002
79	8:54	AM	White SUV	N94	9:02	OP	CF	6/14/2002
80	4:35	PM	White SUV	N85B	4:38	PM	CF	6/17/2002
81	4:43	PM	Black car	N236	4:52	PM	CF	6/17/2002
82	5:08	PM	Red SUV	N52A	5:20	PM	CF	6/17/2002
83	5:35	PM	Silver SUV	W	5:40	PM	CF	6/17/2002
84	5:59	PM	Silver van	N234	6:08	PM	CF	6/17/2002
91	7:00	AM	Black car	N90B	7:08	AM	CF	6/18/2002
92	7:04	AM	Blue car	N99	7:08	AM	CF	6/18/2002

TABLE 1 (CONTINUED)

TRAFFIC SOURCE DATA FOR NORTHBOUND COAST HIGHWAY SOUTH OF NEWPORT COAST DRIVE

NUMBER	START TIME	AM/PM	VEHICLE TYPE	DESTINATION	END TIME	PERIOD	INITIALS	DATE
93	7:18	AM	Silver Acura	N28	7:27	AM	CF	6/18/2002
94	7:45	AM	Yellow VW car	X	7:52	AM	CF	6/18/2002
95	8:15	AM	White SUV	T	8:32	AM	CF	6/18/2002
96	8:40	AM	Black car	N72	8:51	AM	CF	6/18/2002
97	4:40	PM	Blue SUV	N28	4:58	PM	CF	6/19/2002
98	5:18	PM	Silver car	U	5:23	PM	CF	6/19/2002
99	5:40	PM	Silver car	T	6:02	PM	CF	6/19/2002
100	6:10	PM	Black car	N30	6:30	PM	CF	6/19/2002

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TABLE 2

TRAFFIC SOURCE DATA FOR SOUTHBOUND COAST HIGHWAY
SOUTH OF THE SANTA ANA RIVER

NUMBER	START TIME	AM/PM	VEHICLE TYPE	DESTINATION	END TIME	PERIOD	INITIALS	DATE
1	2:41	PM	Blue Dodge Neon	Y	2:54	OP	CGA	5/9/2002
2	1:55	PM	Silver BMW	N84	2:05	OP	CGA	5/13/2002
3	2:38	PM	Blue truck	N28	2:44	OP	CGA	5/13/2002
4	2:40	PM	Brown MBZ	Y	2:53	OP	CGA	5/14/2002
5	7:11	AM	Grey Suburban	N44	7:16	AM	ED	5/15/2002
6	7:34	AM	Tan Buick	N37A	7:36	AM	ED	5/15/2002
7	7:52	AM	Black Civic	N37A	7:55	AM	ED	5/15/2002
8	8:02	AM	Black jeep	N22	8:09	AM	ED	5/15/2002
9	8:22	AM	Grey van	B	8:28	AM	ED	5/15/2002
10	7:01	AM	White Toyota pick-up	N81	7:12	AM	ED	5/16/2002
11	8:50	AM	Cream Volvo	C	8:54	AM	ED	5/16/2002
12	5:15	PM	White truck	C	5:20	PM	CF	5/20/2002
13	5:29	PM	Black car	C	5:34	PM	CF	5/20/2002
14	5:41	PM	Black BMW	N283	6:01	PM	CF	5/20/2002
15	7:30	AM	Green Audi	N7A	7:48	AM	KM	5/20/2002
16	4:33	PM	Toyota Solara	N41	4:41	PM	CF	5/21/2002
17	5:24	PM	Black car	B	5:43	PM	CF	5/21/2002
18	6:06	PM	Silver car MBZ	N90B	6:15	PM	CF	5/21/2002
19	6:59	AM	Turqoise MBZ	N95A	7:14	AM	ED	5/21/2002
20	7:05	AM	Black Cabrio	N43	7:10	AM	CF	5/21/2002
21	7:20	AM	Black Honda	N90B	7:29	AM	CF	5/21/2002
22	7:39	AM	Blue Toyota Supra	N82	7:48	AM	CF	5/21/2002
23	8:15	AM	Blue Toyota	N37B	8:17	AM	ED	5/21/2002
24	8:25	AM	Maroon Cadillac	H	8:32	AM	ED	5/21/2002
25	8:42	AM	White Honda Passport	N45	8:48	AM	ED	5/21/2002
26	8:55	AM	Green SUV	N36	8:57	AM	ED	5/21/2002
27	4:43	PM	Red truck	N34	4:54	PM	CF	5/22/2002
28	5:03	PM	Red GMC van	N21	5:11	PM	CF	5/22/2002
29	5:08	PM	White pick-up	G	5:17	PM	JCC	5/22/2002
30	5:30	PM	Silver Taurus	N53	5:38	PM	JCC	5/22/2002
31	7:03	AM	Green Toyota Corolla	N29	7:05	AM	ED	5/22/2002
32	7:06	AM	Silver Explorer	C	7:09	AM	CF	5/22/2002
33	7:09	AM	Red Jeep	Y	7:22	AM	ED	5/22/2002
34	7:05	AM	Black truck Chevorlet	N28	7:12	AM	CF	5/23/2002
35	7:18	AM	Red SUV	N27	7:24	AM	CF	5/24/2002
36	7:31	AM	Black truck	N81	7:44	AM	CF	5/24/2002
37	5:15	PM	White SUV	N71C	5:19	PM	CF	5/28/2002
38	5:46	PM	Cream car	A	5:53	PM	CF	5/28/2002
39	5:59	PM	Blue SUV	N90B	6:01	PM	CF	5/28/2002
40	5:38	PM	White Infiniti	N282	5:48	PM	CF	5/29/2002
41	6:18	PM	White Blazer	N36	6:21	PM	JCC	5/29/2002
42	6:28	PM	Silver BMW	N52A	6:34	OP	JCC	5/29/2002
43	7:08	AM	Silver Civic	N28	7:13	AM	CF	5/29/2002

TABLE 2 (CONTINUED)

TRAFFIC SOURCE DATA FOR SOUTHBOUND COAST HIGHWAY
SOUTH OF THE SANTA ANA RIVER

NUMBER	START TIME	AM/PM	VEHICLE TYPE	DESTINATION	END TIME	PERIOD	INITIALS	DATE
44	4:35	PM	Black Civic	C	4:40	PM	CF	5/30/2002
45	4:48	PM	White SUV	X	4:59	PM	CF	5/30/2002
46	5:55	PM	Grey station wagon	N74	6:02	PM	CF	5/30/2002
47	6:05	PM	Silver Audi	N35	6:06	PM	KM	5/30/2002
48	6:08	PM	Grey Passat	N59	6:24	PM	KM	5/30/2002
49	7:08	AM	White Civic	N28	7:11	AM	CF	5/30/2002
50	7:16	AM	Black SUV	N28	7:20	AM	CF	5/30/2002
51	7:29	AM	Green Jeep	T	7:46	AM	CF	5/30/2002
52	7:07	AM	White van	Y	7:19	AM	CF	5/31/2002
53	4:28	PM	Champagne Acura	Y	4:53	OP	CF	6/3/2002
54	6:20	PM	Red car	C	6:28	PM	CF	6/3/2002
55	7:02	AM	White BMW	Z	7:10	AM	ED	6/3/2002
56	7:20	AM	Green Jeep Wrangler	C	7:26	AM	ED	6/3/2002
57	7:53	AM	Red Toyota Celica	N75	8:07	AM	ED	6/3/2002
58	4:25	PM	Green car	N28	4:38	PM	CF	6/4/2002
59	4:43	PM	Silver Camry	T	4:54	PM	CF	6/4/2002
60	7:05	AM	Silver car	N28	7:08	AM	CF	6/4/2002
61	7:06	AM	Tan Cadillac	Z	7:12	AM	ED	6/4/2002
62	7:16	AM	White SUV	N282	7:21	AM	CF	6/4/2002
63	7:22	AM	Yellow Xterra	N102	7:41	AM	ED	6/4/2002
64	7:30	AM	White Cabrio	N281	7:38	AM	CF	6/4/2002
65	8:48	AM	Red car	O	9:12	OP	CF	6/4/2002
66	7:29	AM	White Kia	N73	7:40	AM	ED	6/5/2002
67	7:07	AM	Tan car	C	7:11	AM	CF	6/7/2002
68	7:20	AM	White SUV	Y	7:35	AM	CF	6/7/2002
69	8:25	AM	White Car	N28	8:29	AM	CF	6/7/2002
70	8:34	AM	Red MBZ	N28	8:39	AM	CF	6/7/2002
71	8:47	AM	White SUV	O	8:57	AM	CF	6/7/2002
72	4:33	PM	Champagne car	N37A	4:42	PM	CF	6/10/2002
73	4:34	PM	White Civic	S	4:51	PM	JCC	6/10/2002
74	6:09	PM	Chevrolet Tahoe	N30	6:15	PM	JCC	6/10/2002
75	6:15	PM	White SUV	N38B	6:22	PM	CF	6/10/2002
76	7:31	AM	Black Rav4	N66	7:47	AM	ED	6/10/2002
77	8:55	AM	White Jeep	Z	9:02	OP	ED	6/10/2002
78	4:28	PM	Black car	S	4:46	PM	CF	6/11/2002
79	5:55	PM	Gray Buick	N84	6:03	PM	JCC	6/11/2002
80	7:58	AM	White car	N23	8:05	AM	CF	6/11/2002
81	8:28	AM	White car	Y	8:43	AM	CF	6/11/2002
82	6:10	PM	White SUV	C	6:13	PM	CF	6/12/2002
83	6:20	PM	Black car	N95	6:28	PM	CF	6/12/2002
84	6:58	AM	Purple truck	N36	7:01	AM	ED	6/12/2002
85	7:05	AM	Red SUV	C	7:08	AM	CF	6/12/2002
86	7:09	AM	Blue Saturn	N84	7:18	AM	ED	6/12/2002

TABLE 2 (CONTINUED)

TRAFFIC SOURCE DATA FOR SOUTHBOUND COAST HIGHWAY
SOUTH OF THE SANTA ANA RIVER

NUMBER	START TIME	AM/PM	VEHICLE TYPE	DESTINATION	END TIME	PERIOD	INITIALS	DATE
87	8:05	AM	Black SUV	N22	8:15	AM	CF	6/12/2002
88	8:20	AM	Black car	N73	8:31	AM	CF	6/12/2002
89	7:04	AM	Silver SUV	N36	7:07	AM	ED	6/13/2002
90	7:15	AM	White BMW	Z	7:24	AM	ED	6/13/2002
91	7:51	AM	Black Pathfinder	N75	8:06	AM	ED	6/13/2002
92	7:05	AM	Green car	C	7:08	AM	CF	6/14/2002
93	7:15	AM	Silver car	N282	7:26	AM	CF	6/14/2002
94	7:18	AM	White van	N67	7:25	AM	CF	6/15/2002
95	8:27	AM	Silver SUV	N73	8:42	AM	CF	6/15/2002
96	5:37	PM	White SUV	N36	5:41	PM	CF	6/5/2005
97	5:48	PM	Black car	N92	6:03	PM	CF	6/5/2005
98	7:12	AM	Black Jeep	N28	7:19	AM	CF	6/5/2005
99	7:24	AM	Black BMW	N89A	7:29	AM	CF	6/5/2005
100	8:14	AM	White car	N73	8:30	AM	CF	6/5/2005

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TABLE 3

TRAFFIC SOURCE DATA FOR SOUTHBOUND MACARTHUR BOULEVARD
NORTH OF BONITA CANYON DRIVE

NUMBER	START TIME	AM/PM	VEHICLE TYPE	DESTINATION	END TIME	PERIOD	INITIALS	DATE
1	1:48	PM	White Jaguar	N90A	1:52	OP	CGA	5/9/2002
2	1:07	PM	White Mazda 626	N80	1:10	OP	CGA	5/13/2002
3	1:20	PM	Green Volvo	N281	1:27	OP	CGA	5/13/2002
4	1:16	PM	Green minivan	N81	1:20	OP	CGA	5/14/2002
5	1:23	PM	White Porsche	N99	1:27	OP	CGA	5/14/2002
6	1:35	PM	White Civic	N74	1:42	OP	CGA	5/14/2002
7	1:45	PM	Nissan Xterra	N294	2:00	OP	CGA	5/14/2002
8	8:47	AM	White Acura	N81	8:50	AM	ED	5/15/2002
9	7:35	AM	Turqoise Toyota	N290A	7:41	AM	ED	5/16/2002
10	3:54	PM	White Explorer	N283	4:02	OP	CF	5/20/2002
11	4:41	PM	White van	N101	4:45	PM	CF	5/20/2002
12	7:59	AM	Blue MBZ	N94	8:02	AM	KM	5/20/2002
13	8:18	AM	Blue Jeep	N281	8:25	AM	KM	5/20/2002
14	4:55	PM	White MBZ	N83	5:00	PM	CF	5/21/2002
15	7:21	AM	Black Mustang	N84	7:29	AM	ED	5/21/2002
16	8:47	AM	Black Mustang	C	8:51	AM	CF	5/21/2002
17	4:10	PM	Silver Audi	N89A	4:16	OP	JCC	5/22/2002
18	5:50	PM	Red Buick sedan	N74	5:55	PM	JCC	5/22/2002
19	6:18	PM	Ford Thunderbird	Y	6:26	PM	JCC	5/22/2002
20	8:07	AM	White Cavalier	N82	8:13	AM	CF	5/22/2002
21	8:22	AM	Grey S80	N78	8:27	AM	CF	5/22/2002
22	8:48	AM	White Corolla	N293	8:57	AM	CF	5/22/2002
23	6:19	PM	White Camry	N81	6:23	PM	CF	5/23/2002
24	6:28	PM	White BMW	N82	6:32	OP	CF	5/23/2002
25	7:32	AM	White Mustang	N82	7:36	AM	CF	5/23/2002
26	7:48	AM	White BMW	N283	7:59	AM	CF	5/23/2002
27	8:13	AM	Red car	N294	8:24	AM	CF	5/23/2002
28	7:51	AM	Black MBZ car	N73	7:55	AM	CF	5/24/2002
29	8:27	AM	Silver Acura	N90B	8:36	AM	CF	5/24/2002
30	7:58	AM	Silver BMW	N81	8:01	AM	CF	5/27/2002
31	4:20	PM	Cream Pathfinder	N87	4:28	OP	CF	5/28/2002
32	4:42	PM	White car	N82	4:45	PM	CF	5/28/2002
33	4:54	PM	Black car	N101	5:01	PM	CF	5/28/2002
34	5:05	PM	White Lexus	N285	5:11	PM	CF	5/28/2002
35	4:30	PM	Blue BMW	N69	4:32	PM	JCC	5/29/2002
36	4:37	PM	White Nissan sedan	N89B	4:43	PM	JCC	5/29/2002
37	4:51	PM	Red car	N82	4:55	PM	CF	5/29/2002
38	5:03	PM	Black car	U	5:08	PM	CF	5/29/2002
39	5:30	PM	black Jaguar	N89A	5:37	PM	JCC	5/29/2002
40	6:25	PM	Red van	N73	6:33	OP	CF	5/29/2002
41	6:37	PM	Beige Porsche	N239	6:45	OP	JCC	5/29/2002
42	7:32	AM	Blue SUV	N82	7:39	AM	CF	5/29/2002
43	7:50	AM	Black Tundra	X	7:57	AM	CF	5/29/2002
44	8:40	AM	White Camry	N72	8:46	AM	CF	5/29/2002

TABLE 3 (CONTINUED)

TRAFFIC SOURCE DATA FOR SOUTHBOUND MACARTHUR BOULEVARD
NORTH OF BONITA CANYON DRIVE

NUMBER	START TIME	AM/PM	VEHICLE TYPE	DESTINATION	END TIME	PERIOD	INITIALS	DATE
45	8:52	AM	Black SUV	N28	9:01	OP	CF	5/29/2002
46	5:24	PM	Green Sub.	Y	5:38	PM	KM	5/30/2002
47	8:01	AM	Black Lexus	N82	8:07	AM	CF	5/30/2002
48	8:25	AM	Green Accord	N85B	8:32	AM	CF	5/30/2002
49	4:14	PM	White Lexus	N74	4:16	OP	JCC	5/31/2002
50	4:33	PM	Red MBZ	N74	4:38	PM	JCC	5/31/2002
51	4:46	PM	Blue Explorer	N101	4:51	PM	JCC	5/31/2002
52	5:06	PM	Black Honda	N74	5:14	PM	JCC	5/31/2002
53	5:22	PM	Black Buick	N101	5:26	PM	JCC	5/31/2002
54	5:31	PM	Honda Odyssey	N85B	5:44	PM	JCC	5/31/2002
55	6:22	PM	Black BMW	N74	6:26	PM	JCC	5/31/2002
56	8:08	AM	Red Van	N81	8:15	AM	CF	5/31/2002
57	8:40	AM	Black car	N95A	8:46	AM	CF	5/31/2002
58	8:51	AM	Blue SUV	N74	8:54	AM	CF	5/31/2002
59	8:52	AM	White car	N283	9:02	OP	CF	5/31/2002
60	5:41	PM	Black SUV	N99	5:45	PM	CF	6/3/2002
61	6:02	PM	Black Jeep	N82	6:10	PM	CF	6/3/2002
62	8:16	AM	Silver Explorer	N74	8:20	AM	ED	6/3/2002
63	8:35	AM	Red Jetta	N73	8:38	AM	ED	6/3/2002
64	8:50	AM	Black Expedition	N80	8:57	AM	ED	6/3/2002
65	4:58	PM	Champagne car	N90B	5:04	PM	CF	6/4/2002
66	5:50	PM	Black MBZ	N87	6:03	PM	CF	6/4/2002
67	7:45	AM	Black SUV	N85A	7:54	AM	CF	6/4/2002
68	7:52	AM	Blue pick-up	N91	8:03	AM	ED	6/4/2002
69	8:02	AM	Silver BMW	N294	8:17	AM	CF	6/4/2002
70	8:31	AM	Black Lexus	N25A	8:41	AM	CF	6/4/2002
71	8:50	AM	Maroon van	N74	8:54	AM	ED	6/4/2002
72	4:34	PM	Green car	N29	4:38	PM	CF	6/5/2002
73	5:21	PM	White SUV	N25A	5:30	PM	CF	6/5/2002
74	7:53	AM	Silver Lexus SuV	N95A	7:55	AM	ED	6/5/2002
75	8:11	AM	White Nissan sedan	Y	8:20	AM	ED	6/5/2002
76	8:40	AM	White car	N52	8:52	AM	CF	6/5/2002
77	8:54	AM	Blue Beetle	N73	8:57	AM	ED	6/5/2002
78	4:18	PM	White Saab sedan	N81	4:21	OP	JCC	6/10/2002
79	4:55	PM	Gray Sequoia	N286B	5:03	PM	JCC	6/10/2002
80	4:55	PM	White Acura car	Y	5:03	PM	CF	6/10/2002
81	5:17	PM	Silver wagon	N91	5:24	PM	CF	6/10/2002
82	5:51	PM	Red Corolla	A	6:07	PM	JCC	6/10/2002
83	7:56	AM	Silver Accord	N94	8:04	AM	ED	6/10/2002
84	8:11	AM	Green Truck	N84	8:22	AM	ED	6/10/2002
85	4:25	PM	White Civic	N74	4:32	OP	JCC	6/11/2002
86	4:52	PM	White car	N282	5:03	PM	CF	6/11/2002
87	5:04	PM	Toyota 4Runner	N74	5:09	PM	JCC	6/11/2002

TABLE 3 (CONTINUED)

TRAFFIC SOURCE DATA FOR SOUTHBOUND MACARTHUR BOULEVARD
NORTH OF BONITA CANYON DRIVE

NUMBER	START TIME	AM/PM	VEHICLE TYPE	DESTINATION	END TIME	PERIOD	INITIALS	DATE
88	5:15	PM	Blue BMW	N238	5:18	PM	JCC	6/11/2002
89	5:23	PM	Peach Lexus sedan	Y	5:36	PM	JCC	6/11/2002
90	5:24	PM	White car	N85A	5:31	PM	CF	6/11/2002
91	5:57	PM	White car	Y	6:12	PM	CF	6/11/2002
92	7:25	AM	Red car	N85B	7:14	AM	CF	6/11/2002
93	7:40	AM	Black car	N94	7:42	AM	CF	6/11/2002
94	4:36	PM	Tan SUV	N104	4:41	PM	CF	6/12/2002
95	5:00	PM	Black car	N96	5:00	PM	CF	6/12/2002
96	5:12	PM	Silver car	N82	5:20	PM	CF	6/12/2002
97	8:23	AM	Silver MBZ	N70	8:28	AM	ED	6/12/2002
98	8:38	AM	White sedan	N91	8:47	AM	ED	6/12/2002
99	8:41	AM	Black SUV	Y	8:46	AM	CF	6/12/2002
100	8:21	AM	blue truck	N84	8:30	AM	ED	6/13/2002

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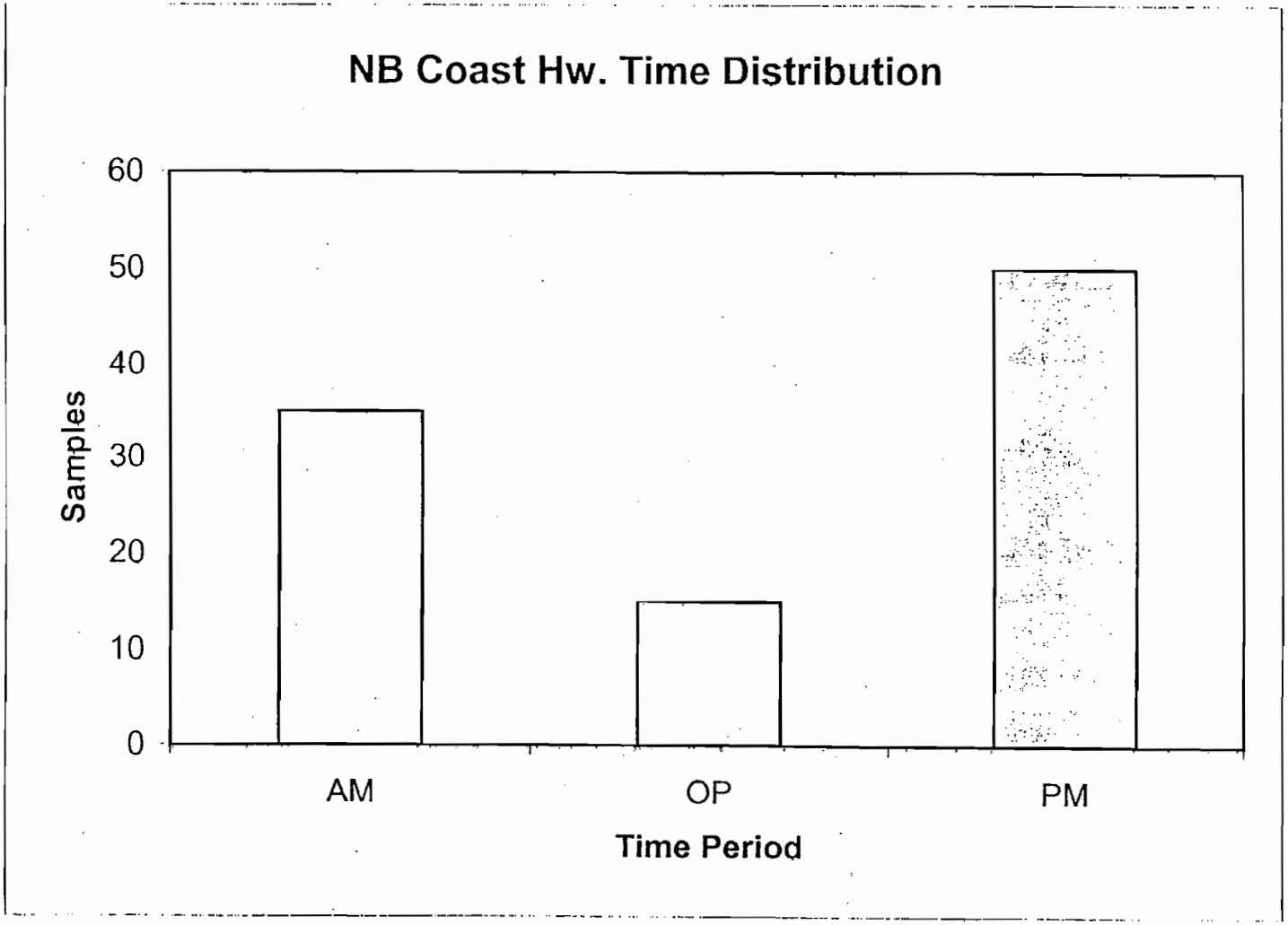
APPENDIX N

TRAFFIC SOURCE ANALYSIS COLLECTION TIME DISTRIBUTION



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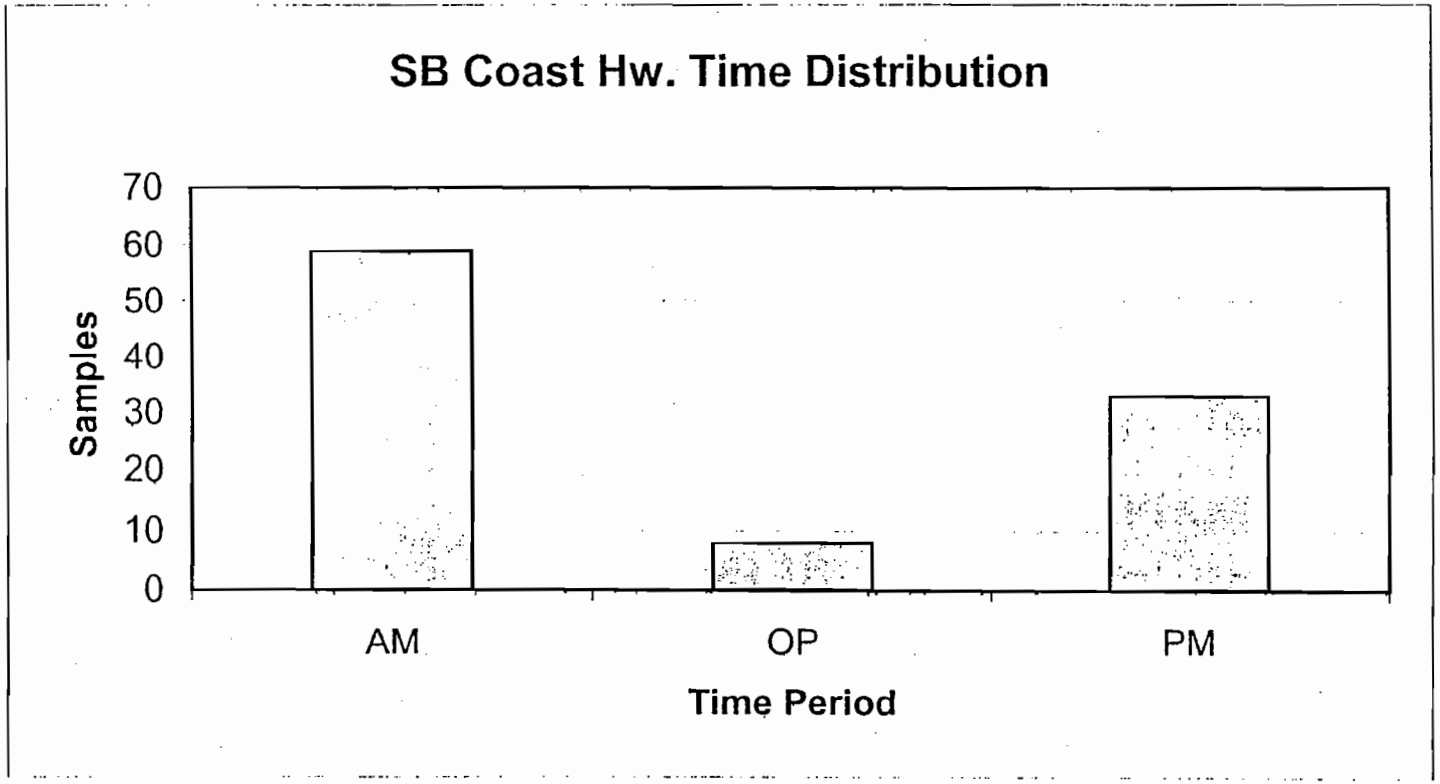

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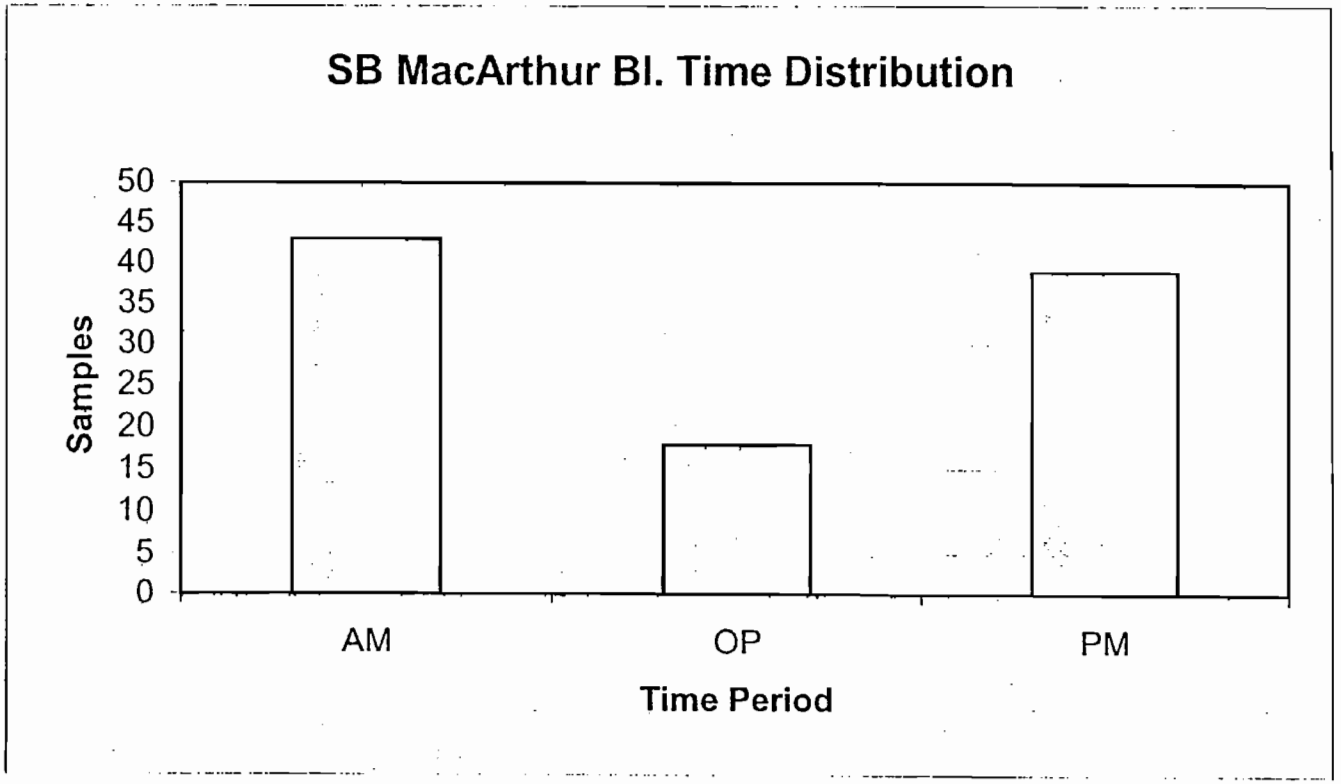

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APPENDIX O

2001/2002 INTERSECTION TURNING MOVEMENT COUNTS

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: SUPERIOR AVE (E&W) & PLACENTIA AVE (N&S) 2565
(Existing Traffic Volumes Based on Average Winter/Spring 2001 AM)

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	299					
Southbound	618					
Eastbound	1734					
Westbound	291					

☐ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☐ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: SUPERIOR AVE (E&W) & PLACENTIA AVE (N&S) 2565
(Existing Traffic Volumes Based on Average Winter/Spring 2001 PM)

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	380					
Southbound	587					
Eastbound	791					
Westbound	838					

☐ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☐ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: ***DATE:***

SU2565AM

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: SUPERIOR AVE (E&W) & PLACENTIA AVE (N&S) 2565
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 AM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL			17						
NT	3200		237	0.093					
NR			45						
SL	1600		13	0.008					
ST	1600		319	0.199 *					
SR	1600		286	0.179					
EL	1600		379	0.237					
ET			1342						
ER	3200		13	0.423 *					
WL	1600		54	0.034 *					
WT			223						
WR	3200		14	0.074					
EXISTING I.C.U.				0.657					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
SU2565AM

FORM II

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: SUPERIOR AVE (E&W) & PLACENTIA AVE (N&S) 2565
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 PM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL			27						
NT	3200		254	0.119 *					
NR			99						
SL	1600		7	0.004					
ST	1600		184	0.115 *					
SR	1600		396	0.248					
EL	1600		255	0.159 *					
ET	3200		512	0.168					
ER			24						
WL	1600		41	0.026					
WT	3200		786	0.249 *					
WR			11						
EXISTING I.C.U.				0.642					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

[ ] Projected + project traffic I.C.U. will be less than or equal to 0.90

[ ] Projected + project traffic I.C.U. will be greater than 0.90

[ ] Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

[ ] Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
SU2565PM

FORM II

CH1855AMALT

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: COAST HIGHWAY & BALBOA BOULEVARD/SUPERIOR AVENUE 1855
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 AM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		270	0.169					
NT	3200		572	0.190 *					
NR			36						
SL	1600		164	0.103 *					
ST	3200		145	0.045					
SR	3200		187	0.058					
EL	3200		1319	0.412					
ET	4800		2708	0.564 *					
ER	1600		280	0.175					
WL	1600		43	0.027 *					
WT	6400		659	0.131					
WR			182						
EXISTING I.C.U.				0.884					
EXISTING + REGIONAL GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

Split Phase N/S Direction

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
CH1855AM

FORM II

06

CH1855PMALT

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: COAST HIGHWAY & BALBOA BOULEVARD/SUPERIOR AVENUE 1855
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 PM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		404	0.253 *					
NT	3200		336	0.130					
NR			81						
SL	1600		191	0.119					
ST	3200		343	0.107					
SR	3200		725	0.227 *					
EL	3200		384	0.120 **					
ET	4800		1083	0.226					
ER	1600		279	0.174					
WL	1600		190	0.119					
WT	6400		2433	0.398 *					
WR			117						
EXISTING I.C.U.				0.998					
EXISTING + REGIONAL GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

Split Phase N/S Direction: ** EL goes with SR

_| | Projected + project traffic I.C.U. will be less than or equal to 0.90

_| | Projected + project traffic I.C.U. will be greater than 0.90

_| | Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

_| | Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
CH1855PM

FORM II

NE2480_ALT

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: NEWPORT BOULEVARD & HOSPITAL ROAD 2480
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC — WINTER/SPRING — 2001 AM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		125	0.078					
NT	4800		1520	0.335 *					
NR			87						
SL	1600		43	0.027 *					
ST	4800		1007	0.280					
SR			337						
EL	1600		178	0.111 *					
ET	1600		197	0.123					
ER	1600		239	0.149					
WL	1600		73	0.046					
WT	3200		301	0.097 *					
WR			10						
EXISTING I.C.U.				0.570					
EXISTING + REGIONAL GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
NE2480AM

FORM II

NE2480_ALT

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: NEWPORT BOULEVARD & HOSPITAL ROAD 2480
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 PM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		127	0.079 *					
NT	4800		1453	0.318					
NR			72						
SL	1600		42	0.026					
ST	4800		1826	0.419 *					
SR			186						
EL	1600		257	0.161 *					
ET	1600		143	0.089					
ER	1600		231	0.144					
WL	1600		158	0.099					
WT	3200		214	0.077 *					
WR			31						
EXISTING I.C.U.				0.736					
EXISTING + REGIONAL GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

|_| Projected + project traffic I.C.U. will be less than or equal to 0.90

|_| Projected + project traffic I.C.U. will be greater than 0.90

|_| Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

|_| Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

|_| Project increases I.C.U. by 0.005 or greater

Description of system improvement:

PROJECT NE2480PM

FORM II

Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : NEWPORT BOULEVARD
E/W Direction : VIA LIDO
Client : CITY OF NEWPORT BEACH

Study Name: H0110154
Site Code : 00000918
Start Date: 10/24/01
Page : 1

TURNING MOVEMENTS

Start Time	NEWPORT BOULEV Southbound Thru	Left	VIA LIDO Westbound Right	Left	NEWPORT BOULEV Northbound Right	Thru	Intrvl. Total
10/24/01							
07:00	135	44	44	0	2	247	472
07:15	199	45	68	1	3	265	581
07:30	175	63	84	2	4	454	782
07:45	236	85	73	4	2	384	784
Hour	745	237	269	7	11	1350	2619
08:00	222	75	68	1	6	316	688
08:15	195	70	87	2	7	361	722
08:30	188	96	49	5	9	362	709
08:45	192	116	75	1	11	339	734
Hour	797	357	279	9	33	1378	2853
[BREAK]	---	---	---	---	---	---	---
16:30	365	121	114	6	2	216	824
16:45	402	130	112	13	2	237	896
Hour	767	251	226	19	4	453	1720
17:00	403	123	136	5	8	252	927
17:15	362	92	115	3	20	248	840
17:30	435	73	124	1	6	279	918
17:45	390	88	106	13	6	285	888
Hour	1590	376	481	22	40	1064	3573
18:00	416	102	118	9	13	288	946
18:15	334	99	103	4	7	233	780
Total	4649	1422	1476	70	108	4766	12491
% Apr.	76.5	23.4	95.4	4.5	2.2	97.7	-
% Int.	37.2	11.3	11.8	0.5	0.8	38.1	-

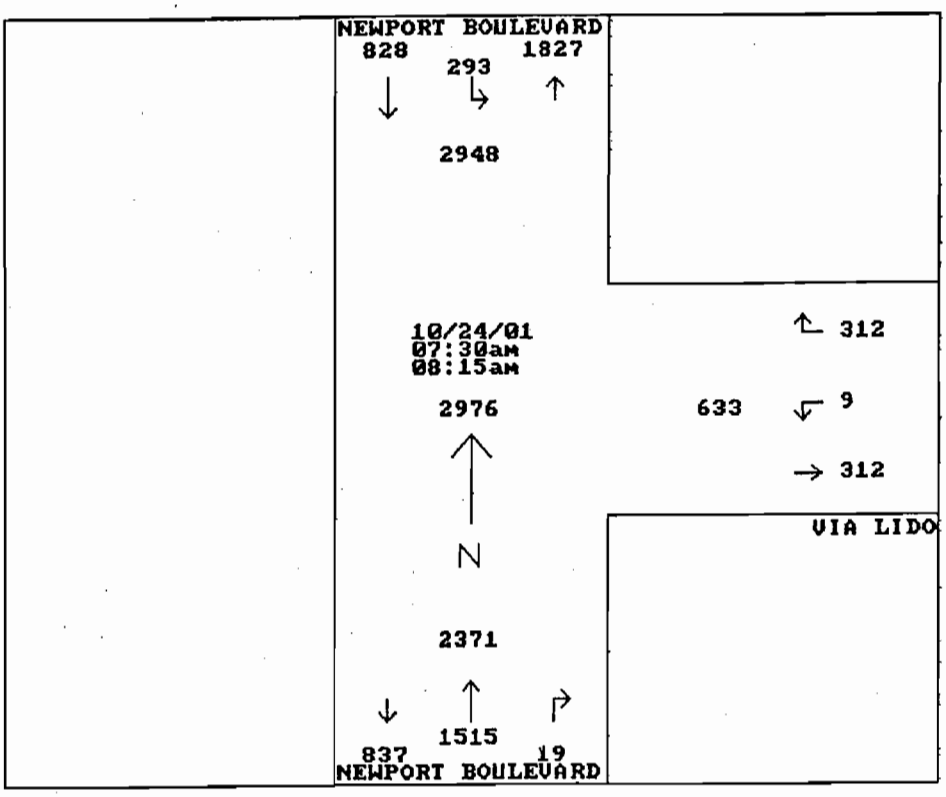
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : NEWPORT BOULEVARD
E/W Direction : VIA LIDO
Client : CITY OF NEWPORT BEACH

Study Name: H0110154
Site Code : 00000918
Start Date: 10/24/01

TURNING MOVEMENTS

Start Time	NEWPORT BOULEV Southbound Thru	Left	VIA LIDO Westbound Right	Left	NEWPORT BOULEV Northbound Right	Thru	Intrvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 on 10/24/01 to 08:45 on 10/24/01							
Time	07:30		07:30		07:30		
Vol.	828	293	312	9	19	1515	
Pct.	73.8	26.1	97.1	2.8	1.2	98.7	
Total	1121		321		1534		
High	07:45		08:15		07:30		
Vol.	236	85	87	2	4	454	
Total	321		89		458		
PHF	0.873		0.901		0.837		



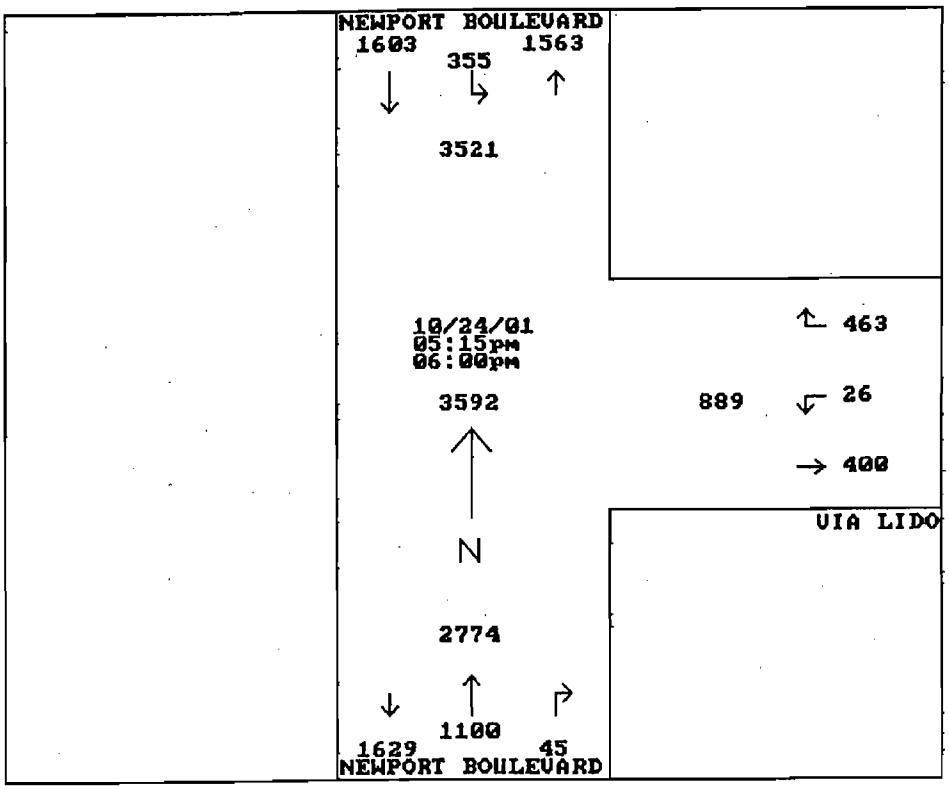
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : NEWPORT BOULEVARD
E/W Direction : VIA LIDO
Client : CITY OF NEWPORT BEACH

Study Name: H0110154
Site Code : 00000918
Start Date: 10/24/01
Page : 3

TURNING MOVEMENTS

Start Time	NEWPORT BOULEV Southbound Thru	Left	VIA LIDO Westbound Right	Left	NEWPORT BOULEV Northbound Right	Thru	Intrvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 16:30 on 10/24/01 to 18:15 on 10/24/01							
Time	17:15		17:15		17:15		
Vol.	1603	355	463	26	45	1100	
Pct.	81.8	18.1	94.6	5.3	3.9	96.0	
Total	1958		489		1145		
High	18:00		18:00		18:00		
Vol.	416	102	118	9	13	288	
Total	518		127		301		
PHF	0.944		0.962		0.950		



NE1310AM

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: NEWPORT BOULEVARD & 32ND STREET 1310

EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 AM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		18	0.011 *					
NT	3200		1025	0.325					
NR			14						
SL	1600		54	0.034					
ST	3200		686	0.256 *					
SR			133						
EL	3200		361	0.125 *					
ET			39						
ER	N.S.		13						
WL	3200		41	0.023 *					
WT			33						
WR	N.S.		65						
EXISTING I.C.U.				0.415					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

Split Phase E/W Direction

|_| Projected + project traffic I.C.U. will be less than or equal to 0.90

|_| Projected + project traffic I.C.U. will be greater than 0.90

|_| Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

|_| Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
NE1310AM

FORM II

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: NEWPORT BOULEVARD & 32ND STREET 1310

EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 PM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		73	0.046 *					
NT	3200		842	0.270					
NR			21						
SL	1600		68	0.043					
ST	3200		1118	0.435 *					
SR			273						
EL	3200		166	0.059 *					
ET			24						
ER	N.S.		12						
WL	3200		18	0.020 *					
WT			46						
WR	N.S.		72						
EXISTING I.C.U.				0.514					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

Split Phase E/W Direction

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
NE1310PM

FORM II

CH2630AM_ALT

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: COAST HIGHWAY & RIVERSIDE AVENUE 2630
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001AM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL			2						
NT	1600		1	0.002					
NR			0						
SL			114						
ST	1600		10	0.078 *					
SR	1600		330	0.206					
EL	1600		327	0.204					
ET			2380						
ER	3200		13	0.748 *					
WL	1600		15	0.009 *					
WT	4800		1197	0.249					
WR	1600		53	0.033					
EXISTING I.C.U.				0.835					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

_ Projected + project traffic will be less than or equal to 0.90

_ Projected + project traffic I.C.U. will be greater than 0.90

_ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

_ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
CH2630AM

FORM II

CH2630PM_ALT

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: COAST HIGHWAY & RIVERSIDE AVENUE 2630
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 PM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL			24						
NT	1600		8	0.025					
NR			8						
SL			65						
ST	1600		9	0.046					
SR	1600		435	0.272 **					
EL	1600		286	0.179					
ET			1623						
ER	3200		23	0.514					
WL	1600		51	0.032					
WT	4800		3091	0.644 *					
WR	1600		36	0.023					
EXISTING I.C.U.			0	0.916					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

****Assumes SBR as critical since > SBL + EBL (concurrent w/SBR)**

_| Projected + project traffic will be less than or equal to 0.90

_| Projected + project traffic I.C.U. will be greater than 0.90

_| Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

_| Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
CH2630PM

FORM II

Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : TUSTIN AVENUE
E/W Direction : PACIFIC COAST HIGHWAY
Client : CITY OF NEWPORT BEACH

Study Name: H0110143
Site Code : 00000977
Start Date: 11/07/01
Page : 1

TURNING MOVEMENTS

Start Time	TUSTIN AVENUE Southbound			PCH Westbound			RESTAURANT DRIVEWAY Northbound			PCH Eastbound			Intrvl. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11/07/01													
07:00	2	0	5	4	204	0	1	0	0	0	366	3	585
07:15	2	0	7	6	267	0	0	0	0	0	507	10	799
07:30	7	0	7	11	324	0	0	0	0	0	559	21	929
07:45	3	1	11	13	306	0	1	0	0	0	619	15	969
Hour	14	1	30	34	1101	0	2	0	0	0	2051	49	3282
08:00	5	1	15	12	362	0	0	0	0	1	605	6	1007
08:15	6	0	16	20	284	0	0	0	0	1	639	14	980
08:30	7	0	13	9	345	0	0	0	0	0	488	11	873
08:45	9	0	10	17	302	0	0	0	0	0	517	17	872
Hour	27	1	54	58	1293	0	0	0	0	2	2249	48	3732
[BREAK]													
16:30	9	1	17	15	563	0	6	0	0	2	389	18	1020
16:45	13	0	14	16	549	0	1	0	2	1	400	26	1022
Hour	22	1	31	31	1112	0	7	0	2	3	789	44	2042
17:00	14	0	20	26	655	0	2	0	0	1	368	34	1120
17:15	12	1	13	24	690	0	1	0	0	3	399	12	1155
17:30	15	0	18	10	672	0	2	0	0	1	380	21	1119
17:45	7	0	9	12	625	0	0	1	2	1	378	13	1048
Hour	48	1	60	72	2642	0	5	1	2	6	1525	80	4442
18:00	4	0	12	12	517	0	0	1	0	1	339	14	900
18:15	3	0	10	10	424	0	1	0	0	5	300	13	766
Total	118	4	197	217	7089	0	15	2	4	17	7253	248	15164
% Apr.	36.9	1.2	61.7	2.9	97.0	-	71.4	9.5	19.0	0.2	96.4	3.2	-
% Int.	0.7	-	1.2	1.4	46.7	-	-	-	-	0.1	47.8	1.6	-

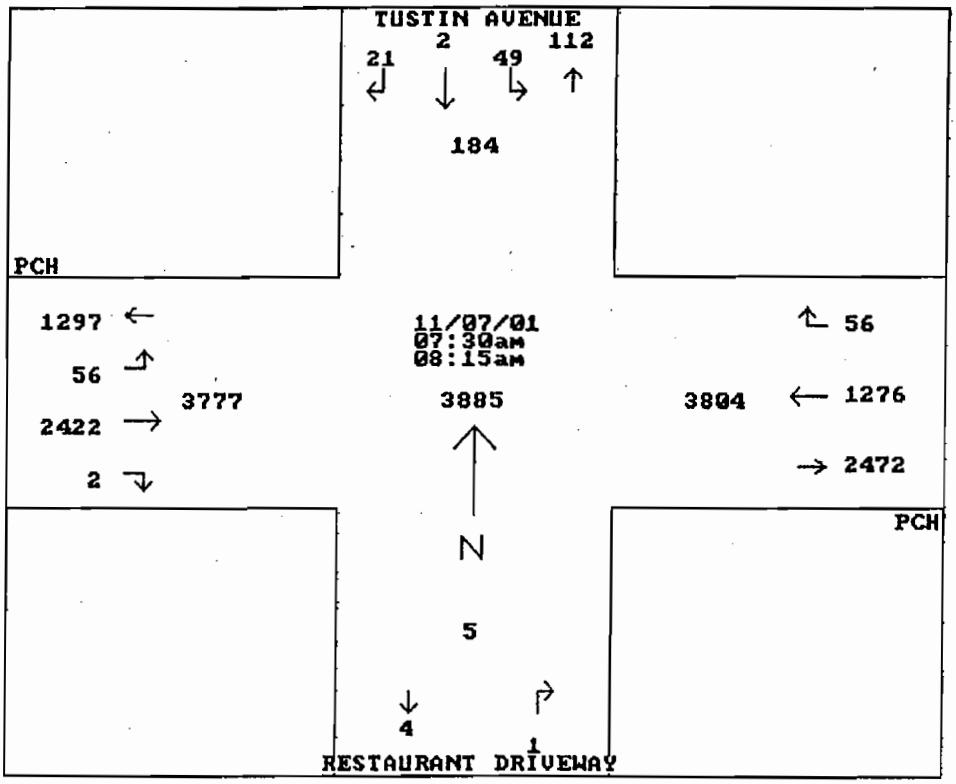
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : TUSTIN AVENUE
E/W Direction : PACIFIC COAST HIGHWAY
Client : CITY OF NEWPORT BEACH

Study Name: H0110143
Site Code : 00000977
Start Date: 11/07/01
Page : 2

TURNING MOVEMENTS

Start Time	TUSTIN AVENUE Southbound Right	Thru	Left	PCH Westbound Right	Thru	Left	RESTAURANT DRIVEWAY Northbound Right	Thru	Left	PCH Eastbound Right	Thru	Left	Intrvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 on 11/07/01 to 08:45 on 11/07/01													
Time	07:30			07:30			07:30			07:30			
Vol.	21	2	49	56	1276	0	1	0	0	2	2422	56	
Pct.	29.1	2.7	68.0	4.2	95.7	0.0	100.0	0.0	0.0	8.0	97.6	2.2	
Total	72			1332			1			2480			
High	08:15			08:00			07:45			08:15			
Vol.	6	0	16	12	362	0	1	0	0	1	639	14	
Total	22			374			1			654			
PHF	0.818			0.890			0.250			0.948			



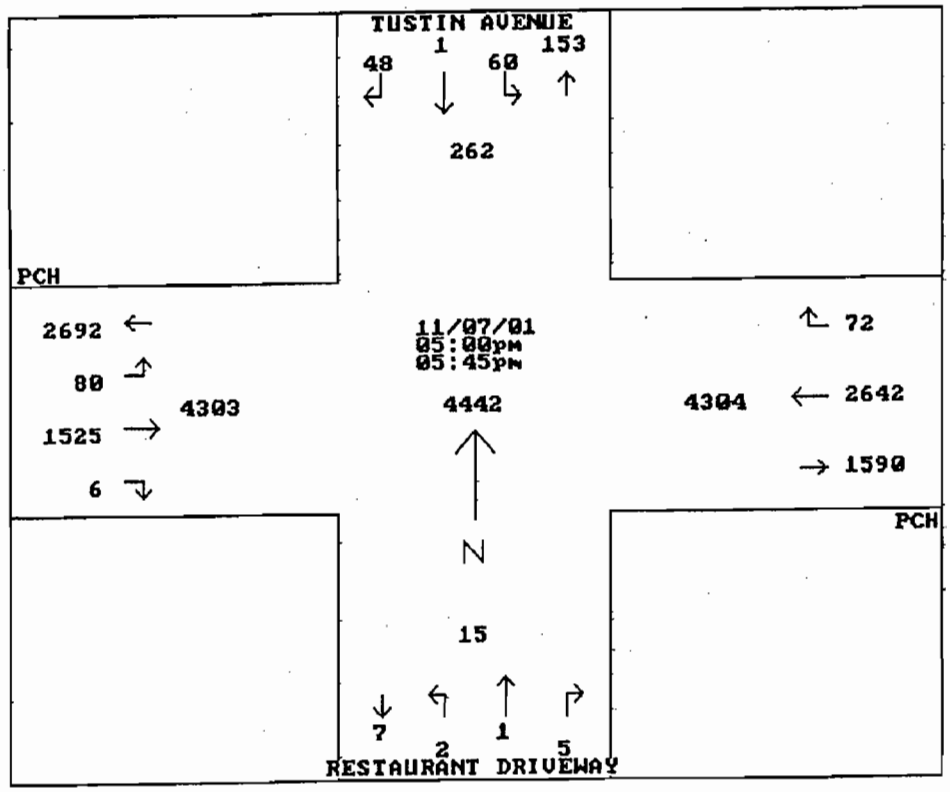
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : TUSTIN AVENUE
E/W Direction : PACIFIC COAST HIGHWAY
Client : CITY OF NEWPORT BEACH

Study Name: H0110143
Site Code : 00000977
Start Date: 11/07/01
Page : 3

TURNING MOVEMENTS

Start Time	TUSTIN AVENUE Southbound			PCH Westbound			RESTAURANT DRIVEWAY Northbound			PCH Eastbound			Intrvl. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Peak Hour Analysis By Entire Intersection for the Period: 16:30 on 11/07/01 to 18:15 on 11/07/01													
Time	17:00			17:00			17:00			17:00			
Vol.	48	1	60	72	2642	0	5	1	2	6	1525	80	
Pct.	44.0	0.9	55.0	2.6	97.3	0.0	62.5	12.5	25.0	0.3	94.6	4.9	
Total	109			2714			8			1611			
High	17:00			17:15			17:45			17:15			
Vol.	14	0	20	24	690	0	0	1	2	3	399	12	
Total	34			714			3			414			
PHF	0.801			0.950			0.666			0.972			



MA4300_2001

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: MACARTHUR BOULEVARD & CAMPUS DRIVE 4300
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 AM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		41	0.026					
NT	6400		1010	0.158 *					
NR	1600		83	0.052					
SL	1600		277	0.173 *					
ST	6400		1050	0.164					
SR	1600		244	0.153					
EL	3200		626	0.196					
ET	3200		854	0.267 *					
ER	1600		65	0.041					
WL	3200		62	0.019 *					
WT	4800		401	0.084					
WR	N.S.		83						
EXISTING I.C.U.				0.617					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
MA4300AM

FORM II

020

MA4300_2100

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: MACARTHUR BOULEVARD & CAMPUS DRIVE 4300

EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC — WINTER/SPRING — 2001 PM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		137	0.086 *					
NT	6400		1209	0.189					
NR	1600		62	0.039					
SL	1600		152	0.095					
ST	6400		1140	0.178					
SR	1600		701	0.438 **					
EL	3200		311	0.097					
ET	4800		408	0.085					
ER	1600		75	0.047					
WL	3200		129	0.040					
WT	4800		1075	0.224 *					
WR	N.S.		196						
EXISTING I.C.U.				0.748					
EXISTING + REGIONAL GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

****SB right includes overlapping EB left**

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
MA4300PM

FORM II

MA4295_2001

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: MACARTHUR BOULEVARD & BIRCH STREET 4295
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC — WINTER/SPRING — 2001 AM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		31	0.019					
NT	4800		1001	0.209 *					
NR	N.S.		100						
SL	1600		147	0.092 *					
ST	6400		700	0.156					
SR			299						
EL	4800		191	0.141 *					
ET			424						
ER			64						
WL	1600		39	0.024					
WT	3200		163	0.051 *					
WR	N.S.		9						
EXISTING I.C.U.				0.493					
EXISTING + REGIONAL GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

_| Projected + project traffic I.C.U. will be less than or equal to 0.90

_| Projected + project traffic I.C.U. will be greater than 0.90

_| Projected + project traffic I.C.U. w/systems improvement will beless than or equal to 0.90

_| Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
MA4295AM

FORM II

022

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: MACARTHUR BOULEVARD & BIRCH STREET 4295
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 PM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		165	0.103 *					
NT	4800		872	0.182					
NR	N.S.		55						
SL	1600		66	0.041					
ST	6400		999	0.196 *					
SR			255						
EL	4800		362	0.152 *					
ET			318						
ER			51						
WL	1600		126	0.079					
WT	3200		668	0.209 *					
WR	N.S.		162						
EXISTING I.C.U.				0.660					
EXISTING + REGIONAL GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

_| Projected + project traffic I.C.U. will be less than or equal to 0.90

_| Projected + project traffic I.C.U. will be greater than 0.90

_| Projected + project traffic I.C.U. w/systems improvement will beless than or equal to 0.90

_| Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
MA4295PM

FORM II

Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : VON KARMAN AVENUE
E/W Direction : CAMPUS DRIVE
Client : CITY OF NEWPORT BEACH

Study Name: H0110142
Site Code : 00000922
Start Date: 10/31/01
Page : 1

TURNING MOVEMENTS

Start Time	VON KARMAN AVENUE Southbound			CAMPUS DRIVE Westbound			VON KARMAN AVENUE Northbound			CAMPUS DRIVE Eastbound			Intrvl. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
10/31/01													
07:00	13	60	10	15	37	3	1	93	11	0	99	71	413
07:15	8	67	5	25	39	13	2	109	12	2	90	49	421
07:30	10	81	8	18	40	8	7	125	7	12	159	96	571
07:45	25	105	10	23	81	14	6	186	3	20	111	74	658
Hour	56	313	33	81	197	38	16	513	33	34	459	290	2063
08:00	16	96	6	20	64	25	11	183	4	18	120	127	690
08:15	14	112	16	32	86	21	7	143	2	14	81	49	577
08:30	35	80	13	22	85	20	7	161	4	4	81	39	551
08:45	23	128	10	30	72	31	8	113	3	4	74	40	536
Hour	88	416	45	104	307	97	33	600	13	40	356	255	2354
[BREAK]													
16:30	45	106	19	12	114	9	4	77	10	7	122	17	542
16:45	39	115	21	17	180	10	10	82	13	6	102	25	620
Hour	84	221	40	29	294	19	14	159	23	13	224	42	1162
17:00	69	188	46	13	151	7	4	91	17	15	121	40	762
17:15	49	180	54	22	240	16	5	107	18	11	204	87	993
17:30	58	264	32	10	127	7	4	96	32	17	126	63	836
17:45	90	211	60	30	136	5	7	99	14	11	112	65	840
Hour	266	843	192	75	654	35	20	393	81	54	563	255	3431
18:00	77	164	31	16	127	3	2	73	15	13	120	29	670
18:15	64	94	39	14	130	4	4	61	9	4	81	24	528
Total	635	2051	380	319	1709	196	89	1799	174	158	1803	895	10208
% Apr.	20.7	66.8	12.3	14.3	76.8	8.8	4.3	87.2	8.4	5.5	63.1	31.3	-
% Int.	6.2	20.0	3.7	3.1	16.7	1.9	0.8	17.6	1.7	1.5	17.6	8.7	-

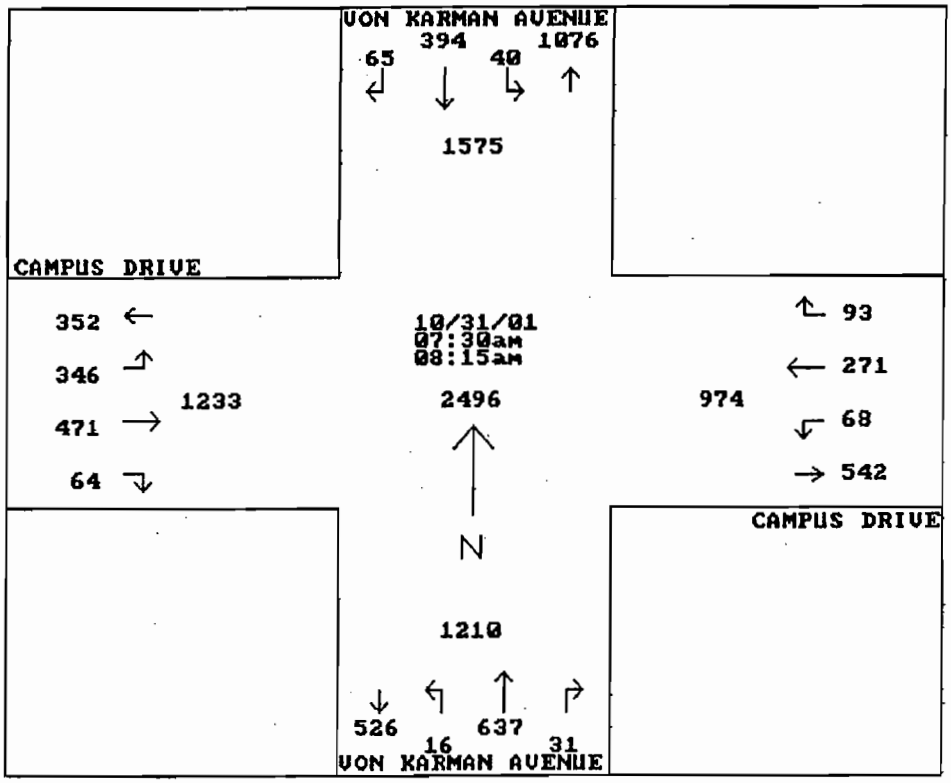
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : VON KARMAN AVENUE
E/W Direction : CAMPUS DRIVE
Client : CITY OF NEWPORT BEACH

Study Name: H0110142
Site Code : 00000922
Start Date: 10/31/01
Page : 2

TURNING MOVEMENTS

Start Time	VON KARMAN AVENUE Southbound Right	Thru	Left	CAMPUS DRIVE Westbound Right	Thru	Left	VON KARMAN AVENUE Northbound Right	Thru	Left	CAMPUS DRIVE Eastbound Right	Thru	Left	Intrvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 on 10/31/01 to 08:45 on 10/31/01													
Time	07:30			07:30			07:30			07:30			
Vol.	65	394	40	93	271	68	31	637	16	64	471	346	
Pct.	13.0	78.9	8.0	21.5	62.7	15.7	4.5	93.1	2.3	7.2	53.4	39.2	
Total	499			432			684			881			
High	08:15			08:15			08:00			07:30			
Vol.	14	112	16	32	86	21	11	183	4	12	159	96	
Total	142			139			198			267			
PHF	0.878			0.776			0.863			0.824			



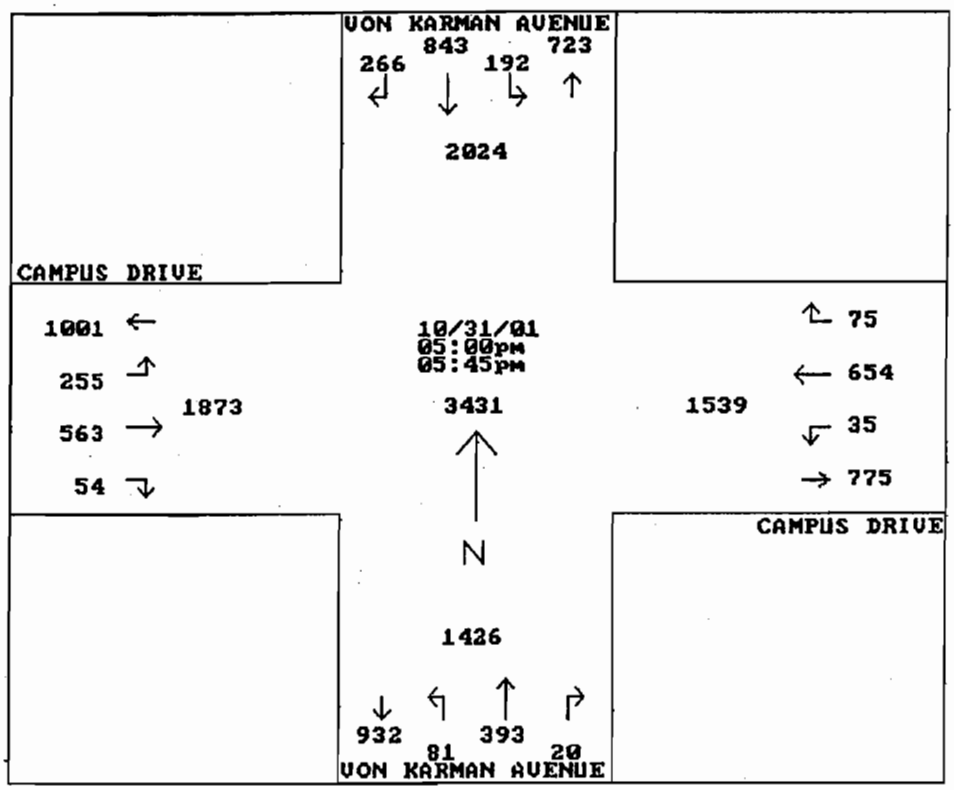
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : VON KARMAN AVENUE
E/W Direction : CAMPUS DRIVE
Client : CITY OF NEWPORT BEACH

Study Name: H0110142
Site Code : 00000922
Start Date: 10/31/01
Page : 3

TURNING MOVEMENTS

Start Time	VON KARMAN AVENUE Southbound Right	Thru	Left	CAMPUS DRIVE Westbound Right	Thru	Left	VON KARMAN AVENUE Northbound Right	Thru	Left	CAMPUS DRIVE Eastbound Right	Thru	Left	Intrvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 16:30 on 10/31/01 to 18:15 on 10/31/01													
Time	17:00			17:00			17:00			17:00			
Vol.	266	843	192	75	654	35	20	393	81	54	563	255	
Pct.	20.4	64.7	14.7	9.8	85.6	4.5	4.0	79.5	16.3	6.1	64.5	29.2	
Total	1301			764			494			872			
High	17:45			17:15			17:30			17:15			
Vol.	90	211	60	22	240	16	4	96	32	11	204	87	
Total	361			278			132			302			
PHF	0.900			0.687			0.935			0.721			



MA4285AM_ALT

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: MACARTHUR BLVD & NEWPORT PL/VON KARMAN AVE 4285
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 AM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		166	0.104					
NT	4800		1181	0.246					
NR	1600		445	0.278 *					
SL	1600		54	0.034 *					
ST	4800		483	0.101					
SR	1600		196	0.123					
EL	1600		44	0.028 *					
ET	3200		148	0.046					
ER	1600		40	0.025					
WL	1600		62	0.039					
WT	3200		189	0.059 *					
WR	1600		42	0.026					
EXISTING I.C.U.				0.399					
EXISTING + REGIONAL GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
MA4285AM

FORM II

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: MACARTHUR BLVD & NEWPORT PL/VON KARMAN AVE 4285
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 PM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		55	0.034 *					
NT	4800		711	0.148					
NR	1600		73	0.046					
SL	1600		66	0.041					
ST	4800		1037	0.216 *					
SR	1600		107	0.067					
EL	1600		163	0.102					
ET	3200		259	0.081 *					
ER	1600		139	0.087					
WL	1600		635	0.397 *					
WT	3200		199	0.062					
WR	1600		84	0.053					
EXISTING I.C.U.				0.728					
EXISTING + REGIONAL GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

JA4305AM_2001

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: JAMBOREE ROAD & CAMPUS DRIVE 4305
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 AM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		185	0.116 *					
NT	6400		1536	0.253					
NR			82						
SL	3200		415	0.130					
ST	4800		~~2724~~ 1747 (See next page)	0.615 *					
SR			228						
EL	4800		117	0.056 *					
ET			153						
ER	N.S.		22						
WL	1600		513	0.321 *					
WT	3200		446	0.139					
WR	1600		132	0.083					
EXISTING I.C.U.				1.108					
EXISTING + REGIONAL GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

Split Phase E/W direction

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
JA4305AM

FORM II

145 . Jamboree Rd. at Michelson Dr.

2002 IBC Interim Year Analysis (w/o mit)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	255	.15*	48	.03
NBT	4	6800	1245	.18	1983	.29*
NBR	1	1700	326	.19	324	.19
SBL	2	3400	601	.18	580	.17*
SBT	4	6800	2251	.33*	1295	.19
SBR	f		1424		305	
EBL	2	3400	131	.04*	820	.24*
EBT	2	3400	96	.04	614	.21
EBR	0	0	43		111	
WBL	2	3400	215	.06	244	.07
WBT	2	3400	387	.11*	214	.06*
WBR	f		205		492	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.68		.81

147 . Jamboree Rd. at Campus Dr.

2002 IBC Interim Year Analysis (w/o mit)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	121	.07*	64	.04*
NBT	4	6800	1441	.22	1745	.31
NBR	0	0	79		344	
SBL	2	3400	372	.11	336	.10
SBT	3	5100	1747	.37*	1772	.38*
SBR	0	0	163		162	
EBL	1.5		105		364	
EBT	1.5	5100	130	.05*	726	.21*
EBR	f		3		10	
WBL	2	3400	224	.07	107	.03
WBT	2	3400	327	.10*	264	.08*
WBR	1	1700	133	.08	306	.18
Right Turn Adjustment					WBR	.02*
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION				.64		.78

150 . Jamboree Rd. at MacArthur Bl.

2002 IBC Interim Year Analysis (w/o mit)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	452	.13*	178	.05
NBT	3	5100	855	.17	803	.16*
NBR	f		236		58	
SBL	2	3400	254	.07	669	.20*
SBT	3	5100	618	.12*	1044	.20
SBR	f		227		89	
EBL	1	1700	51	.03*	179	.11
EBT	3	5100	267	.05	1503	.29*
EBR	f		124		388	
WBL	1	1700	166	.10	267	.16*
WBT	3	5100	1768	.42*	487	.14
WBR	0	0	376		223	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.75		.86

181 . Harvard Av. at Edinger Av.

2002 IBC Interim Year Analysis (w/o mit)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	141	.04*	164	.05
NBT	2	3400	123	.04	528	.16*
NBR	1	1700	46	.03	202	.12
SBL	1	1700	91	.05	40	.02*
SBT	2	3400	484	.14*	163	.05
SBR	d	1700	107	.06	35	.02
EBL	2	3400	22	.01*	147	.04
EBT	3	5100	269	.05	838	.16*
EBR	d	1700	104	.06	83	.05
WBL	2	3400	241	.07	87	.03*
WBT	3	5100	894	.19*	558	.13
WBR	0	0	53		96	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.43		.42

JA4305PM

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: JAMBOREE ROAD & CAMPUS DRIVE 4305
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 PM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		127	0.079 *					
NT	6400		1635	0.317					
NR			392						
SL	3200		292	0.091					
ST	4800		2081	0.496 *					
SR			300						
EL	4800		302	0.189 *					
ET			605						
ER	N.S.		189						
WL	1600		198	0.124 *					
WT	3200		333	0.104					
WR	1600		288	0.180					
EXISTING I.C.U.				0.888					
EXISTING + REGIONAL GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

Split Phase E/W direction

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
JA4305PM

FORM II

JA4308AM

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: JAMBOREE ROAD & BIRCH STREET 4308
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC — WINTER/SPRING — 2001 AM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		324	0.203 *					
NT	4800		1630	0.340					
NR			1						
SL	1600		1	0.001					
ST	4800		~~2671~~	0.556 *					
SR	N.S.		824	~~1358~~ (See next page)					
EL	3200		171	0.054 *					
ET			2						
ER	N.S.		5						
WL			9						
WT	1600		4	0.013 *					
WR			8						
EXISTING I.C.U.				0.826					
EXISTING + REG GROWTH+ COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

Split Phase E/W Direction

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
JA4308AM

FORM II

139 . Jamboree Rd. at McGaw Av.

2002 Circulation Phasing Analysis (w/o mit)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	200	.06*	63	.02
NBT	4	6800	1291	.20	3042	.45*
NBR	0	0	72		16	
SBL	2	3400	30	.01	7	.00
SBT	4	6800	3111	.48*	1810	.27
SBR	0	0	166		27	
EBL	1	1700	30	.02*	217	.13*
EBT	2	3400	23	.01	112	.07
EBR	0	0	47	.03	183	.11
WBL	1	1700	43	.03	39	.02
WBT	2	3400	43	.02*	24	.01*
WBR	0	0	11		32	.02
Right Turn Adjustment					WBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.63		.65

140 . Jamboree Rd. at Kelvin Av.

2002 Circulation Phasing Analysis (w/o mit)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	51	.03*	64	.04
NBT	4	6800	1666	.27	2805	.42*
NBR	0	0	156		79	
SBL	1	1700	15	.01	4	.00
SBT	4	6800	3200	.47*	1896	.28
SBR	0	0	14		32	
EBL	1	1700	27	.02	22	.01
EBT	1	1700	3	.00*	7	.00*
EBR	d	1700	117	.07	62	.04
WBL	1	1700	59	.03*	109	.06*
WBT	1	1700	3	.00	4	.00
WBR	d	1700	2	.00	27	.02
Right Turn Adjustment			EBR	.05*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.63		.53

146 . Jamboree Rd. at Dupont Rd.

2002 Circulation Phasing Analysis (w/o mit)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	188	.11*	80	.05*
NBT	4	6800	1624	.24	2222	.33
NBR	1	1700	5	.00	46	.03
SBL	1	1700	28	.02	117	.07
SBT	3	5100	2180	.43*	1869	.37*
SBR	d	1700	325	.19	130	.08
EBL	1	1700	47	.03*	284	.17*
EBT	2	3400	4	.00	51	.03
EBR	0	0	19	.01	263	.15
WBL	1	1700	44	.03	25	.01
WBT	2	3400	41	.02*	7	.00*
WBR	0	0	126	.07	54	.03
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.64		.64

148 . Jamboree Rd. at Birch St.

2002 Circulation Phasing Analysis (w/o mit)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	274	.16*	96	.06*
NBT	3	5100	1395	.27	1545	.30
NBR	0	0	4		1	
SBL	1	1700	1	.00	4	.00
SBT	3	5100	1358	.27*	1710	.34*
SBR	f		563		283	
EBL	1.5		224		685	
EBT	0.5	3400	4	.07*	1	.20*
EBR	f		62		93	
WBL	0	0	2		1	
WBT	1	1700	2	.00*	1	.00*
WBR	0	0	3		1	
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION				.55		.65

JA4308PM

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: JAMBOREE ROAD & BIRCH STREET 4308
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC — WINTER/SPRING — 2001 PM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		88	0.055 *					
NT	4800		1427	0.298					
NR			1						
SL	1600		2	0.001					
ST	4800		1827	0.381 *					
SR	N.S.		228						
EL	3200		524	0.164 *					
ET			1						
ER	N.S.		163						
WL			1						
WT	1600		1	0.001 *					
WR			0						
EXISTING I.C.U.				0.601					
EXISTING + REG GROWTH+ COMMITTED W/PROPOSED IMPROVEMENTS I.C									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

Split Phase E/W Direction

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
JA4308PM

FORM II

Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA, 92705

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

File Name : H0209008
Site Code : 00000924
Start Date : 09/10/2002
Page No : 1

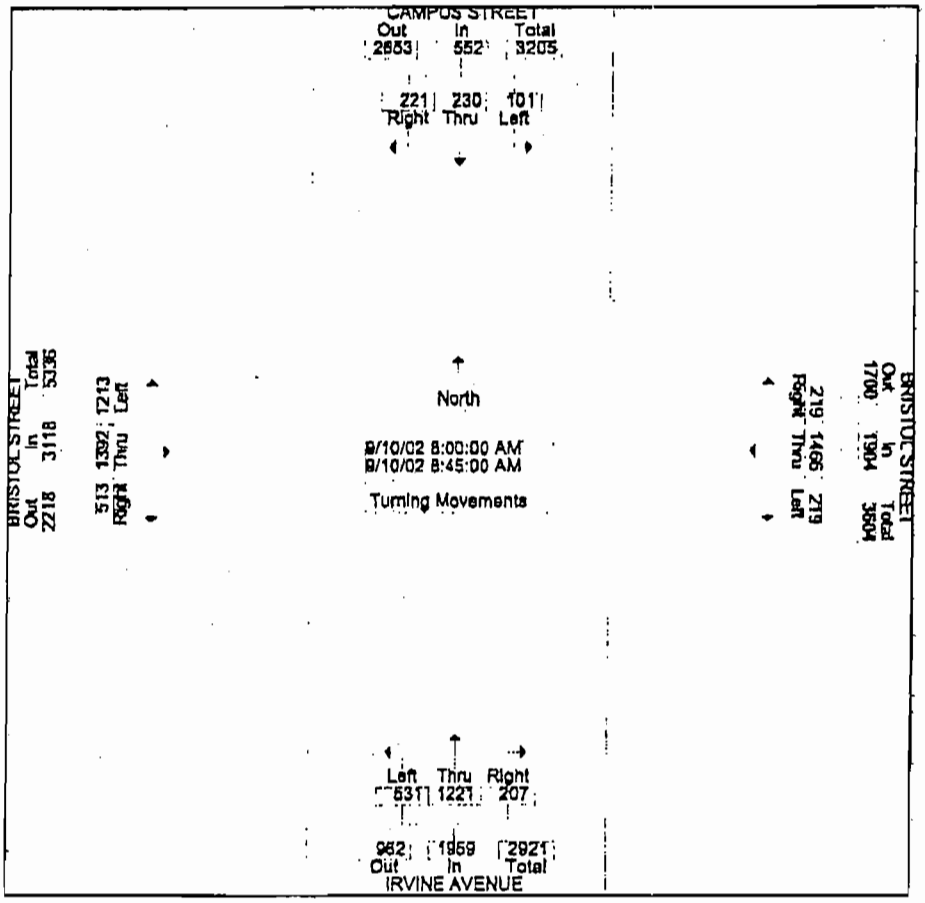
Groups Printed- Turning Movements

	CAMPUS STREET Southbound			BRISTOL STREET Westbound			IRVINE AVENUE Northbound			BRISTOL STREET Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	35	51	23	32	117	17	16	152	94	78	206	195	1016
07:15 AM	47	42	16	46	138	20	27	192	109	87	246	211	1181
07:30 AM	39	66	28	45	221	32	42	268	136	101	303	256	1537
07:45 AM	59	72	39	55	351	47	47	300	126	101	357	283	1837
Total	180	231	106	178	827	116	132	912	465	367	1112	945	5571
08:00 AM	58	53	20	46	347	52	54	323	143	137	393	309	1935
08:15 AM	53	60	27	59	372	55	49	292	130	131	327	304	1859
08:30 AM	54	58	28	63	361	56	51	295	136	133	336	308	1879
08:45 AM	56	59	26	51	386	56	53	311	122	112	336	292	1860
Total	221	230	101	219	1466	219	207	1221	531	513	1392	1213	7533
*** BREAK ***													
04:30 PM	162	183	59	25	385	64	46	164	130	126	210	116	1670
04:45 PM	199	175	39	27	499	53	59	158	109	110	208	111	1747
Total	361	358	98	52	884	117	105	322	239	236	418	227	3417
05:00 PM	215	164	35	31	466	52	49	159	124	108	206	127	1736
05:15 PM	242	274	46	30	686	58	65	201	176	137	281	122	2318
05:30 PM	260	260	54	33	630	82	58	173	122	133	301	108	2214
05:45 PM	273	254	68	37	671	69	68	197	152	142	292	119	2342
Total	990	952	203	131	2453	261	240	730	574	520	1080	476	8610
06:00 PM	257	233	41	41	627	63	63	176	134	130	284	109	2158
06:15 PM	268	247	53	33	594	59	58	182	127	127	247	121	2116
Grand Total	2277	2251	602	654	6851	835	805	3543	2070	1893	4533	3091	29405
Apprch %	44.4	43.9	11.7	7.8	82.1	10.0	12.5	55.2	32.3	19.9	47.6	32.5	
Total %	7.7	7.7	2.0	2.2	23.3	2.8	2.7	12.0	7.0	6.4	15.4	10.5	

Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0209008
Site Code : 00000924
Start Date : 09/10/2002
Page No : 2

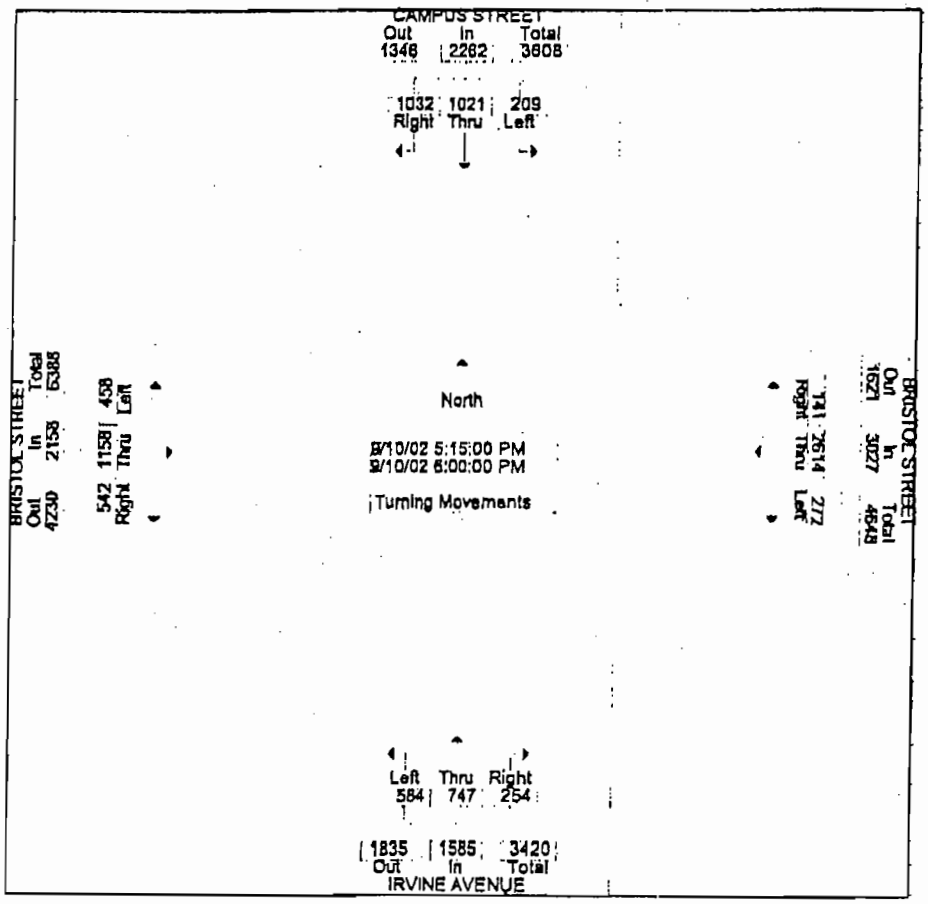
	CAMPUS STREET Southbound				BRISTOL STREET Westbound				IRVINE AVENUE Northbound				BRISTOL STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	221	230	101	552	219	1466	219	1904	207	1221	531	1959	513	1392	1213	3118	7533
Percent	40.0	41.7	18.3		11.5	77.0	11.5		10.6	62.3	27.1		16.5	44.6	38.9		
08:00 Volume	58	53	20	131	46	347	52	445	54	323	143	520	137	393	309	839	1935
Peak Factor																	0.973
High Int.	08:45 AM				08:45 AM				08:00 AM				08:00 AM				
Volume	56	59	26	141	51	386	56	493	54	323	143	520	137	393	309	839	
Peak Factor				0.979				0.966				0.942				0.929	



Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0209008
Site Code : 00000924
Start Date : 09/10/2002
Page No : 3

	CAMPUS STREET Southbound				BRISTOL STREET Westbound				IRVINE AVENUE Northbound				BRISTOL STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	05:15 PM																
Volume	1032	1021	209	2262	141	2614	272	3027	254	747	584	1585	542	1158	458	2158	9032
Percent	45.6	45.1	9.2		4.7	86.4	9.0		16.0	47.1	36.8		25.1	53.7	21.2		
05:45 Volume	273	254	68	595	37	671	69	777	68	197	152	417	142	292	119	553	2342
Peak Factor																	0.964
High Int.	05:45 PM				05:45 PM				05:15 PM				05:45 PM				
Volume	273	254	68	595	37	671	69	777	65	201	176	442	142	292	119	553	
Peak Factor				0.950				0.974				0.896				0.976	



BR4175AMALT

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION BRISTOL STREET NORTH & BIRCH STREET 4175
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 AM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	3200		138	0.043					
NT	3200		1255	0.392 *					
NR									
SL									
ST	2400		143	0.060					
SR	4000		145	0.036					
EL									
ET									
ER									
WL	2400		371	0.155					
WT	5600		1372	0.320 *					
WR			419						
EXISTING I.C.U.				0.712					
EXISTING + REGIONAL GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
BR4175AM

FORM II

BR4175PMALT

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION BRISTOL STREET NORTH & BIRCH STREET 4175
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 PM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	3200		176	0.055					
NT	3200		366	0.114					
NR									
SL				1792=660 (Adjusted for flow conservation)					
ST	2400		2452	1.022					
SR	4000		1362	0.341					
EL									
ET									
ER									
WL	2400		523	0.218					
WT	5600		1313	0.253					
WR			104						
EXISTING I.C.U.				0.594					
EXISTING + REGIONAL GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
BR4175PM

FORM II

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: S. BRISTOL STREET & BIRCH STREET 4160
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC — WINTER/SPRING — 2001 AM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL									
NT	6400		524	0.123 *					
NR			266						
SL	3200		179	0.056 *					
ST	3200		345	0.108					
SR									
EL			882						
ET	8000		762	0.227 *					
ER			169						
WL									
WT									
WR									
EXISTING I.C.U.				0.406					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

BR4160PMALT

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: S. BRISTOL STREET & BIRCH STREET 4160
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC — WINTER/SPRING — 2001 PM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL									
NT	6400		254	0.090					
NR			319						
SL	3200		371	0.116					
ST	3200		812	0.254 *					
SR									
EL	8000		238	0.189 *					
ET			1157						
ER			119						
WL									
WT									
WR									
EXISTING I.C.U.				0.443					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
BR4160PM

FORM II

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: IRVINE AVENUE & MESA DRIVE 4103
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC — WINTER/SPRING — 2001 AM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		83	0.052					
NT	3200		1331	0.567 *					
NR			482						
SL	1600		11	0.007 *					
ST	3200		463	+253 = 0.158	716 (Adjusted for flow conservation)				
SR			42						
EL	1600		176	0.110					
ET	1600		317	0.240 *					
ER			67						
WL	1600		133	0.083 *					
WT	1600		44	0.028					
WR	1600		5	0.003					
EXISTING I.C.U.				0.897					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
IR4103AM

FORM II

IR4103

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: IRVINE AVENUE & MESA DRIVE 4103
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 PM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		58	0.036 *					
NT	3200		610	0.247					
NR			179						
SL	1600		11	0.007					
ST	3200		1450	0.508 *					
SR			175						
EL	1600		44	0.028					
ET	1600		71	0.153 *					
ER			173						
WL	1600		542	0.339 *					
WT	1600		435	0.272					
WR	1600		4	0.003					
EXISTING I.C.U.				1.036					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

_| Projected + project traffic I.C.U. will be less than or equal to 0.90

_| Projected + project traffic I.C.U. will be greater than 0.90

_| Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

_| Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
IR4103PM

FORM II

Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : IRVINE AVENUE
E/W Direction : UNIVERSITY DRIVE
Client : CITY OF NEWPORT BEACH

Study Name: H0110147
Site Code : 00000917
Start Date: 10/25/01
Page : 1

TURNING MOVEMENTS

Start Time	IRVINE AVENUE Southbound			UNIVERSITY DRIVE Westbound			IRVINE AVENUE Northbound			UNIVERSITY DRIVE Eastbound			Intrvl. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
10/25/01													
07:00	7	80	7	4	0	2	6	204	12	23	4	13	362
07:15	15	100	9	1	10	2	9	237	14	12	16	17	442
07:30	9	176	7	1	4	2	6	345	25	43	14	29	661
07:45	20	167	8	2	7	1	9	524	56	31	21	63	909
Hour	51	523	31	8	21	7	30	1310	107	109	55	122	2374
08:00	9	220	14	7	10	5	21	449	38	31	25	81	910
08:15	11	193	31	2	2	4	17	461	60	30	33	70	914
08:30	25	189	29	8	11	8	18	379	48	17	28	70	830
08:45	28	181	37	10	7	4	20	358	58	35	25	66	829
Hour	73	783	111	27	30	21	76	1647	204	113	111	287	3483
[BREAK]	----	----	----	----	----	----	----	----	----	----	----	----	----
16:30	49	333	7	12	4	8	4	170	31	34	10	22	684
16:45	40	409	7	5	8	8	6	166	31	46	6	22	754
Hour	89	742	14	17	12	16	10	336	62	80	16	44	1438
17:00	52	487	17	9	26	8	2	207	37	33	13	20	911
17:15	78	513	5	10	21	9	4	193	50	39	13	40	975
17:30	73	542	13	14	17	9	5	198	28	54	1	27	981
17:45	58	558	5	5	18	2	6	219	39	52	4	30	996
Hour	261	2100	40	38	82	28	17	817	154	178	31	117	3863
18:00	61	521	10	17	16	3	10	197	28	42	5	20	930
18:15	57	411	15	18	38	15	8	192	27	32	12	38	863
Total	592	5080	221	125	199	90	151	4499	582	554	230	628	12951
% Apr.	10.0	86.2	3.7	30.1	48.0	21.7	2.8	85.9	11.1	39.2	16.2	44.4	-
% Int.	4.5	39.2	1.7	0.9	1.5	0.6	1.1	34.7	4.4	4.2	1.7	4.8	-

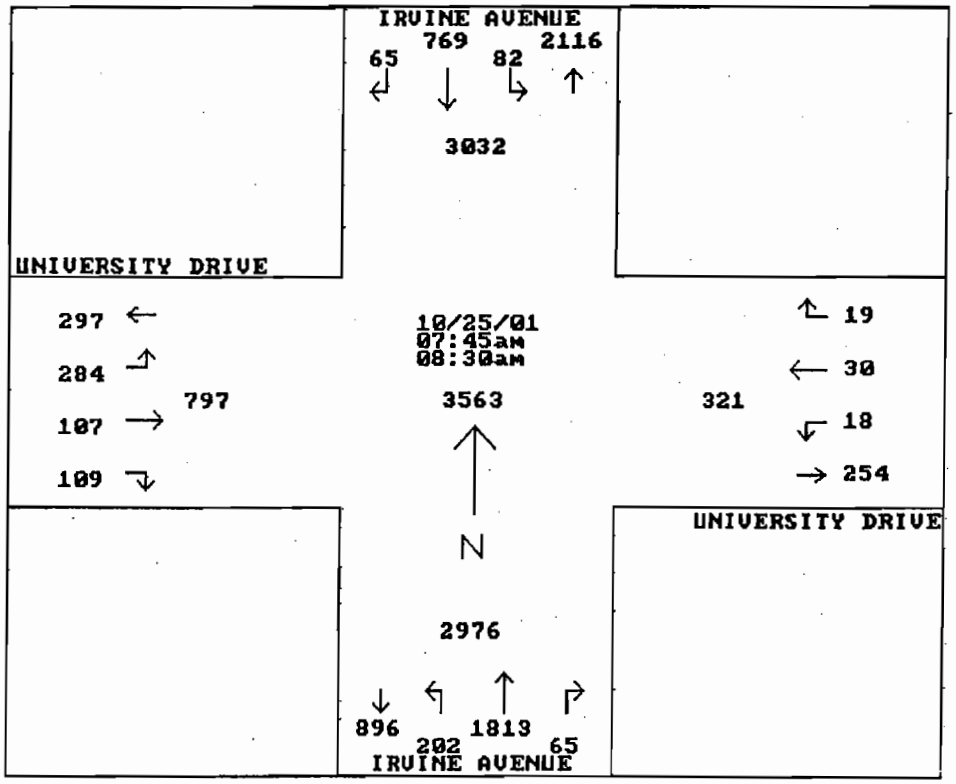
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : IRVINE AVENUE
E/W Direction : UNIVERSITY DRIVE
Client : CITY OF NEWPORT BEACH

Study Name: H0110147
Site Code : 00000917
Start Date: 10/25/01
Page : 2

TURNING MOVEMENTS

Start Time	IRVINE AVENUE Southbound Right	Thru	Left	UNIVERSITY DRIVE Westbound Right	Thru	Left	IRVINE AVENUE Northbound Right	Thru	Left	UNIVERSITY DRIVE Eastbound Right	Thru	Left	Intrvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 on 10/25/01 to 08:45 on 10/25/01													
Time	07:45			07:45			07:45			07:45			
Vol.	65	769	82	19	30	18	65	1813	202	109	107	284	
Pct.	7.0	83.9	8.9	28.3	44.7	26.8	3.1	87.1	9.7	21.8	21.4	56.8	
Total	916			67			2080			500			
High	08:00			08:30			07:45			08:00			
Vol.	9	220	14	8	11	8	9	524	56	31	25	81	
Total	243			27			589			137			
PHF	0.942			0.620			0.882			0.912			



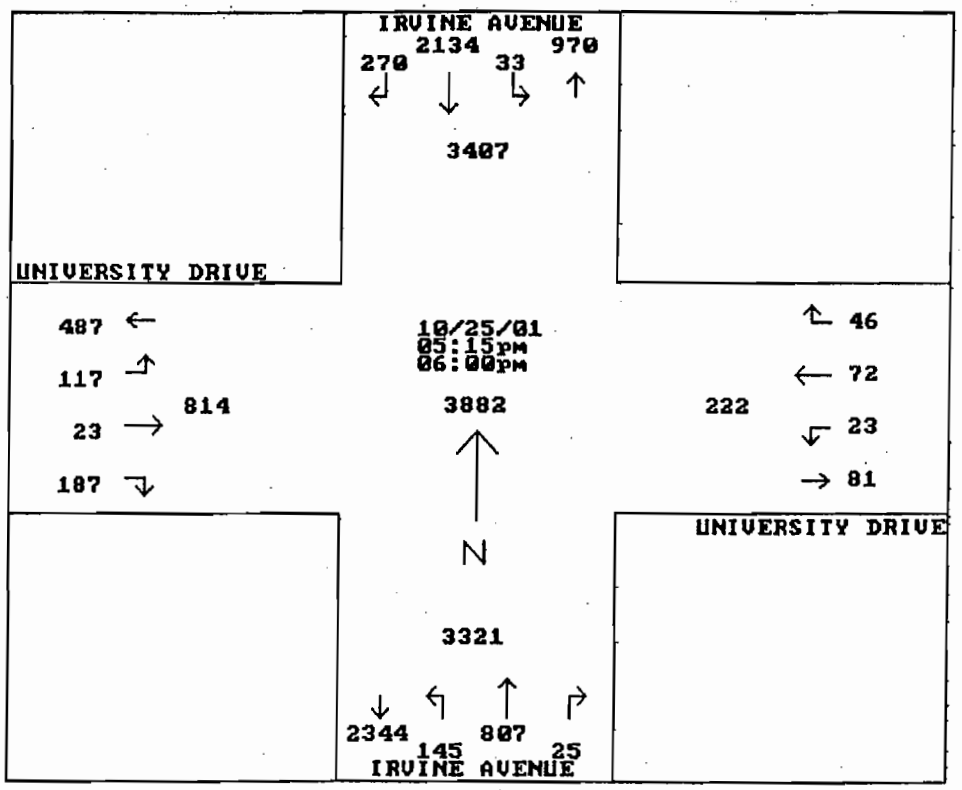
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : IRVINE AVENUE
E/W Direction : UNIVERSITY DRIVE
Client : CITY OF NEWPORT BEACH

Study Name: H0110147
Site Code : 00000917
Start Date: 10/25/01
Page : 3

TURNING MOVEMENTS

Start Time	IRVINE AVENUE Southbound Right	Thru	Left	UNIVERSITY DRIVE Westbound Right	Thru	Left	IRVINE AVENUE Northbound Right	Thru	Left	UNIVERSITY DRIVE Eastbound Right	Thru	Left	Intrvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 16:30 on 10/25/01 to 18:15 on 10/25/01													
Time	17:15			17:15			17:15			17:15			
Vol.	270	2134	33	46	72	23	25	807	145	187	23	117	
Pct.	11.0	87.5	1.3	32.6	51.0	16.3	2.5	82.5	14.8	57.1	7.0	35.7	
Total	2437			141			977			327			
High	17:30			17:15			17:45			17:15			
Vol.	73	542	13	10	21	9	6	219	39	39	13	40	
Total	628			40			264			92			
PHF	0.970			0.881			0.925			0.888			



Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : IRVINE AVENUE
E/W Direction : SANTIAGO - 22ND ST.
Client : CITY OF NEWPORT BEACH

Study Name: H0110148
Site Code : 00000917
Start Date: 10/24/01

TURNING MOVEMENTS

Start Time	IRVINE AVENUE Southbound			SANTIAGO DRIVE Westbound			IRVINE AVENUE Northbound			22ND STREET Eastbound			Intrvl. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
10/24/01													
07:00	7	68	7	18	7	0	0	189	8	6	4	16	330
07:15	4	99	8	19	8	0	0	242	5	27	6	18	436
07:30	4	204	11	31	11	1	2	301	10	37	8	22	642
07:45	9	174	14	40	10	8	2	395	15	15	8	29	719
Hour	24	545	40	108	36	9	4	1127	38	85	26	85	2127
08:00	9	178	19	31	11	6	0	342	22	18	8	39	683
08:15	17	181	8	46	21	3	2	358	20	21	11	51	739
08:30	8	186	7	27	11	4	2	321	14	28	9	41	658
08:45	7	214	15	36	10	3	0	287	15	21	10	48	666
Hour	41	759	49	140	53	16	4	1308	71	88	38	179	2746
[BREAK]													
16:30	18	307	15	26	27	11	8	185	36	24	20	25	702
16:45	31	389	17	24	13	1	4	210	30	24	12	12	767
Hour	49	696	32	50	40	12	12	395	66	48	32	37	1469
17:00	31	411	11	17	19	2	6	234	28	33	12	23	827
17:15	26	508	23	17	12	4	5	223	31	25	16	10	900
17:30	31	478	21	14	17	0	4	223	36	21	16	9	870
17:45	29	332	17	8	8	5	0	175	10	37	14	11	646
Hour	117	1729	72	56	56	11	15	855	105	116	58	53	3243
18:00	23	448	23	27	17	4	3	213	46	20	13	9	846
18:15	22	362	24	22	11	5	2	190	23	34	17	7	719
Total	276	4539	240	403	213	57	40	4088	349	391	184	370	11150
% Apr.	5.4	89.7	4.7	59.8	31.6	8.4	0.8	91.3	7.7	41.3	19.4	39.1	-
% Int.	2.4	40.7	2.1	3.6	1.9	0.5	0.3	36.6	3.1	3.5	1.6	3.3	-

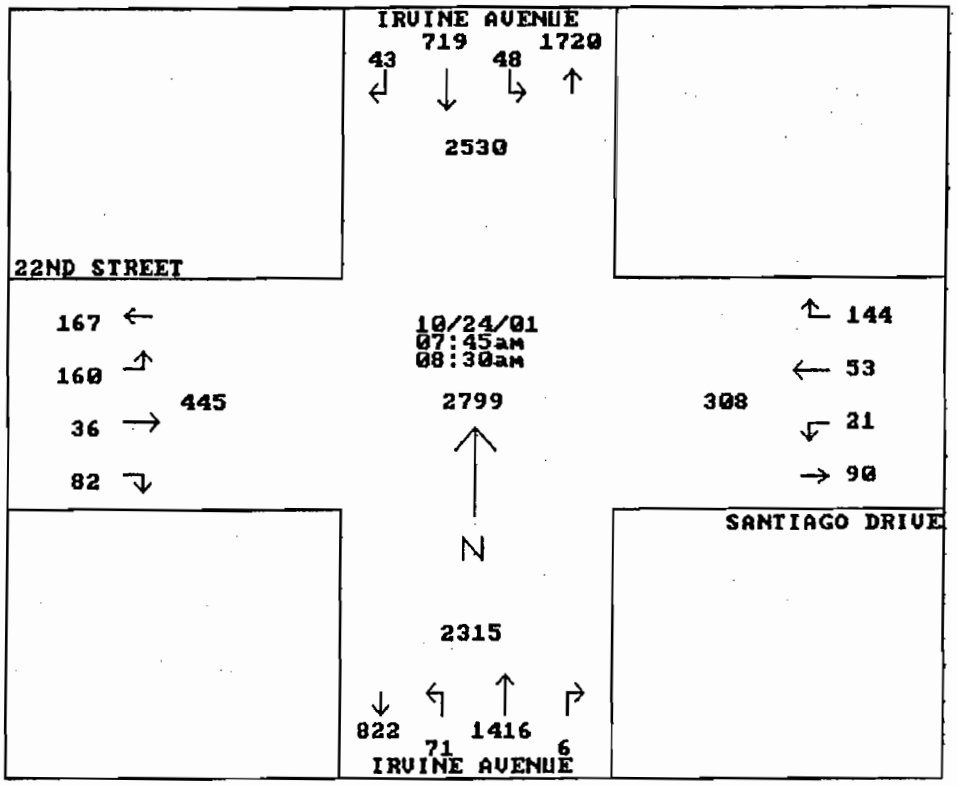
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : IRVINE AVENUE
E/W Direction : SANTIAGO - 22ND ST.
Client : CITY OF NEWPORT BEACH

Study Name: H0110148
Site Code : 00000917
Start Date: 10/24/01
Page : 2

TURNING MOVEMENTS

Start Time	IRVINE AVENUE Southbound Right	Thru	Left	SANTIAGO DRIVE Westbound Right	Thru	Left	IRVINE AVENUE Northbound Right	Thru	Left	22ND STREET Eastbound Right	Thru	Left	Intrvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 on 10/24/01 to 08:45 on 10/24/01													
Time	07:45			07:45			07:45			07:45			
Vol.	43	719	48	144	53	21	6	1416	71	82	36	160	
Pct.	5.3	88.7	5.9	66.0	24.3	9.6	0.4	94.8	4.7	29.4	12.9	57.5	
Total	810			218			1493			278			
High	08:00			08:15			07:45			08:15			
Vol.	9	178	19	46	21	3	2	395	15	21	11	51	
Total	206			70			412			83			
PHF	0.983			0.778			0.905			0.837			



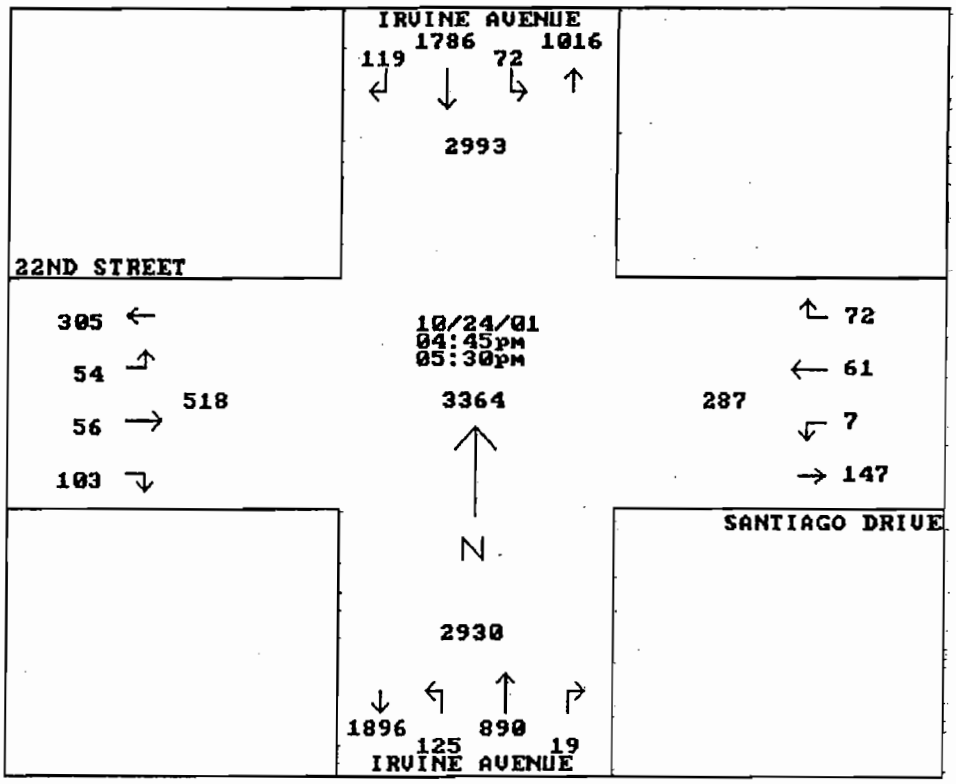
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : IRVINE AVENUE
E/W Direction : SANTIAGO - 22ND ST.
Client : CITY OF NEWPORT BEACH

Study Name: H0110148
Site Code : 00000917
Start Date: 10/24/01
Page : 3

TURNING MOVEMENTS

Start Time	IRVINE AVENUE Southbound Right	Thru	Left	SANTIAGO DRIVE Westbound Right	Thru	Left	IRVINE AVENUE Northbound Right	Thru	Left	22ND STREET Eastbound Right	Thru	Left	Intrvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 16:30 on 10/24/01 to 18:15 on 10/24/01													
Time	16:45			16:45			16:45			16:45			
Vol.	119	1786	72	72	61	7	19	890	125	103	56	54	
Pct.	6.0	90.3	3.6	51.4	43.5	5.0	1.8	86.0	12.0	48.3	26.2	25.3	
Total	1977			140			1034			213			
High	17:15			16:45			17:00			17:00			
Vol.	26	508	23	24	13	1	6	234	28	33	12	23	
Total	557			38			268			68			
PHF	0.887			0.921			0.964			0.783			



INTERSECTION CAPACITY UTILIZATION ANALYSIS ALYSIS

INTERSECTION: IRVINE AVE & HIGHLAND DR/20TH ST 3395
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 AM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		57	0.036					
NT	3200		1484	0.468					
NR			14						
SL	1600		21	0.013					
ST	3200		871	0.279					
SR			23						
EL			81						
ET	1600		8	0.119					
ER			102						
WL			22						
WT	1600		26	0.069					
WR			62						
EXISTING I.				0.600					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

_| Projected + project traffic will be less than or equal to 0.90

_| Projected + project traffic I.C.U. will be greater than 0.90

_| Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

_| Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
IR3395AM

FORM II

INTERSECTION CAPACITY UTILIZATION ANALYSIS ALYSIS

INTERSECTION: IRVINE AVE & HIGHLAND DR/20TH ST 3395
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 PM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		95	0.059					
NT	3200		1001	0.319					
NR			21						
SL	1600		36	0.023					
ST	3200		1588	0.518					
SR			71						
EL	1600		23	0.054					
ET			26						
ER			37						
WL	1600		14	0.048					
WT			31						
WR			32						
EXISTING I.				0.631					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

_ Projected + project traffic will be less than or equal to 0.90

_ Projected + project traffic I.C.U. will be greater than 0.90

_ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

_ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
IR3395PM

FORM II

Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : IRVINE AVENUE
E/W Direction : DOVER / 19TH STREET
Client : CITY OF NEWPORT BEACH

Study Name: H0110149
Site Code : 00000977
Start Date: 11/06/01
Page : 1

TURNING MOVEMENTS

Start Time	IRVINE AVENUE Southbound			DOVER DRIVE Westbound			IRVINE AVENUE Northbound			19TH STREET Eastbound			Intrvl. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11/06/01													
07:00	3	105	20	31	11	2	2	124	10	7	17	9	341
07:15	6	179	35	48	13	1	0	179	14	12	30	9	526
07:30	4	186	42	90	18	2	2	254	10	8	28	26	670
07:45	4	172	41	81	30	5	7	332	10	9	39	25	755
Hour	17	642	138	250	72	10	11	889	44	36	114	69	2292
08:00	7	161	42	80	25	8	9	316	8	5	49	29	739
08:15	2	157	37	73	28	7	4	243	8	7	37	17	620
08:30	8	135	36	59	22	5	1	208	9	6	40	21	550
08:45	4	198	33	47	28	6	5	158	6	11	23	12	531
Hour	21	651	148	259	103	26	19	925	31	29	149	79	2440
[BREAK]	----	----	----	----	----	----	----	----	----	----	----	----	----
16:30	11	253	54	60	49	8	9	166	15	12	29	8	674
16:45	13	325	48	64	65	8	11	159	17	3	32	14	759
Hour	24	578	102	124	114	16	20	325	32	15	61	22	1433
17:00	17	313	50	55	65	13	2	213	13	5	25	13	784
17:15	12	356	52	50	42	8	5	201	15	9	23	10	783
17:30	18	368	43	58	53	7	2	189	11	12	26	16	803
17:45	16	334	54	47	39	7	6	167	13	15	24	8	730
Hour	63	1371	199	210	199	35	15	770	52	41	98	47	3100
18:00	11	368	56	50	30	7	5	159	13	12	27	5	743
18:15	10	307	38	42	25	5	4	142	5	10	14	6	608
Total	146	3917	681	935	543	99	74	3210	177	143	463	228	10616
% Apr.	3.0	82.5	14.3	59.2	34.4	6.2	2.1	92.7	5.1	17.1	55.5	27.3	-
% Int.	1.3	36.8	6.4	8.8	5.1	0.9	0.6	30.2	1.6	1.3	4.3	2.1	-

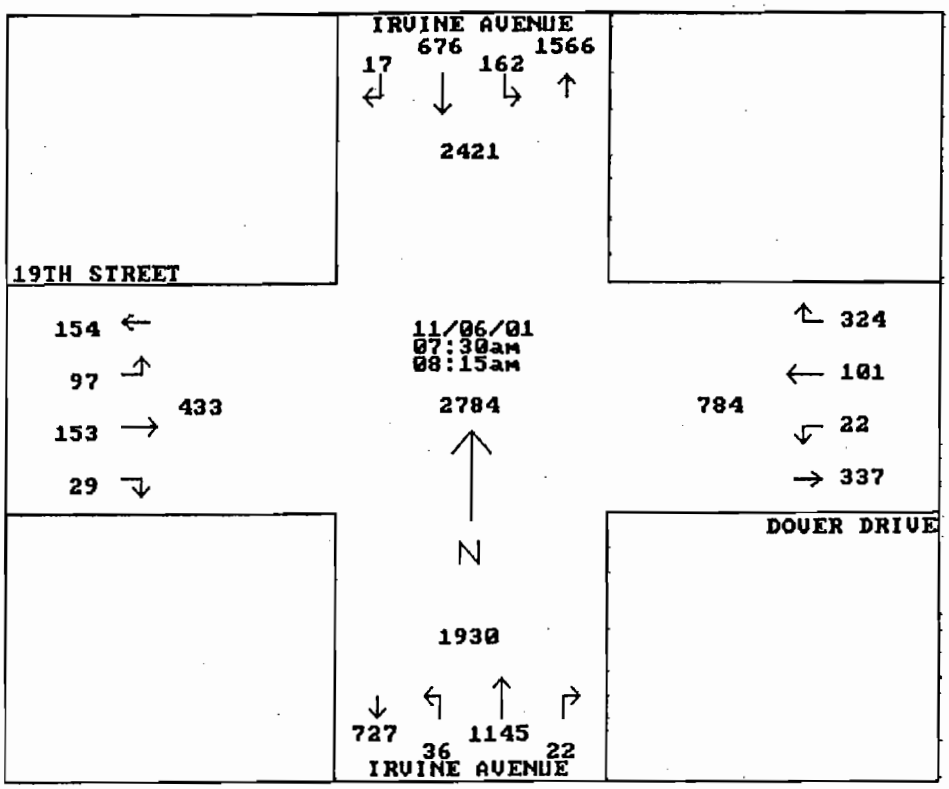
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : IRVINE AVENUE
E/W Direction : DOVER / 19TH STREET
Client : CITY OF NEWPORT BEACH

Study Name: H0110149
Site Code : 00000977
Start Date: 11/06/01
Page : 2

TURNING MOVEMENTS

Start Time	IRVINE AVENUE Southbound Right	Thru	Left	DOVER DRIVE Westbound Right	Thru	Left	IRVINE AVENUE Northbound Right	Thru	Left	19TH STREET Eastbound Right	Thru	Left	Intrvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 on 11/06/01 to 08:45 on 11/06/01													
Time	07:30			07:30			07:30			07:30			
Vol.	17	676	162	324	101	22	22	1145	36	29	153	97	
Pct.	1.9	79.0	18.9	72.4	22.5	4.9	1.8	95.1	2.9	10.3	54.8	34.7	
Total	855			447			1203			279			
High	07:30			07:45			07:45			08:00			
Vol.	4	186	42	81	30	5	7	332	10	5	49	29	
Total	232			116			349			83			
PHF	0.921			0.963			0.861			0.840			



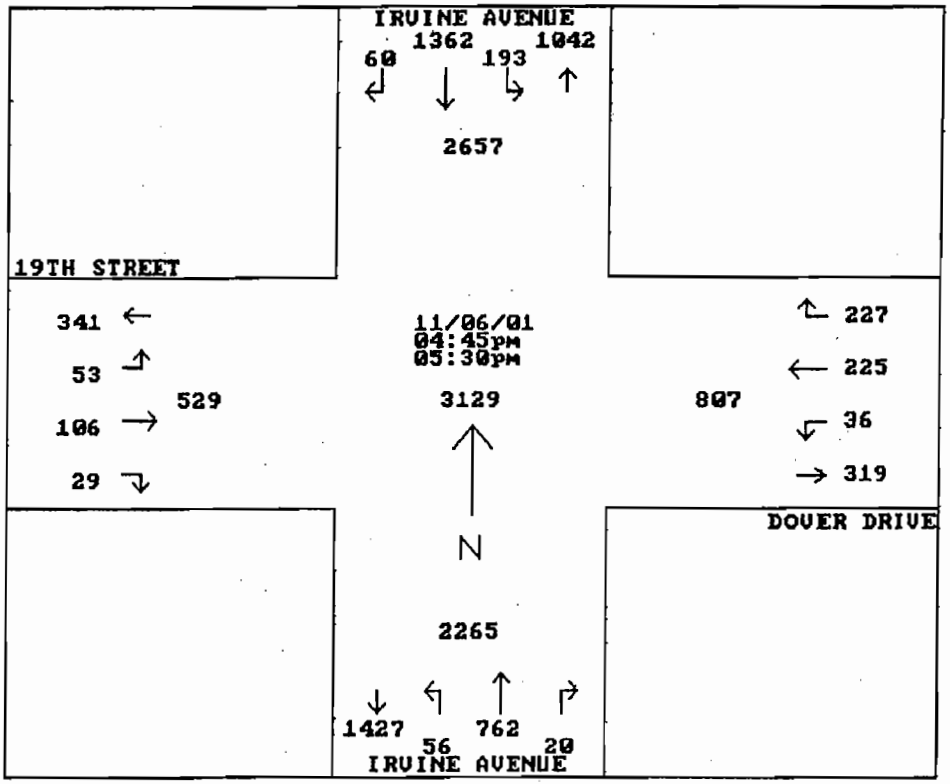
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : IRVINE AVENUE
E/W Direction : DOVER / 19TH STREET
Client : CITY OF NEWPORT BEACH

Study Name: H0110149
Site Code : 00000977
Start Date: 11/06/01
Page : 3

TURNING MOVEMENTS

Start Time	IRVINE AVENUE Southbound Right	Thru	Left	DOVER DRIVE Westbound Right	Thru	Left	IRVINE AVENUE Northbound Right	Thru	Left	19TH STREET Eastbound Right	Thru	Left	Intrvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 16:30 on 11/06/01 to 18:15 on 11/06/01													
Time	16:45			16:45			16:45			16:45			
Vol.	60	1362	193	227	225	36	20	762	56	29	106	53	
Pct.	3.7	84.3	11.9	46.5	46.1	7.3	2.3	90.9	6.6	15.4	56.3	28.1	
Total	1615			488			838			188			
High	17:30			16:45			17:00			17:30			
Vol.	18	368	43	64	65	8	2	213	13	12	26	16	
Total	429			137			228			54			
PHF	0.941			0.890			0.918			0.870			



Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : IRVINE AVENUE
E/W Direction : WESTCLIFF-17TH STREET
Client : CITY OF NEWPORT BEACH

Study Name: H0110150
Site Code : 00000979
Start Date: 10/24/01
Page : 1

TURNING MOVEMENTS

Start Time	IRVINE AVENUE Southbound			WESTCLIFF DRIVE Westbound			IRVINE AVENUE Northbound			17TH STREET Eastbound			Intrvl. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
10/24/01													
07:00	21	46	25	5	44	7	2	86	49	34	91	31	441
07:15	16	78	22	4	82	13	1	142	41	59	94	55	607
07:30	29	173	46	7	76	12	8	217	65	52	132	96	913
07:45	28	147	41	15	113	6	7	209	67	27	138	104	902
Hour	94	444	134	31	315	38	18	654	222	172	455	286	2863
08:00	34	141	67	20	125	4	6	161	54	26	110	99	847
08:15	24	112	22	13	146	10	5	142	50	18	144	94	780
08:30	19	104	32	16	158	7	7	115	56	37	110	85	746
08:45	15	86	23	11	118	4	9	107	48	35	147	61	664
Hour	92	443	144	60	547	25	27	525	208	116	511	339	3037
[BREAK]	----	----	----	----	----	----	----	----	----	----	----	----	----
16:30	93	134	62	14	122	15	5	122	63	43	131	67	871
16:45	108	166	52	17	180	19	7	115	54	49	173	83	1023
Hour	201	300	114	31	302	34	12	237	117	92	304	150	1894
17:00	86	179	35	21	204	20	6	157	59	62	155	77	1061
17:15	119	186	26	17	263	24	10	115	75	51	151	66	1103
17:30	102	195	33	13	219	28	9	97	88	41	127	87	1039
17:45	137	197	34	22	205	23	7	104	76	79	126	74	1084
Hour	444	757	128	73	891	95	32	473	298	233	559	304	4287
18:00	106	214	25	14	175	21	4	131	72	45	124	64	995
18:15	91	199	36	8	187	25	9	110	74	44	124	59	966
Total	1028	2357	581	217	2417	238	102	2130	991	702	2077	1202	14042
% Apr.	25.9	59.4	14.6	7.5	84.1	8.2	3.1	66.0	30.7	17.6	52.1	30.1	-
% Int.	7.3	16.7	4.1	1.5	17.2	1.6	0.7	15.1	7.0	4.9	14.7	8.5	-

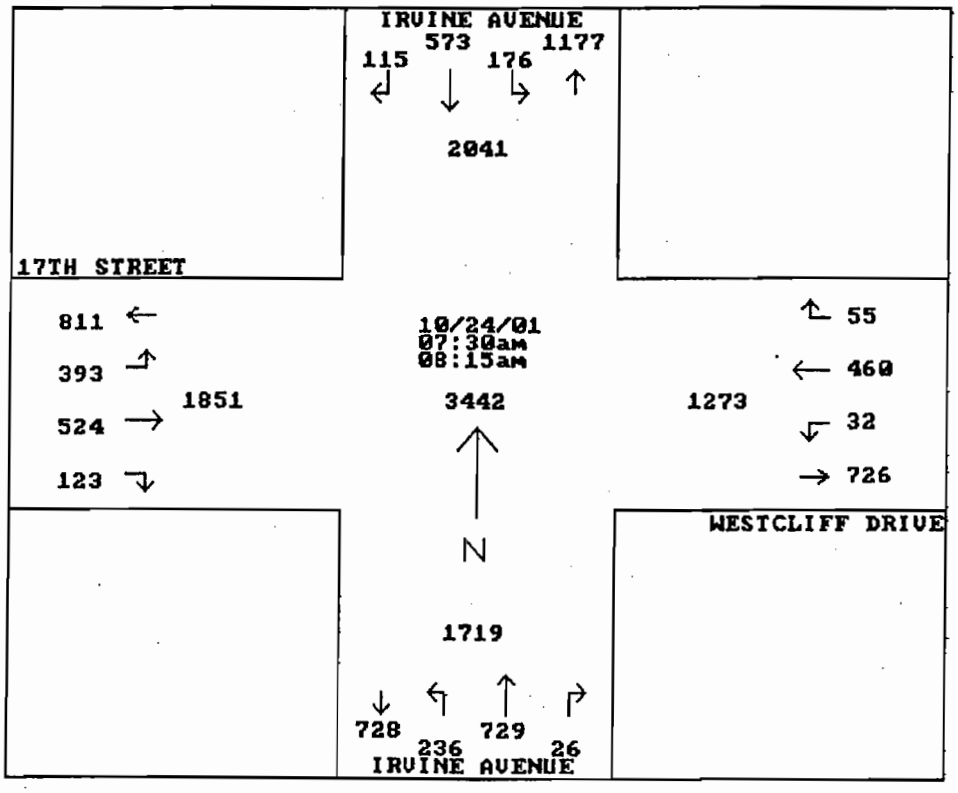
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : IRVINE AVENUE
E/W Direction : WESTCLIFF-17TH STREET
Client : CITY OF NEWPORT BEACH

Study Name: H0110150
Site Code : 00000979
Start Date: 10/24/01
Page : 2

TURNING MOVEMENTS

Start Time	IRVINE AVENUE Southbound Right	Thru	Left	WESTCLIFF DRIVE Westbound Right	Thru	Left	IRVINE AVENUE Northbound Right	Thru	Left	17TH STREET Eastbound Right	Thru	Left	Intrvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 on 10/24/01 to 08:45 on 10/24/01													
Time	07:30			07:30			07:30			07:30			
Vol.	115	573	176	55	460	32	26	729	236	123	524	393	
Pct.	13.3	66.3	20.3	10.0	84.0	5.8	2.6	73.5	23.8	11.8	50.3	37.7	
Total	864			547			991			1040			
High	07:30			08:15			07:30			07:30			
Vol.	29	173	46	13	146	10	8	217	65	52	132	96	
Total	248			169			290			280			
PHF	0.870			0.809			0.854			0.928			



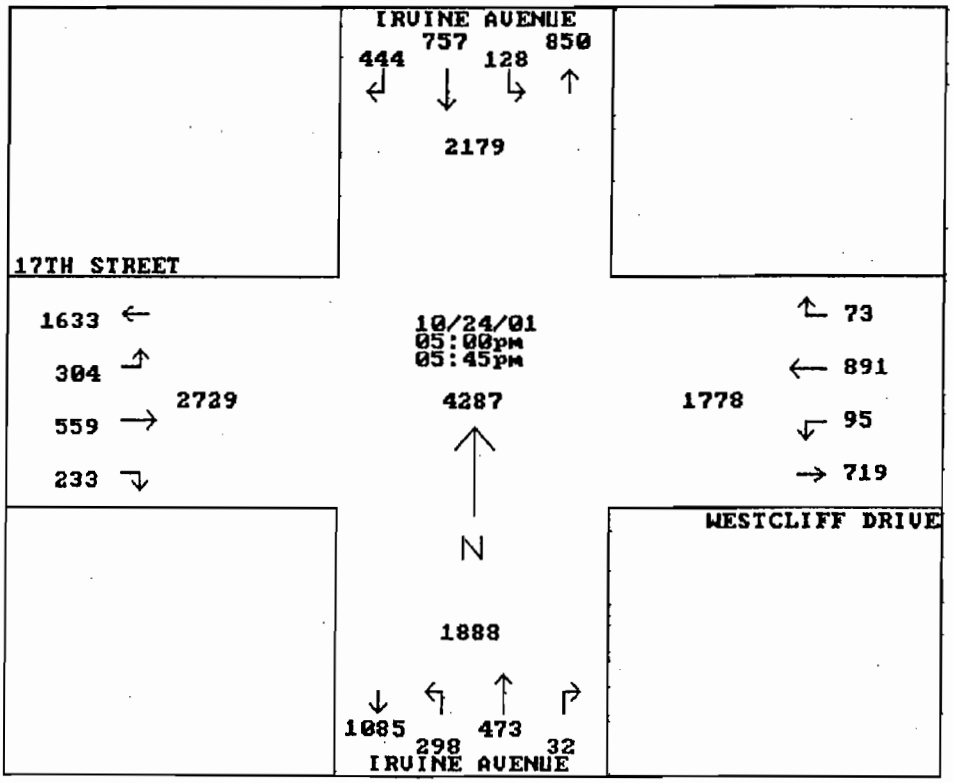
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : IRVINE AVENUE
E/W Direction : WESTCLIFF-17TH STREET
Client : CITY OF NEWPORT BEACH

Study Name: H0110150
Site Code : 00000979
Start Date: 10/24/01
Page : 3

TURNING MOVEMENTS

Start Time	IRVINE AVENUE Southbound Right	Thru	Left	WESTCLIFF DRIVE Westbound Right	Thru	Left	IRVINE AVENUE Northbound Right	Thru	Left	17TH STREET Eastbound Right	Thru	Left	Intrvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 16:30 on 10/24/01 to 18:15 on 10/24/01													
Time	17:00			17:00			17:00			17:00			
Vol.	444	757	128	73	891	95	32	473	298	233	559	304	
Pct.	33.4	56.9	9.6	6.8	84.1	8.9	3.9	58.9	37.1	21.2	51.0	27.7	
Total	1329			1059			803			1096			
High	17:45			17:15			17:00			17:00			
Vol.	137	197	34	17	263	24	6	157	59	62	155	77	
Total	368			304			222			294			
PHF	0.902			0.870			0.904			0.931			



INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: DOVER DRIVE & WESTCLIFF DRIVE 3290
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 AM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	3200		333	0.104 *					
NT	1600		377	0.236					
NR									
SL									
ST	1600		397	0.248 *					
SR	1600		51	0.032					
EL	3200		79	0.025 *					
ET									
ER	N.S.		574						
WL									
WT									
WR									
EXISTING I.C.U.				0.377					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

[ ] Projected + project traffic I.C.U. will be less than or equal to 0.90

[ ] Projected + project traffic I.C.U. will be greater than 0.90

[ ] Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

[ ] Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
DO3290AM

FORM II

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: DOVER DRIVE & WESTCLIFF DRIVE 3290
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 PM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	3200		860	0.269 *					
NT	1600		576	0.360					
NR									
SL									
ST	1600		251	0.157 *					
SR	1600		39	0.024					
EL	3200		158	0.049 *					
ET									
ER	N.S.		930						
WL									
WT									
WR									
EXISTING I.C.U.				0.475					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

[ ] Projected + project traffic I.C.U. will be less than or equal to 0.90

[ ] Projected + project traffic I.C.U. will be greater than 0.90

[ ] Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

[ ] Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
DO3290PM

FORM II

Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : DOVER DRIVE
E/W Direction : 16TH ST. / CASTAWAYS LN.
Client : CITY OF NEWPORT BEACH

Study Name: H0110146
Site Code : 00001944
Start Date: 10/24/01
Page : 1

TURNING MOVEMENTS

Start Time	DOVER DRIVE Southbound			CASTAWAYS LANE Westbound			DOVER DRIVE Northbound			16TH STREET Eastbound			Intrvl. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
10/24/01													
07:00	6	143	4	10	1	10	0	85	14	30	1	3	307
07:15	4	189	6	10	2	5	0	112	16	40	4	3	391
07:30	16	323	1	10	5	9	1	160	20	58	0	6	609
07:45	5	287	4	13	3	15	4	231	15	77	5	4	663
Hour	31	942	15	43	11	39	5	588	65	205	10	16	1970
08:00	4	209	30	14	5	10	6	204	25	48	2	3	560
08:15	3	229	11	15	1	5	4	157	21	52	3	3	504
08:30	4	217	10	14	6	8	5	159	17	38	2	2	482
08:45	9	226	22	18	5	8	7	181	22	48	5	0	551
Hour	20	881	73	61	17	31	22	701	85	186	12	8	2097
[BREAK]													
16:30	9	189	19	11	5	7	9	213	53	45	9	1	570
16:45	8	233	20	10	10	8	12	269	22	49	8	6	655
Hour	17	422	39	21	15	15	21	482	75	94	17	7	1225
17:00	9	226	15	14	9	13	18	270	42	44	8	5	673
17:15	12	199	14	11	8	8	17	306	47	61	8	3	694
17:30	19	218	10	9	7	9	14	294	44	64	6	6	700
17:45	10	205	13	12	3	10	15	318	56	61	5	4	712
Hour	50	848	52	46	27	40	64	1188	189	230	27	18	2779
18:00	14	185	42	15	7	13	13	261	39	68	5	11	673
18:15	10	225	17	13	10	12	10	231	65	73	10	4	680
Total	142	3503	238	199	87	150	135	3451	518	856	81	64	9424
% Apr.	3.6	90.2	6.1	45.6	19.9	34.4	3.2	84.0	12.6	85.5	8.0	6.3	-
% Int.	1.5	37.1	2.5	2.1	0.9	1.5	1.4	36.6	5.4	9.0	0.8	0.6	-

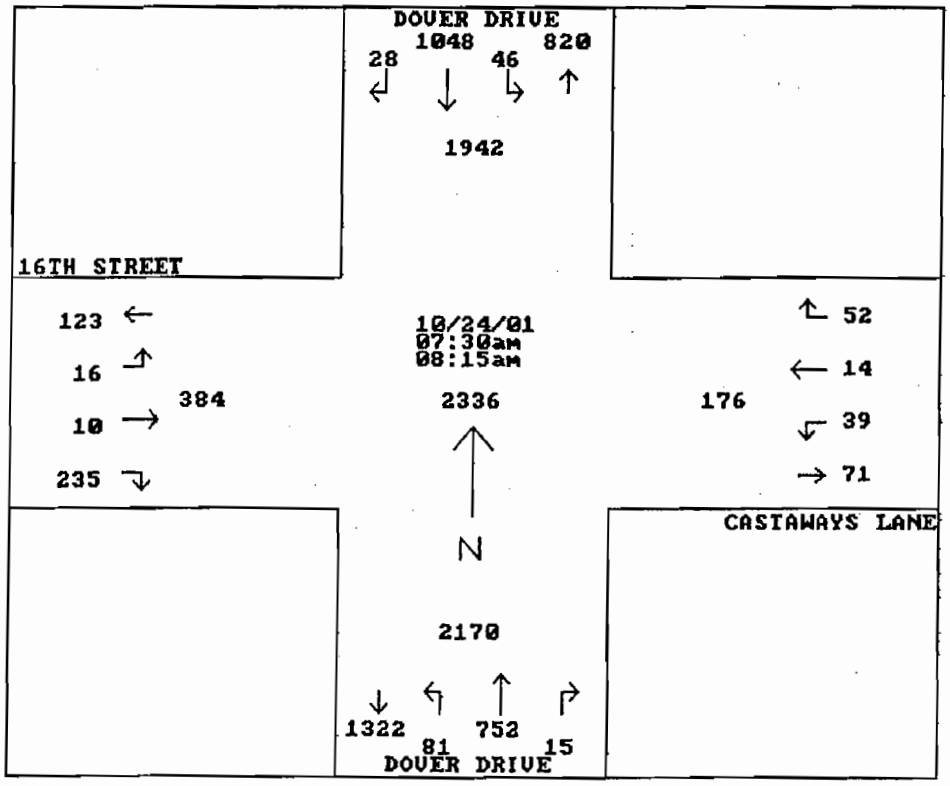
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : DOVER DRIVE
E/W Direction : 16TH ST. / CASTAWAYS LN.
Client : CITY OF NEWPORT BEACH

Study Name: H0110146
Site Code : 00001944
Start Date: 10/24/01
Page : 2

TURNING MOVEMENTS

Start Time	DOVER DRIVE Southbound Right	Thru	Left	CASTAWAYS LANE Westbound Right	Thru	Left	DOVER DRIVE Northbound Right	Thru	Left	16TH STREET Eastbound Right	Thru	Left	Intrvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 on 10/24/01 to 08:45 on 10/24/01													
Time	07:30			07:30			07:30			07:30			
Vol.	28	1048	46	52	14	39	15	752	81	235	10	16	
Pct.	2.4	93.4	4.0	49.5	13.3	37.1	1.7	88.6	9.5	90.0	3.8	6.1	
Total	1122			105			848			261			
High	07:30			07:45			07:45			07:45			
Vol.	16	323	1	13	3	15	4	231	15	77	5	4	
Total	340			31			250			86			
PHF	0.825			0.846			0.848			0.758			



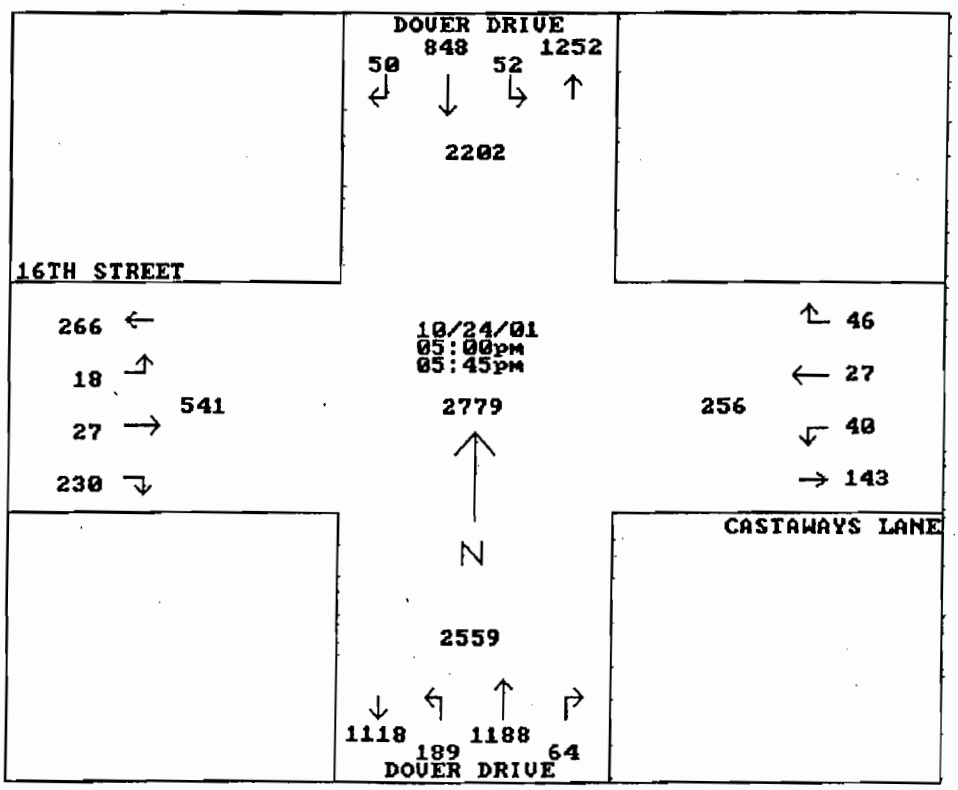
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : DOVER DRIVE
E/W Direction : 16TH ST. / CASTAWAYS LN.
Client : CITY OF NEWPORT BEACH

Study Name: H0110146
Site Code : 00001944
Start Date: 10/24/01
Page : 3

TURNING MOVEMENTS

Start Time	DOVER DRIVE Southbound Right	Thru	Left	CASTAWAYS LANE Westbound Right	Thru	Left	DOVER DRIVE Northbound Right	Thru	Left	16TH STREET Eastbound Right	Thru	Left	Intrvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 16:30 on 10/24/01 to 18:15 on 10/24/01													
Time	17:00			17:00			17:00			17:00			
Vol.	50	848	52	46	27	40	64	1188	189	230	27	18	
Pct.	5.2	89.2	5.4	40.7	23.8	35.3	4.4	82.4	13.1	83.6	9.8	6.5	
Total	950			113			1441			275			
High	17:00			17:00			17:45			17:30			
Vol.	9	226	15	14	9	13	15	318	56	64	6	6	
Total	250			36			389			76			
PHF	0.950			0.784			0.926			0.904			



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Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City: NEWPORT BEACH
N-S Direction: DOVER DRIVE
E-W Direction: PACIFIC COAST HIGHWAY

File Name : h0210002
Site Code : 00000923
Start Date : 10/09/2002
Page No : 1

Groups Printed- Turning Movements

	DOVER DRIVE Southbound			PACIFIC COAST HIGHWAY Westbound			DOVER DRIVE Northbound			PACIFIC COAST HIGHWAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	10	28	90	79	168	3	9	8	3	11	400	8	817
07:15 AM	19	16	150	70	210	5	7	12	7	28	424	17	965
07:30 AM	13	7	139	116	288	15	11	33	7	25	593	35	1282
07:45 AM	25	7	155	164	320	9	11	24	11	7	641	33	1407
Total	67	58	534	429	986	32	38	77	28	71	2058	93	4471
08:00 AM	13	8	203	157	320	7	7	10	8	12	543	14	1302
08:15 AM	11	10	191	123	334	17	11	12	7	10	534	9	1269
08:30 AM	18	13	179	176	332	13	7	13	7	4	565	10	1337
08:45 AM	34	10	183	169	344	16	7	19	8	2	558	10	1360
Total	76	41	756	625	1330	53	32	54	30	28	2200	43	5268
*** BREAK ***													
04:30 PM	41	14	145	256	503	24	2	15	6	2	414	29	1451
04:45 PM	32	14	185	293	519	13	8	19	6	6	415	22	1532
Total	73	28	330	549	1022	37	10	34	12	8	829	51	2983
05:00 PM	64	18	290	321	539	27	6	14	2	4	399	21	1705
05:15 PM	34	11	224	313	654	28	5	13	5	3	482	15	1787
05:30 PM	11	17	222	338	655	12	6	14	4	5	387	10	1681
05:45 PM	22	22	163	296	556	10	1	10	5	4	343	24	1456
Total	131	68	899	1268	2404	77	18	51	16	16	1611	70	6629
06:00 PM	32	20	229	265	625	9	7	14	4	2	368	28	1603
06:15 PM	32	21	264	242	587	10	2	10	2	4	323	36	1533
Grand Total	411	236	3012	3378	6954	218	107	240	92	129	7389	321	22487
Apprch %	11.2	6.4	82.3	32.0	65.9	2.1	24.4	54.7	21.0	1.6	94.3	4.1	
Total %	1.8	1.0	13.4	15.0	30.9	1.0	0.5	1.1	0.4	0.6	32.9	1.4	

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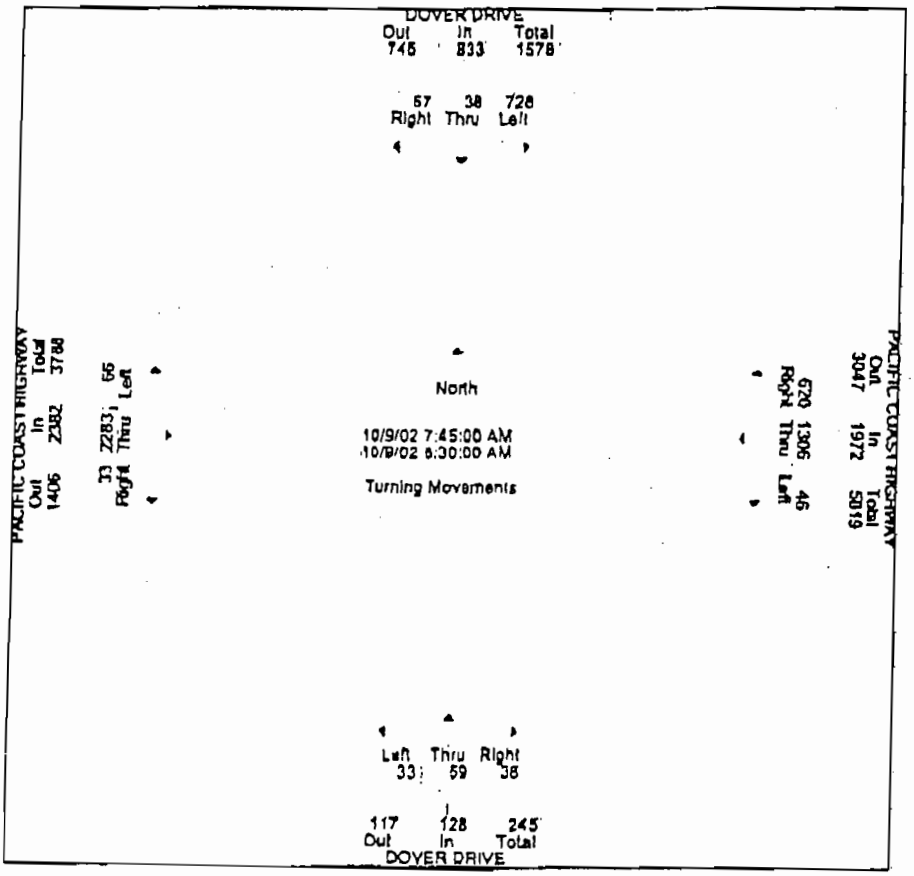
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : h0210002
Site Code : 00000923
Start Date : 10/09/2002
Page No : 2

	DOVER DRIVE Southbound				PACIFIC COAST HIGHWAY Westbound				DOVER DRIVE Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	67	38	728	833	620	1306	46	1972	36	59	33	128	33	2283	66	2382	5315
Percent	8.0	4.6	87.4		31.4	66.2	2.3		28.1	46.1	25.8		1.4	95.8	2.8		
07:45 Volume	25	7	155	187	164	320	9	493	11	24	11	46	7	641	33	681	1407
Peak Factor																	0.944
High Int.	08:00 AM				08:30 AM				07:45 AM				07:45 AM				
Volume	13	8	203	224	176	332	13	521	11	24	11	46	7	641	33	681	
Peak Factor				0.930				0.946				0.696				0.874	



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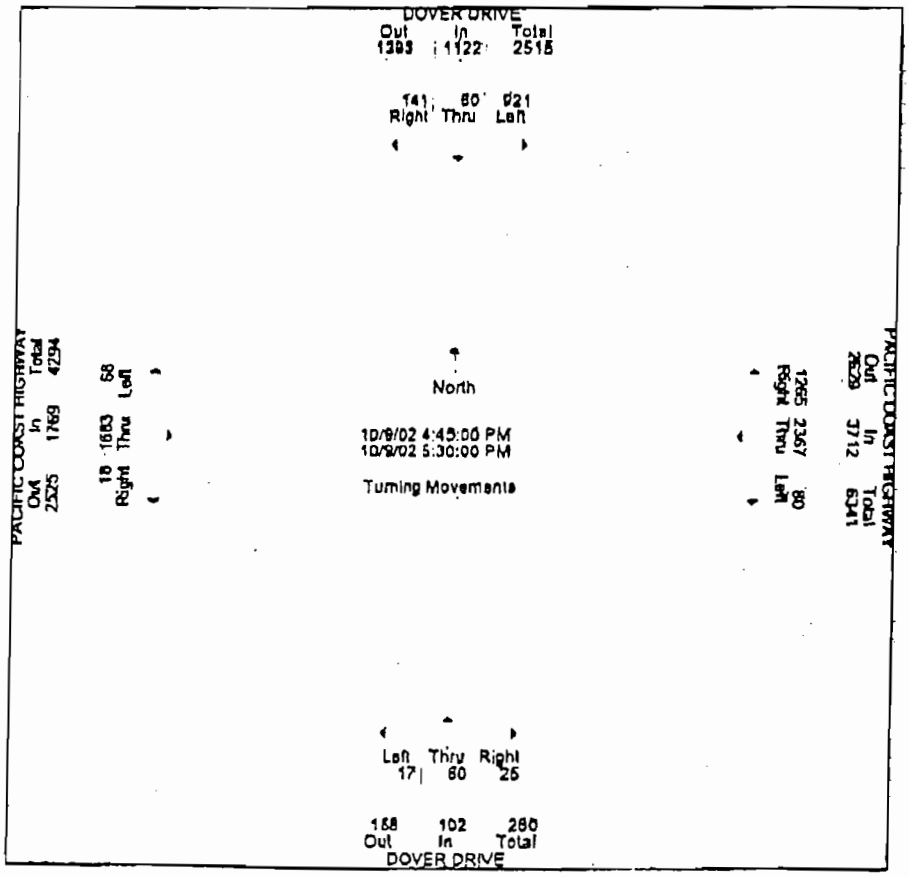
Transportation Studies, Inc
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : h0210002
Site Code : 00000923
Start Date : 10/09/2002
Page No : 3

	DOVER DRIVE Southbound				PACIFIC COAST HIGHWAY Westbound				DOVER DRIVE Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	141	60	921	1122	126 5	235 7	80	3712	25	60	17	102	18	168 3	68	1769	6705
Percent	12.6	5 3	82.1		34.1	63.8	2.2		24 5	58.8	16.7		1 0	95.1	3 8		
05:15 Volume	34	11	224	269	313	654	28	995	5	13	5	23	3	482	15	500	1787
Peak Factor																	0 938
High Int.	05:00 PM				05:30 PM				04:45 PM				05:15 PM				
Volume	64	18	290	372	338	655	12	1005	8	19	6	33	3	482	15	500	
Peak Factor				0.754				0 923				0 773				0 885	



28

Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City: NEWPORT BEACH
N-S Direction: BAYSIDE DRIVE
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0210001
Site Code : 00000921
Start Date : 10/10/2002
Page No : 1

Groups Printed- Turning Movements

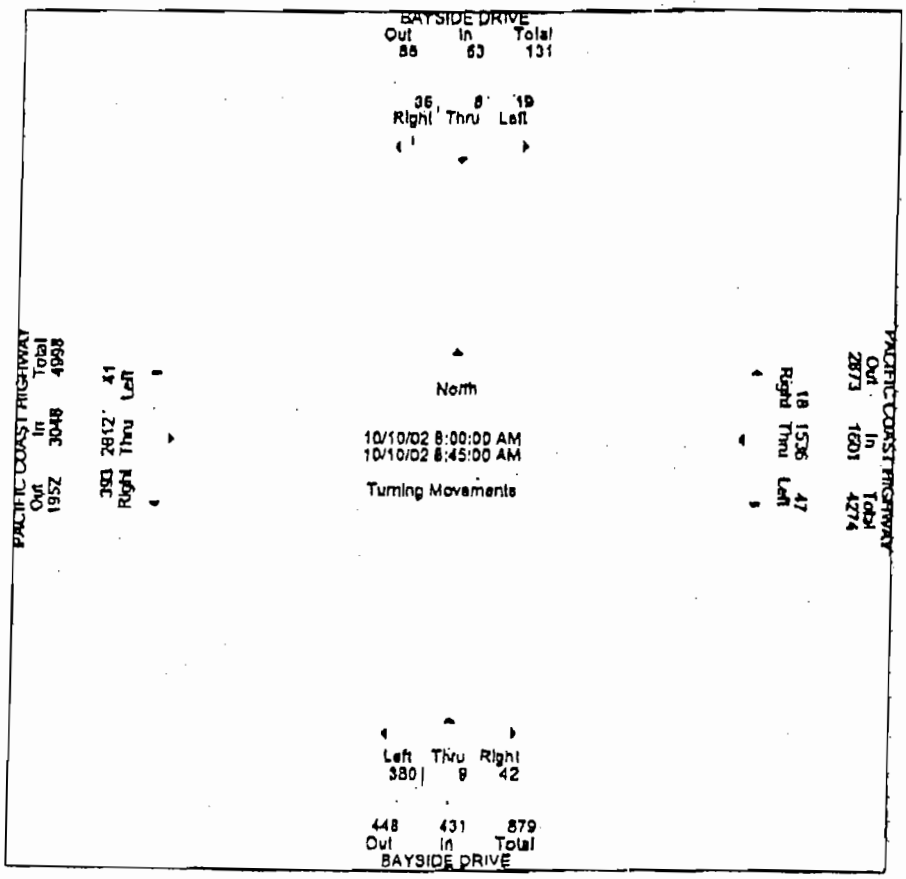
	BAYSIDE DRIVE Southbound			PACIFIC COAST HIGHWAY Westbound			BAYSIDE DRIVE Northbound			PACIFIC COAST HIGHWAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	12	1	6	1	202	8	3	1	70	71	339	7	721
07:15 AM	13	1	5	0	263	8	5	1	67	67	522	6	958
07:30 AM	8	2	4	3	298	4	4	0	90	79	689	4	1185
07:45 AM	14	1	6	7	355	11	11	1	92	94	344	10	946
Total	47	5	21	11	1118	31	23	3	319	311	1894	27	3810
08:00 AM	10	2	2	7	367	19	10	3	82	98	682	8	1290
08:15 AM	12	0	6	3	354	10	14	2	99	105	686	7	1298
08:30 AM	9	5	7	4	409	10	7	1	103	90	640	9	1294
08:45 AM	5	1	4	4	406	8	11	3	96	100	604	17	1259
Total	36	8	19	18	1536	47	42	9	380	393	2612	41	5141
*** BREAK ***													
04:30 PM	14	2	6	6	625	15	10	4	106	120	446	10	1364
04:45 PM	14	3	5	9	719	13	9	3	121	98	460	10	1464
Total	28	5	11	15	1344	28	19	7	227	218	906	20	2828
05:00 PM	8	9	8	6	718	6	9	4	106	86	453	26	1439
05:15 PM	12	3	6	11	756	18	12	3	113	119	498	15	1566
05:30 PM	22	1	5	10	813	19	11	5	111	132	509	17	1655
05:45 PM	9	1	9	10	920	17	13	0	102	127	551	23	1782
Total	51	14	28	37	3207	60	45	12	432	464	2011	81	6442
06:00 PM	13	1	10	10	789	27	14	0	100	106	474	14	1558
06:15 PM	13	9	10	9	734	16	19	2	115	125	496	19	1567
Grand Total	188	42	99	100	8728	209	162	33	1573	1617	8393	202	21346
Apprch %	57.1	12.8	30.1	1.1	96.6	2.3	9.2	1.9	89.0	15.8	82.2	2.0	
Total %	0.9	0.2	0.5	0.5	40.9	1.0	0.8	0.2	7.4	7.6	39.3	0.9	

28

Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0210001
Site Code : D0000921
Start Date : 10/10/2002
Page No : 2

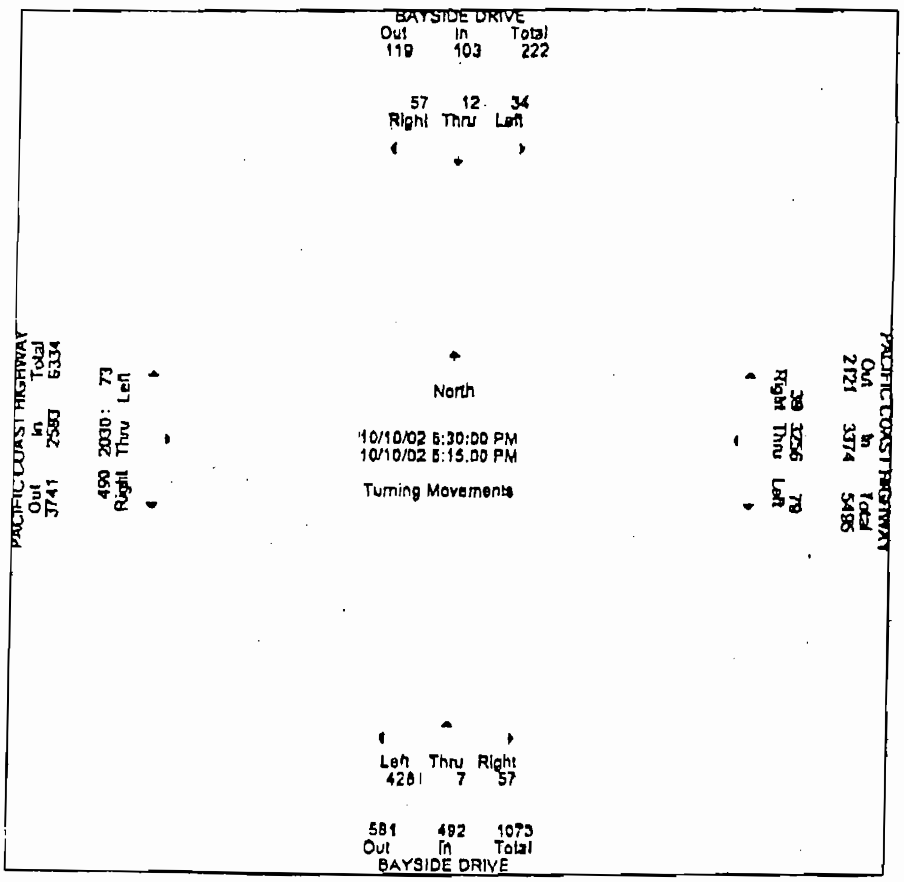
Start Time	BAYSIDE DRIVE Southbound Right	Thru	Left	App. Total	PACIFIC COAST HIGHWAY Westbound Right	Thru	Left	App. Total	BAYSIDE DRIVE Northbound Right	Thru	Left	App. Total	PACIFIC COAST HIGHWAY Eastbound Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	36	8	19	63	18	1536	47	1601	42	9	380	431	393	2612	41	3046	5141
Percent	57.1	12.7	30.2		1.1	95.9	2.9		9.7	2.1	88.2		12.9	85.8	1.3		
08:15 Volume	12	0	6	18	3	354	10	367	14	2	99	115	105	686	7	798	1298
Peak Factor																	0.990
High Int.	08:30 AM				08:30 AM				08:15 AM				08:15 AM				
Volume	9	5	7	21	4	409	10	423	14	2	99	115	105	686	7	798	
Peak Factor				0.750				0.946				0.937				0.954	



Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 118
Santa Ana, CA. 92705

File Name : H0210001
Site Code : 00000921
Start Date : 10/10/2002
Page No : 3

	BAYSIDE DRIVE Southbound				PACIFIC COAST HIGHWAY Westbound				BAYSIDE DRIVE Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	05:30 PM																
Volume	57	12	34	103	39	3256	79	3374	57	7	428	492	490	2030	73	2593	6562
Percent	55.3	11.7	33.0		1.2	96.5	2.3		11.6	1.4	87.0		18.9	78.3	2.8		
05:45 Volume	9	1	9	19	10	920	17	947	13	0	102	115	127	551	23	701	1782
Peak Factor																	0.921
High Int.	06:15 PM				05:45 PM				06:15 PM				05:45 PM				
Volume	13	9	10	32	10	920	17	947	19	2	115	136	127	551	23	701	
Peak Factor				0.805				0.891				0.904				0.925	



Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : MACARTHUR BOULEVARD
E/W Direction : JAMBOREE ROAD
Client : CITY OF NEWPORT BEACH

Study Name: H0110151
Site Code : 0000097B
Start Date: 11/07/01
Page : 1

TURNING MOVEMENTS

Start Time	MACARTHUR BOULEVARD Southbound			JAMBOREE ROAD Westbound			MACARTHUR BOULEVARD Northbound			JAMBOREE ROAD Eastbound			Intrvl. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11/07/01													
07:00	20	124	51	30	158	31	20	149	51	17	45	7	703
07:15	36	120	43	58	303	27	23	160	58	19	50	7	904
07:30	33	188	83	75	292	53	22	261	63	27	48	8	1153
07:45	37	183	55	93	437	54	37	283	102	30	69	21	1401
Hour	126	615	232	256	1190	165	102	853	274	93	212	43	4161
08:00	30	198	62	97	456	63	34	269	109	23	76	27	1444
08:15	42	219	57	84	433	59	39	291	115	32	70	26	1467
08:30	41	201	61	100	441	59	38	276	114	26	80	31	1468
08:45	35	191	58	92	454	58	33	268	106	26	74	27	1422
Hour	148	809	238	373	1784	239	144	1104	444	107	300	111	5801
[BREAK]	----------			----------			----------			----------			-------
16:30	30	194	102	74	113	51	10	176	41	52	217	36	1096
16:45	20	244	115	49	116	40	14	179	49	84	190	26	1126
Hour	50	438	217	123	229	91	24	355	90	136	407	62	2222
17:00	39	221	127	81	121	64	10	177	48	75	285	34	1282
17:15	21	343	171	65	127	81	17	282	54	95	343	63	1662
17:30	36	322	161	77	139	81	23	323	52	102	359	54	1729
17:45	38	338	150	68	126	57	28	295	46	90	369	59	1664
Hour	134	1224	609	291	513	283	78	1077	200	362	1356	210	6337
18:00	46	318	147	73	142	61	23	264	53	89	343	44	1603
18:15	31	287	122	69	131	56	19	247	44	72	327	61	1466
Total	535	3691	1565	1185	3989	895	390	3900	1105	859	2945	531	21590
% Apr.	9.2	63.7	27.0	19.5	65.7	14.7	7.2	72.2	20.4	19.8	67.9	12.2	-
% Int.	2.4	17.0	7.2	5.4	18.4	4.1	1.8	18.0	5.1	3.9	13.6	2.4	-

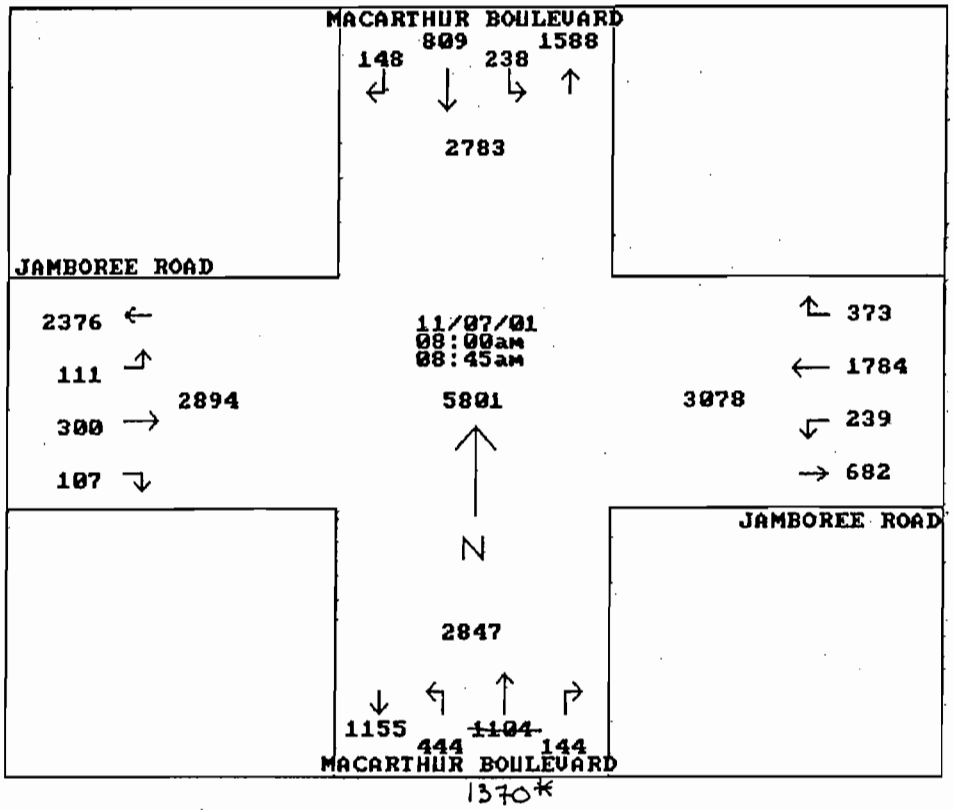
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : MACARTHUR BOULEVARD
E/W Direction : JAMBOREE ROAD
Client : CITY OF NEWPORT BEACH

Study Name: H0110151
Site Code : 00000978
Start Date: 11/07/01
Page : 2

TURNING MOVEMENTS

Start Time	MACARTHUR BOULEVARD Southbound Right	Thru	Left	JAMBOREE ROAD ~~Westbound~~ Right	Thru	Left	MACARTHUR BOULEVARD Northbound Right	Thru	Left	JAMBOREE ROAD Eastbound Right	Thru	Left	Intrvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 on 11/07/01 to 08:45 on 11/07/01													
Time	08:00			08:00			08:00	1370		08:00			
Vol.	148	809	238	373	1784	239	144	~~1104~~	444	107	300	111	
Pct.	12.3	67.6	19.9	15.5	74.4	9.9	8.5	65.2	26.2	20.6	57.9	21.4	
Total	1195			2396			1692			518			
High	08:15			08:00			08:15			08:30			
Vol.	42	219	57	97	456	63	39	291	115	26	80	31	
Total	318			616			445			137			
PHF	0.939			0.972			0.950			0.945			



Note: Count orientation switched based on review and comparison to

* Adjusted upward for flow conservation

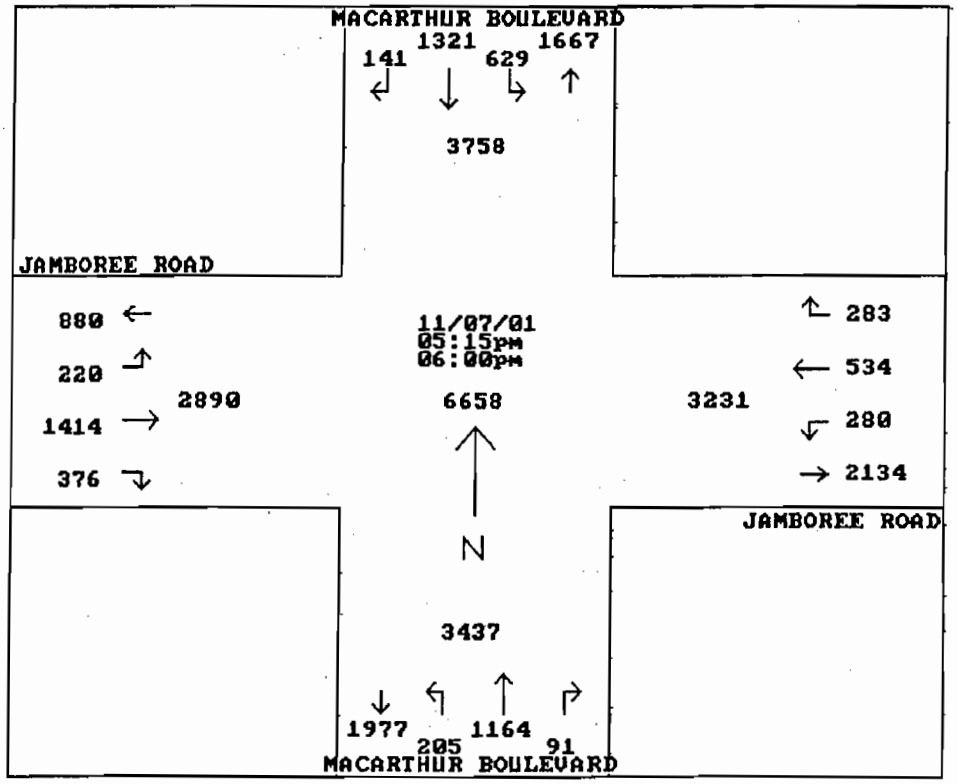
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : MACARTHUR BOULEVARD
E/W Direction : JAMBOREE ROAD
Client : CITY OF NEWPORT BEACH

Study Name: H0110151
Site Code : 00000978
Start Date: 11/07/01
Page : 3

TURNING MOVEMENTS

Start Time	MACARTHUR BOULEVARD Southbound Right	Thru	Left	JAMBOREE ROAD Westbound Right	Thru	Left	MACARTHUR BOULEVARD Northbound Right	Thru	Left	JAMBOREE ROAD Eastbound Right	Thru	Left	Intrvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 16:30 on 11/07/01 to 18:15 on 11/07/01													
Time	17:15			17:15			17:15			17:15			
Vol.	141	1321	629	283	534	280	91	1164	205	376	1414	220	
Pct.	6.7	63.1	30.0	25.7	48.6	25.5	6.2	79.7	14.0	18.7	70.3	10.9	
Total	2091			1097			1460			2010			
High	17:15			17:30			17:30			17:45			
Vol.	21	343	171	77	139	81	23	323	52	90	369	59	
Total	535			297			398			518			
PHF	0.977			0.923			0.917			0.970			



BR4190AM

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: BRISTOL STREET NORTH & JAMBOREE ROAD 4190
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 AM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	3200		1077	0.337 *					
NT	N.S.		1957						
NR	N.S.		687						
SL									
ST	6400		589	0.152 *					
SR			~~385~~ 580*						
EL									
ET									
ER									
WL									
WT									
WR									
EXISTING I.C.U.				0.489					
EXISTING + REGIONAL GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

_ Projected + project traffic I.C.U. will be less than or equal to 0.90

_ Projected + project traffic I.C.U. will be greater than 0.90

_ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

_ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
BR4190AM

FORM II

* Adjusted for flow conservation
cw 1.20.03

BR4190PM

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: BRISTOL STREET NORTH & JAMBOREE ROAD 4190
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 PM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	3200		857	0.268 *					
NT	N.S.		1460 ~~1925~~ *						
NR	N.S.		839						
SL									
ST	6400		1287	0.317 *					
SR			741						
EL									
ET									
ER									
WL									
WT									
WR									
EXISTING I.C.U.				0.585					
EXISTING + REGIONAL GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
BR4190PM

FORM II

* Adjusted for slow conservation per more recent counts.
CW 1/20/03

Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : BAYVIEW PLACE
E/W Direction : BRISTOL STREET
Client : CITY OF NEWPORT BEACH

Study Name: H0110141
Site Code : 00000918
Start Date: 10/25/01
Page : 1

TURNING MOVEMENTS

Start Time	BAYVIEW PLACE Southbound			BRISTOL STREET Westbound			BAYVIEW PLACE Northbound			BRISTOL STREET Eastbound			Intrvl. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
10/25/01													
07:00	16	0	0	24	214	0	0	0	0	0	0	0	254
07:15	26	0	0	25	534	0	0	0	0	0	0	0	585
07:30	11	0	0	39	646	0	0	0	0	0	0	0	696
07:45	23	0	0	20	632	0	0	0	0	0	0	0	675
Hour	76	0	0	108	2026	0	0	0	0	0	0	0	2210
08:00	17	0	0	39	577	0	0	0	0	0	0	0	633
08:15	14	0	0	18	544	0	0	0	0	0	0	0	576
08:30	11	0	0	11	557	0	0	0	0	0	0	0	579
08:45	12	0	0	19	492	0	0	0	0	0	0	0	523
Hour	54	0	0	87	2170	0	0	0	0	0	0	0	2311
[BREAK]													
16:30	71	0	0	4	544	0	0	0	0	0	0	0	619
16:45	34	0	0	5	524	0	0	0	0	0	0	0	563
Hour	105	0	0	9	1068	0	0	0	0	0	0	0	1182
17:00	118	0	0	5	514	0	0	0	0	0	0	0	637
17:15	91	0	0	2	585	0	0	0	0	0	0	0	678
17:30	74	0	0	4	586	0	0	0	0	0	0	0	664
17:45	78	0	0	4	586	0	0	0	0	0	0	0	668
Hour	361	0	0	15	2271	0	0	0	0	0	0	0	2647
18:00	43	0	0	9	457	0	0	0	0	0	0	0	509
18:15	67	0	0	1	552	0	0	0	0	0	0	0	620
Total	706	0	0	229	8544	0	0	0	0	0	0	0	9479
% Apr.	100.0	-	-	2.6	97.3	-	-	-	-	-	-	-	-
% Int.	7.4	-	-	2.4	90.1	-	-	-	-	-	-	-	-

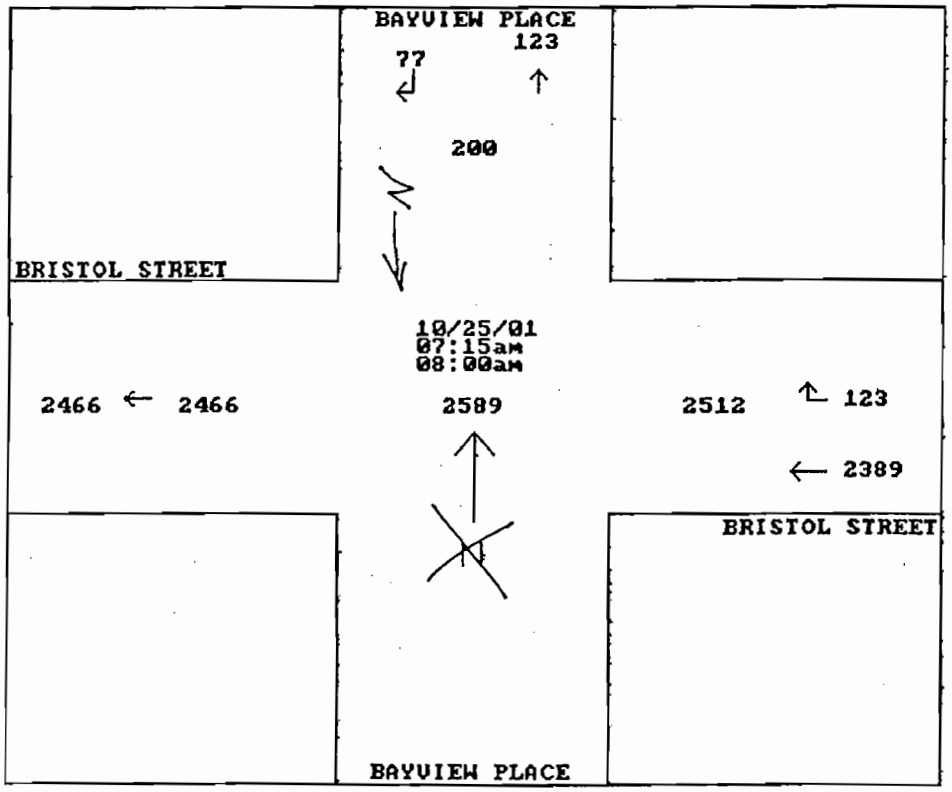
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : BAYVIEW PLACE
E/W Direction : BRISTOL STREET
Client : CITY OF NEWPORT BEACH

Study Name: H0110141
Site Code : 00000918
Start Date: 10/25/01
Page : 2

TURNING MOVEMENTS

Start Time	BAYVIEW PLACE Southbound NB Right	Thru	Left	BRISTOL STREET Westbound EB Right	Thru	Left	BAYVIEW PLACE Northbound Right	Thru	Left	BRISTOL STREET Eastbound Right	Thru	Left	Intrvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 on 10/25/01 to 08:45 on 10/25/01													
Time	07:15			07:15	2900*		07:15			07:15			
Vol.	77	0	0	123	~~2389~~	0	0	0	0	0	0	0	
Pct.	100.0	0.0	0.0	4.8	95.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total	77			2512			0			0			
High	07:15			07:30			07:30			07:30			
Vol.	26	0	0	39	646	0	0	0	0	0	0	0	
Total	26			685			0			0			
PHF	0.740			0.916			0.000			0.000			



Rotate 180°

* Adjusted for flow conservation

Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

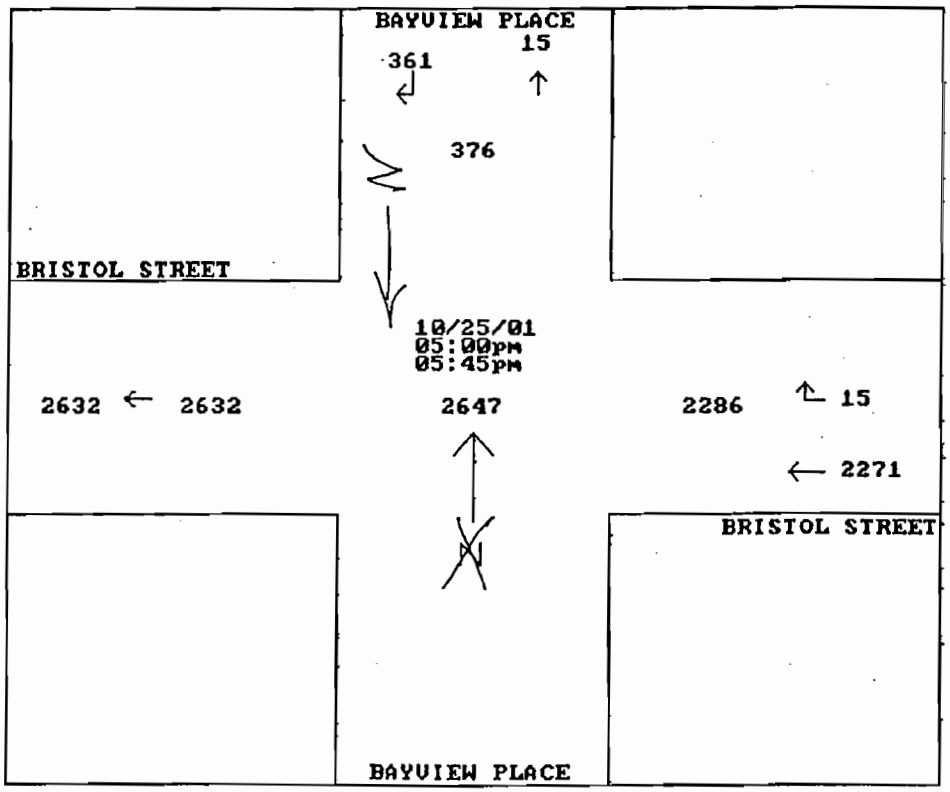
City : NEWPORT BEACH
N/S Direction : BAYVIEW PLACE
E/W Direction : BRISTOL STREET
Client : CITY OF NEWPORT BEACH

Study Name: H0110141
Site Code : 00000918
Start Date: 10/25/01
Page : 3

TURNING MOVEMENTS

Start Time	BAYVIEW PLACE Southbound NB Right	Thru	Left	BRISTOL STREET Westbound EB Right	Thru	Left	BAYVIEW PLACE Northbound Right	Thru	Left	BRISTOL STREET Eastbound Right	Thru	Left	Intrvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 16:30 on 10/25/01 to 18:15 on 10/25/01													
Time	17:00			17:00	2851*		17:00			17:00			
Vol.	361	0	0	15	~~2271~~	0	0	0	0	0	0	0	
Pct.	100.0	0.0	0.0	0.6	99.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total	361			2286			0			0			
High	17:00			17:30			17:30			17:30			
Vol.	118	0	0	4	586	0	0	0	0	0	0	0	
Total	118			590			0			0			
PHF	0.764			0.968			0.000			0.000			

Peak 180



* Adjusted for flow conservation

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: BRISTOL STREET SOUTH & JAMBOREE ROAD 4170
(Existing Traffic Volumes Based on Average Winter/Spring 2001 AM)

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	2040					
Southbound	560					
Eastbound	2981					
Westbound	0					

☐ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☐ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: BRISTOL STREET SOUTH & JAMBOREE ROAD 4170
(Existing Traffic Volumes Based on Average Winter/Spring 2001 PM)

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	2747					
Southbound	1310					
Eastbound	2932					
Westbound	0					

☐ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☐ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: ***DATE:***

BR4170AM

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: BRISTOL STREET SOUTH & JAMBOREE ROAD 4170
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 AM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL									
NT	8000		1992	0.255					
NR			48						
SL									
ST	4800		560	0.117					
SR									
EL	4800		1569	0.405					
ET			375						
ER	3200		1037	0.324					
WL									
WT									
WR									
EXISTING I.C.U.				0.660					
EXISTING + REGIONAL GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

[ ] Projected + project traffic I.C.U. will be less than or equal to 0.90

[ ] Projected + project traffic I.C.U. will be greater than 0.90

[ ] Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

[ ] Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

BR4170PM

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: BRISTOL STREET SOUTH & JAMBOREE ROAD 4170
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 PM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL									
NT	8000	2230* ~~2655~~		0.343 *					
NR			92						
SL									
ST	4800		1310	0.273					
SR									
EL	4800		928	0.431 *					
ET			1141						
ER	3200	1,140*	~~863~~	0.270					
WL									
WT									
WR									
EXISTING I.C.U.				0.774					
EXISTING + REGIONAL GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
BR4170PM

FORM II

* Adjusted for flow conservation

JA4768AM

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: JAMBOREE ROAD & BAYVIEW WAY 4768
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 AM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		120	0.075					
NT	6400		1884	0.303 *					
NR			56						
SL	1600		78	0.049 *					
ST	6400	1381*	~~1481~~	0.231					
SR	1600		164	0.103					
EL	3200		41	0.013					
ET	1600		9	0.029 *					
ER			37						
WL	1600		9	0.006 *					
WT	1600		0	0.000					
WR	1600		40	0.025					
EXISTING I.C.U.				0.387					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
JA4768AM

FORM II

* Adjusted for flow conservation

JA4768PM

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: JAMBOREE ROAD & BAYVIEW WAY 4768
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 PM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		57	0.036 *					
NT	6400	2135 * ~~1685~~		0.271					
NR			52						
SL	1600		104	0.065					
ST	6400	2285 *	~~2435~~	0.380 *					
SR	1600		66	0.041					
EL	3200		87	0.027					
ET	1600		13	0.093 *					
ER			136						
WL	1600		32	0.020 *					
WT	1600		7	0.004					
WR	1600		93	0.058					
EXISTING I.C.U.				0.529					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
JA4768PM

FORM II

* Adjusted for flow conservation

JA4765

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: JAMBOREE ROAD & EASTBLUFF DRIVE N. /UNIVERSITY DRIVE 4765
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 AM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		56	0.035					
NT	4800		1846	0.385 *					
NR	1600		151	0.094					
SL	3200		93	0.029 *					
ST	4800		1057	0.220					
SR	1600		276	0.173					
EL / ET	3200		525 / 105	0.197 *					
ER	N.S.		4						
WL / WT	4800		237 / 113	0.073 *					
WR	N.S.		201						
EXISTING I.C.U.				0.683					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

405 = 1441 (Adjusted for flow conservation)

Split Phase E/W Direction

_ | _ | Projected + project traffic I.C.U. will be less than or equal to 0.90

_ | _ | Projected + project traffic I.C.U. will be greater than 0.90

_ | _ | Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

_ | _ | Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
JA4765AM

FORM II

JA4765

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: JAMBOREE ROAD & EASTBLUFF DRIVE N./UNIVERSITY DRIVE 4765
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 PM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		47	0.029					
NT	4800	1860*	~~1574~~	0.328 *					
NR	1600		302	0.189					
SL	3200		253	0.079 *					
ST	4800		2347	0.489					
SR	1600		360	0.225					
EL	3200		207	0.095 *					
ET			98						
ER	N.S.		5						
WL	4800		245	0.070 *					
WT			93						
WR	N.S.		168						
EXISTING I.C.U.				0.573					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

T510 = 1837** (Adjusted for Slow conservation)

Split Phase E/W Direction

_ | _ | Projected + project traffic I.C.U. will be less than or equal to 0.90

_ | _ | Projected + project traffic I.C.U. will be greater than 0.90

_ | _ | Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

_ | _ | Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
JA4765PM

FORM II

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: JAMBOREE ROAD & BISON STREET 4870
(Existing Traffic Volumes Based on Average Winter/Spring 2001 AM)

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1737					
Southbound	1344					
Eastbound	189					
Westbound	289					

☐ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☐ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: JAMBOREE ROAD & BISON STREET 4870
(Existing Traffic Volumes Based on Average Winter/Spring 2001 PM)

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1765					
Southbound	1933					
Eastbound	49					
Westbound	346					

☐ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☐ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: *DATE:*

JA4870AM

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: JAMBOREE ROAD & BISON STREET 4870
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 AM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		0						
NT	4800		1488	0.362 *					
NR			249						
SL	3200		82	0.026 *					
ST	4800		1216	0.253					
SR	1600		46	0.029					
EL	1600		106	0.066 *					
ET			0						
ER	N.S.		83						
WL	1600		127	0.079 *					
WT	1600		0						
WR	3200		162	0.051					
EXISTING I.C.U.				0.533					
EXIST + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

Split Phase E/W direction

[ ] Projected + project traffic I.C.U. will be less than or equal to 0.90

[ ] Projected + project traffic I.C.U. will be greater than 0.90

[ ] Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

[ ] Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement

PROJECT
JA4870AM

FORM II

JA4870PM

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: JAMBOREE ROAD & BISON STREET 4870
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 PM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		0						
NT	4800		~~1805~~	1895 * 0.368 *					
NR			160						
SL	3200		122	0.038 *					
ST	4800		1724	0.359					
SR	1600		87	0.054					
EL	1600		34	0.021 *					
ET			0						
ER	N.S.		15						
WL	1600		187	0.117 *					
WT	1600		0						
WR	3200		159	0.050					
EXISTING I.C.U.				0.544					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

Split Phase E/W direction

[ ] Projected + project traffic I.C.U. will be less than or equal to 0.90

[ ] Projected + project traffic I.C.U. will be greater than 0.90

[ ] Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

[ ] Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
JA4870PM

FORM II

* Adjusted for flow conservation
CW 1/20/03

JA4980

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: JAMBOREE ROAD & EASTBLUFF DRIVE/FORD ROAD 4980
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 AM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	3200		400	0.125 *					
NT	4800		1528	0.338					
NR			95						
SL	1600		48	0.030					
ST	4800		1465	0.305 *					
SR	1600		46	0.029					
EL	1600		176	0.110 *					
ET	1600		175	0.109					
ER	N.S.		420						
WL	4800		165	0.132 *					
WT			468						
WR	1600		66	0.041					
EXISTING I.C.U.				0.672					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

Split Phase E/W direction

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
JA4980AM

FORM II

JA4980

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: JAMBOREE ROAD & EASTBLUFF DRIVE/FORD ROAD 4980
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 PM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	3200		378	0.118 *					
NT	4800		1976	0.444					
NR			154						
SL	1600		52	0.033					
ST	4800		1922	0.400 *					
SR	1600		103	0.064					
EL	1600		49	0.031					
ET	1600		110	0.069 *					
ER	N.S.		333						
WL	4800		166	0.064 *					
WT			139						
WR	1600		23	0.014					
EXISTING I.C.U.				0.651					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

Split Phase E/W direction

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
JA4980PM

FORM II

JA5045AM

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: JAMBOREE ROAD & SAN JOAQUIN HILLS ROAD 5045
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 AM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		28	0.018					
NT	4800		1149	0.239 *					
NR	1600		129	0.081					
SL	3200		519 +150 = 669 (Adjusted for flow conservation)	0.162 *					
ST	4800		1071 +150 = 1221 (Adjusted for flow conservation)	0.223					
SR	1600		41	0.026					
EL / ET	4800		276 / 51	0.068 *					
ER	N.S.		50						
WL / WT	4800		69 / 11	0.017 *					
WR	N.S.		18 +400 = 418 (Adjusted for flow conservation)						
EXISTING I.C.U.				0.486					
EXISTING + REGIONAL GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

Split Phase E/W direction

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. Without project

Description of system improvement:

PROJECT
JA5045AM

FORM II

JA5045PM

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: JAMBOREE ROAD & SAN JOAQUIN HILLS ROAD 5045
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 PM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		74	0.046 *					
NT	4800		1540	0.321					
NR	1600		93	0.058					
SL	3200		507	0.158					
ST	4800		1943	0.405 *					
SR	1600		200	0.125					
EL / ET	4800		91 / 28	0.025 *					
ER	N.S.		38						
WL / WT	4800		205 / 54	0.054 *					
WR	N.S.		790						
EXISTING I.C.U.				0.530					
EXISTING + REGIONAL GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

Split Phase E/W direction

_| | Projected + project traffic I.C.U. will be less than or equal to 0.90

_| | Projected + project traffic I.C.U. will be greater than 0.90

_| | Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

_| | Projected + project traffic I.C.U. with project improvements will be less than I.C.U. Without project

Description of system improvement:

PROJECT
JA5045AM

FORM II

JA5310

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: JAMBOREE ROAD & SANTA BARBARA DRIVE 5310
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC SUMMER 2002 AM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		3	0.002					
NT	4800		1338	0.279 *					
NR	1600		188	0.118					
SL	3200		370	0.116 *					
ST	4800		887	0.185					
SR	1600		2	0.001					
EL	1600		58	0.036 *					
ET ER	1600		6 33	0.024					
WL WT	3200		65 0	0.020 *					
WR	1600		60	0.038					
EXISTING I.C.U.				0.479					
EXISTING + REGIONAL GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

Split Phase E/W direction

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
JA5310AM

FORM II

JA5310

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: JAMBOREE ROAD & SANTA BARBARA DRIVE 5310
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC SUMMER 2002 PM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		13	0.008 *					
NT	4800		1372	0.286					
NR	1600		75	0.047					
SL	3200		263	0.082					
ST	4800		1655	0.345 *					
SR	1600		27	0.017					
EL	1600		24	0.015					
ET	1600		5	0.013 *					
ER			15						
WL	3200		422	0.137					
WT			15						
WR	1600		401	0.251 *					
EXISTING I.C.U.				0.616					
EXISTING + REGIONAL GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

Split Phase E/W direction

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
JA5310PM

FORM II

CH5055AM

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: COAST HIGHWAY & JAMBOREE ROAD 5055
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 AM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		29	0.018					
NT	3200		483	0.178 *					
NR			88						
SL	1600		177	0.111 *					
ST	3200		270	0.084					
SR	N.S.		640						
EL	4800		1047	0.218 *					
ET	6400		1986	0.313					
ER			14						
WL	3200		123	0.038					
WT	6400		1134	0.177 *					
WR	N.S.		106						
EXISTING I.C.U.				0.684					
EXISTING + REGIONAL GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
CH5055AM

FORM II

JA5055PM

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: COAST HIGHWAY & JAMBOREE ROAD 5055
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 PM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		27	0.017					
NT	3200		259	0.100 *					
NR			60						
SL	1600		237	0.148 *					
ST	3200		626	0.196					
SR	N.S.		1855						
EL	4800		682	0.142 *					
ET	6400		1473	0.235					
ER			32						
WL	3200		254	0.079					
WT	6400		2241	0.350 *					
WR	N.S.		130						
EXISTING I.C.U.				0.740					
EXISTING + REGIONAL GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
CH5055PM

FORM II

SJ5060AM

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: SAN JOAQUIN HILLS ROAD & SANTA CRUZ DRIVE 5060

EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 AM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	3200		98	0.031 *					
NT	1600		4	0.015					
NR			20						
SL	1600		19	0.012					
ST	1600		6	0.004					
SR	1600		72	0.045 *					
EL	1600		61	0.038					
ET	4800		464	0.148 *					
ER			247						
WL	1600		205	0.128 *					
WT	4800		300	0.068					
WR			27						
EXISTING I.C.U.				0.352					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

Split Phase N/S Direction

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
SJ5060PM

FORM II

SJ5060PM

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: SAN JOAQUIN HILLS ROAD & SANTA CRUZ DRIVE 5060
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 PM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	3200		443	0.138 *					
NT	1600		14	0.112					
NR			165						
SL	1600		9	0.006					
ST	1600		4	0.003					
SR	1600		58	0.036 *					
EL	1600		107	0.067 *					
ET	4800		311	0.109					
ER			214						
WL	1600		31	0.019					
WT	4800		520	0.114 *					
WR			26						
EXISTING I.C.U.				0.355					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

Split Phase N/S Direction

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
SJ5060PM

FORM II

SJ5065PM

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: SAN JOAQUIN HILLS ROAD & SANTA ROSA DRIVE / BIG CANYON 5065
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 PM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		194	0.121					
NT	1600		27	0.017					
NR	1600		504	0.315 **					
SL	1600		89	0.056 *					
ST	1600		15	0.009					
SR	1600		59	0.037					
EL	1600		51	0.032					
ET	4800		497	0.121 *					
ER			86						
WL	3200		343	0.107					
WT	4800		208	0.062					
WR			90						
EXISTING I.C.U.				0.599					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

Split Phase N/S Direction
** Assumed WBL included in NBR.

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
SJ5065PM

FORM II

Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : NEWPORT CENTER DRIVE
E/W Direction : PACIFIC COAST HIGHWAY
Client : CITY OF NEWPORT BEACH

Study Name: H0110144
Site Code : 00000979
Start Date: 10/25/01
Page : 1

TURNING MOVEMENTS

Start Time	NEWPORT CENTER Southbound Right	Left	PCH Westbound Right	Thru	PCH Eastbound Thru	Left	Intrvl. Total
10/25/01							
07:00	12	7	51	206	190	51	517
07:15	15	6	39	218	272	45	595
07:30	14	9	52	264	320	63	722
07:45	7	10	63	313	399	131	923
Hour	48	32	205	1001	1181	290	2757
08:00	8	3	41	254	427	125	858
08:15	19	4	39	297	418	127	904
08:30	33	6	37	259	395	118	848
08:45	43	11	39	287	397	111	888
Hour	103	24	156	1097	1637	481	3498
[BREAK]	----------		----------		----------		-------
16:30	143	57	38	425	380	51	1094
16:45	154	61	32	379	348	62	1036
Hour	297	118	70	804	728	113	2130
17:00	173	56	27	412	366	61	1095
17:15	183	64	32	437	363	75	1154
17:30	198	80	39	392	359	72	1140
17:45	166	58	25	431	349	87	1116
Hour	720	258	123	1672	1437	295	4505
18:00	119	54	37	406	340	61	1017
18:15	152	65	34	357	306	61	975
Total	1439	551	625	5337	5629	1301	14882
% Apr.	72.3	27.6	10.4	89.5	81.2	18.7	-
% Int.	9.6	3.7	4.1	35.8	37.8	8.7	-

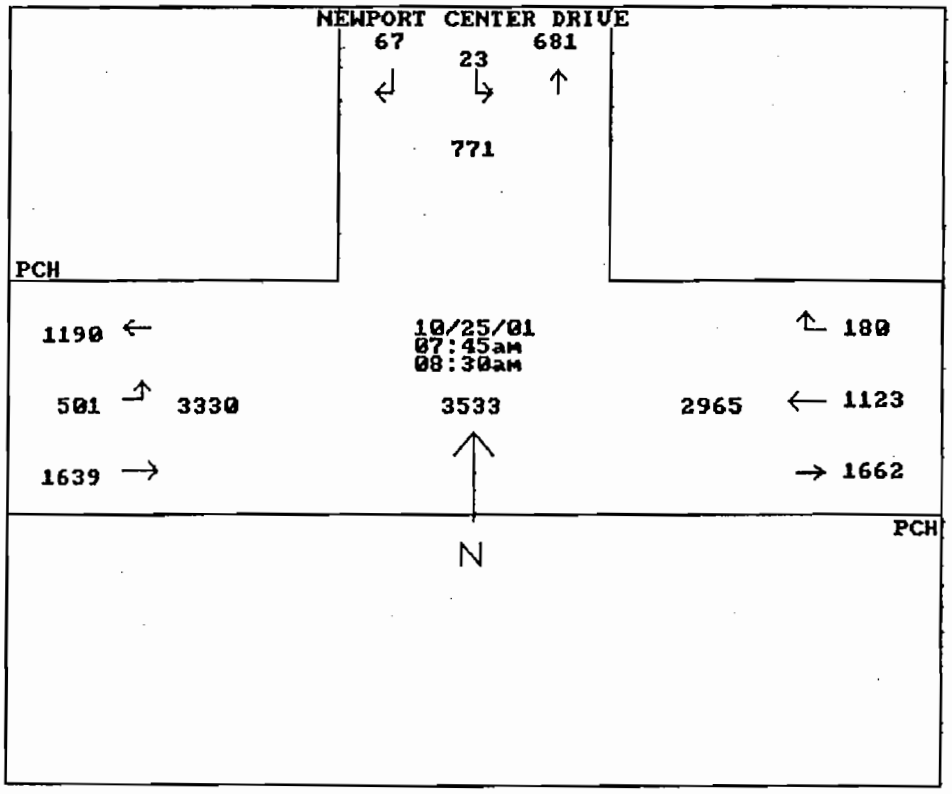
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : NEWPORT CENTER DRIVE
E/W Direction : PACIFIC COAST HIGHWAY
Client : CITY OF NEWPORT BEACH

Study Name: H0110144
Site Code : 00000979
Start Date: 10/25/01
Page : 2

TURNING MOVEMENTS

Start Time	NEWPORT CENTER Southbound Right	Left	PCH Westbound Right	Thru	PCH Eastbound Thru	Left	Intrvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 on 10/25/01 to 08:45 on 10/25/01							
Time	07:45		07:45		07:45		
Vol.	67	23	180	1123	1639	501	
Pct.	74.4	25.5	13.8	86.1	76.5	23.4	
Total	90		1303		2140		
High	08:30		07:45		08:00		
Vol.	33	6	63	313	427	125	
Total	39		376		552		
PHF	0.576		0.866		0.969		



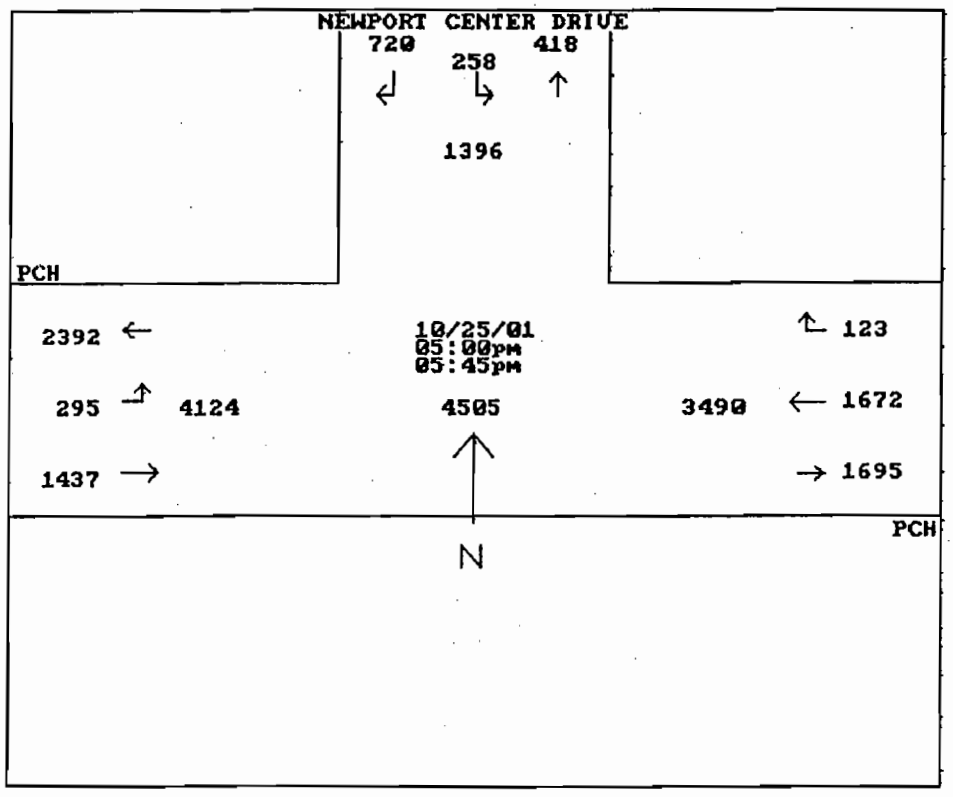
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : NEWPORT CENTER DRIVE
E/W Direction : PACIFIC COAST HIGHWAY
Client : CITY OF NEWPORT BEACH

Study Name: H0110144
Site Code : 00000979
Start Date: 10/25/01
Page : 3

TURNING MOVEMENTS

Start Time	NEWPORT CENTER Southbound Right	Left	PCH Westbound Right	Thru	PCH Eastbound Thru	Left	Intrvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 16:30 on 10/25/01 to 18:15 on 10/25/01							
Time	17:00		17:00		17:00		
Vol.	720	258	123	1672	1437	295	
Pct.	73.6	26.3	6.8	93.1	82.9	17.0	
Total	978		1795		1732		
High	17:30		17:15		17:15		
Vol.	198	80	32	437	363	75	
Total	278		469		438		
PHF	0.879		0.956		0.988		



Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City: NEWPORT BEACH
N-S Direction: AVOCADO AVENUE
E-W Direction: SAN MIGUEL DRIVE

File Name : H0209009
Site Code : 00000916
Start Date : 09/10/2002
Page No : 1

Groups Printed- Turning Movements

	AVOCADO AVENUE Southbound			SAN MIGUEL DRIVE Westbound			AVOCADO AVENUE Northbound			SAN MIGUEL DRIVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	1	3	3	18	46	61	17	8	13	5	10	1	186
07:15 AM	1	3	4	24	48	67	21	16	13	1	10	0	208
07:30 AM	2	2	4	31	60	63	25	19	15	6	11	0	238
07:45 AM	2	8	9	50	85	98	40	34	19	0	16	1	362
Total	6	16	20	123	239	289	103	77	60	12	47	2	994
08:00 AM	6	5	7	50	141	109	29	37	22	6	25	2	439
08:15 AM	6	8	10	46	103	122	38	44	28	4	19	1	429
08:30 AM	4	11	10	59	91	125	33	30	27	6	40	2	438
08:45 AM	3	20	16	51	116	122	49	34	44	16	37	5	513
Total	19	44	43	206	451	478	149	145	121	32	121	10	1819
*** BREAK ***													
04:30 PM	0	28	53	20	117	77	106	13	23	40	165	5	647
04:45 PM	1	43	59	10	91	73	140	6	23	27	133	1	607
Total	1	71	112	30	208	150	246	19	46	67	298	6	1254
05:00 PM	3	50	47	7	74	78	157	12	27	27	128	5	615
05:15 PM	4	49	81	8	80	63	163	8	22	30	133	2	643
05:30 PM	2	34	59	4	95	76	150	6	21	27	119	2	595
05:45 PM	4	27	52	9	107	69	119	5	23	23	148	0	586
Total	13	160	239	28	356	286	589	31	93	107	528	9	2439
06:00 PM	3	24	32	8	107	70	133	10	17	19	99	1	523
06:15 PM	0	20	26	4	80	51	121	6	20	32	130	1	491
Grand Total	42	335	472	399	1441	1324	1341	288	357	269	1223	29	7520
Apprch %	4.9	39.5	55.6	12.6	45.5	41.8	67.5	14.5	18.0	17.7	80.4	1.9	
Total %	0.6	4.5	6.3	5.3	19.2	17.6	17.8	3.8	4.7	3.6	16.3	0.4	

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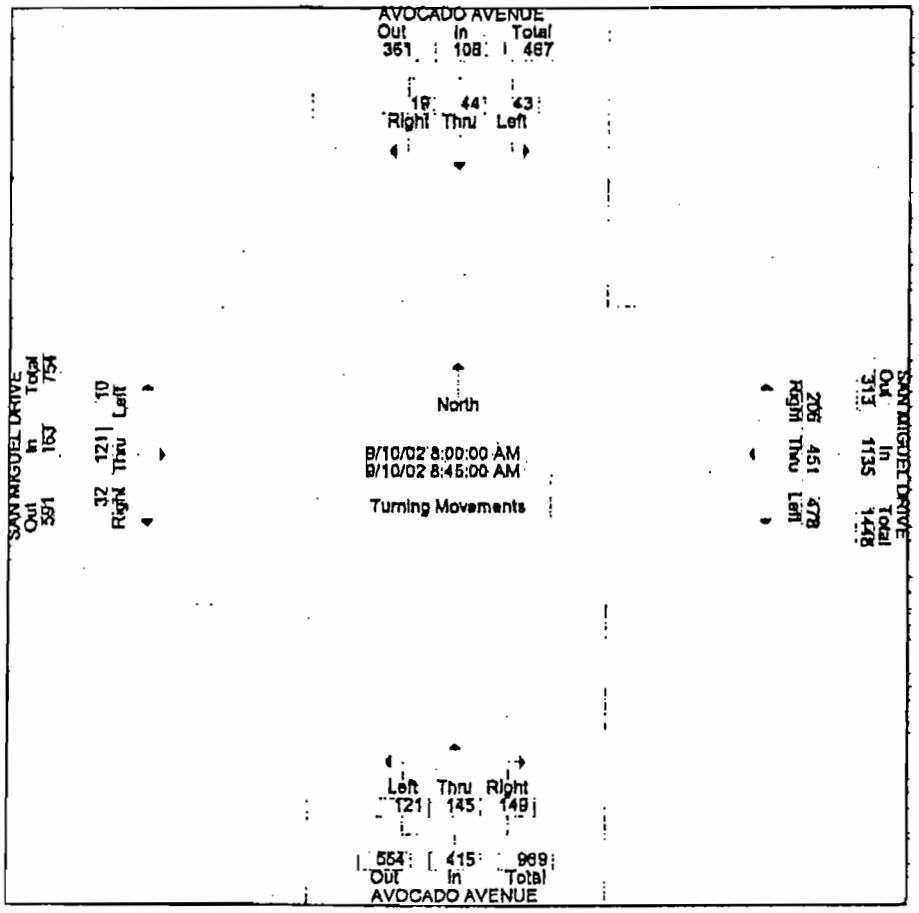
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0209009
Site Code : 00000916
Start Date : 09/10/2002
Page No : 2

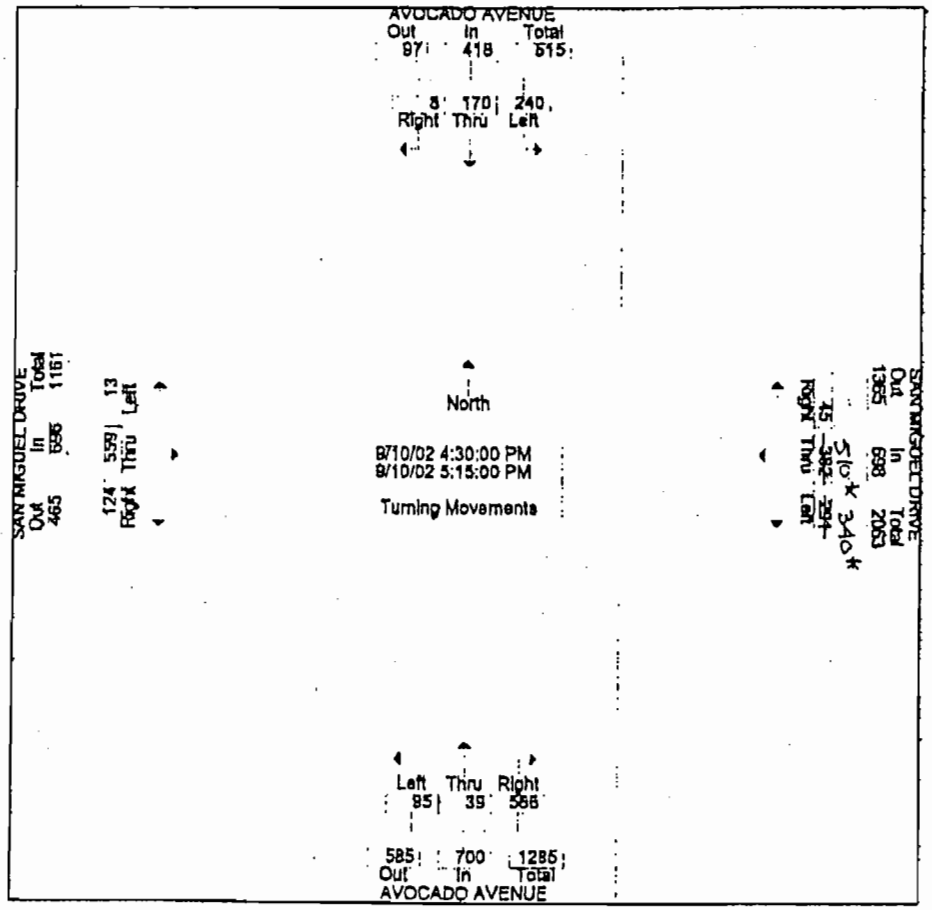
Start Time	AVOCADO AVENUE Southbound Right	Thru	Left	App. Total	SAN MIGUEL DRIVE Westbound Right	Thru	Left	App. Total	AVOCADO AVENUE Northbound Right	Thru	Left	App. Total	SAN MIGUEL DRIVE Eastbound Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	19	44	43	106	206	451	478	1135	149	145	121	415	32	121	10	163	1819
Percent	17.9	41.5	40.6		18.1	39.7	42.1		35.9	34.9	29.2		19.6	74.2	6.1		
08:45 Volume	3	20	16	39	51	116	122	289	49	34	44	127	16	37	5	58	513
Peak Factor																	0.886
High Int.	08:45 AM				08:00 AM				08:45 AM				08:45 AM				
Volume	3	20	16	39	50	141	109	300	49	34	44	127	16	37	5	58	
Peak Factor				0.679				0.946				0.817				0.703	



Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0209009
Site Code : 00000916
Start Date : 09/10/2002
Page No : 3

Start Time	AVOCADO AVENUE Southbound Right	Thru	Left	App. Total	SAN MIGUEL DRIVE Westbound Right	Thru	Left	App. Total	AVOCADO AVENUE Northbound Right	Thru	Left	App. Total	SAN MIGUEL DRIVE Eastbound Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	04:30 PM					510*	340*										
Volume	8	170	240	418	45	~~362~~	~~291~~	698	566	39	95	700	124	559	13	696	2512
Percent	1.9	40.7	57.4		6.4	51.9	41.7		80.9	5.6	13.6		17.8	80.3	1.9		
04:30 Volume	0	28	53	81	20	117	77	214	106	13	23	142	40	165	5	210	647
Peak Factor																	0.971
High Int.	05:15 PM				04:30 PM				05:00 PM				04:30 PM				
Volume	4	49	81	134	20	117	77	214	157	12	27	196	40	165	5	210	
Peak Factor				0.780				0.815				0.893				0.829	



* Adjusted upward for flow conservation
CW 1/20/03

CH 6085

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: COAST HIGHWAY & AVOCADO AVENUE 6085
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 AM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		107	0.067					
NT	1600		100	0.133 *					
NR			113						
SL	3200		68	0.039 *					
ST			56						
SR	N.S.		45						
EL	1600		303	0.189 *					
ET	4800		1940 - 600 = 1340 (Adjusted for flow conservation)	0.416					
ER			55						
WL	1600		153	0.096					
WT	4800		1323	0.305 *					
WR			141						
EXISTING I.C.U.				0.666					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

Split Phase N/S Direction

[ ] Projected + project traffic I.C.U. will be less than or equal to 0.90

[ ] Projected + project traffic I.C.U. will be greater than 0.90

[ ] Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

[ ] Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
CH6085AM

FORM II

CH6085PM_ALT

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: COAST HIGHWAY & AVOCADO AVENUE 6085
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 PM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		133	0.083					
NT	1600		88	0.134					
NR			127						
SL	3200		355	0.155					
ST			141						
SR	N.S.		298						
EL	1600		142	0.089					
ET	4800		1499	0.326					
ER			65						
WL	1600		121	0.076					
WT	4800		1417	0.316					
WR			100						
EXISTING I.C.U.				0.695					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

Split Phase N/S Direction

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
CH6085PM

FORM II

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: BISON
E-W STREET: SJHTC NB RAMPS
DATE: 3/15/2000
DAY: WEDNESDAY
CITY: IRVINE
PROJECT# 0171035A

	~~NORTH~~BOUND (EAST)			~~SOUTH~~BOUND (WEST)			~~EAST~~BOUND (SOUTH)			~~WEST~~BOUND (NORTH)			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2			2	1				1.5	0	1.5	
6:00 AM	1	39			6	5				3	0	5	59
15 AM	1	65			11	19				8	0	8	112
30 AM	2	78			11	21				11	1	9	133
45 AM	1	75			10	16				17	0	11	130
7:00 AM	3	100			12	24				21	0	18	178
15 AM	2	118			9	28				25	0	25	207
30 AM	3	173			18	34				28	0	46	302
45 AM	7	227			19	39				25	1	61	379
8:00 AM	1	205			25	37				30	0	43	341
15 AM	1	188			27	38				34	0	35	323
30 AM	3	159			36	41				32	0	24	295
45 AM	2	150			28	36				35	0	27	278
9:00 AM													
15 AM													
30 AM													
45 AM													
10:00 AM													
15 AM													
30 AM													
45 AM													
TOTAL VOLUMES =	NL 27	NT 1577	NR 0	SL 0	ST 212	SR 338	EL 0	ET 0	ER 0	WL 269	WT 2	WR 312	TOTAL 2737

AM Peak Hr Begins at 730 AM

PEAK VOLUMES =	12	793	0	0	89	148	0	0	0	117	1	185	1345

CONDITIONS: SIGNALIZED

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: BISON DATE: 3/15/2000 CITY: IRVINE

E-W STREET: SJHTC NB RAMPS DAY: WEDNESDAY

PROJECT# 0171035P

	~~NORTH~~BOUND EAST			~~SOUTH~~BOUND WEST			~~EAST~~BOUND SOUTH			~~WEST~~BOUND NORTH			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2			2	1				1.5	0	1.5	
2:00 PM													
15 PM													
30 PM													
45 PM													
3:00 PM													
15 PM													
30 PM													
45 PM													
4:00 PM	7	59			48	91				11	0	2	218
15 PM	8	73			56	103				15	0	3	258
30 PM	4	84			66	149				17	1	5	326
45 PM	2	70			77	138				19	1	9	316
5:00 PM	3	91			99	202				17	0	6	418
15 PM	1	86			120	114				21	0	4	346
30 PM	2	97			98	101				25	0	8	331
45 PM	0	90			80	126				29	0	11	336
6:00 PM	4	84			89	114				23	1	7	322
15 PM	3	74			84	123				19	0	4	307
30 PM	2	68			74	109				17	0	6	276
45 PM	3	71			61	91				14	0	5	245
TOTAL VOLUMES =	39	947	0	0	952	1461	0	0	0	227	3	70	3699

PM Peak Hr Begins at 500 PM

PEAK VOLUMES =	6	364	0	0	397	543	0	0	0	92	0	29	1431

ADDITIONS:SIGNALIZED

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

I-S STREET: BISON DATE: 3/15/2000 CITY: IRVINE

E-W STREET: SJHTC SB RAMPS DAY: WEDNESDAY

PROJECT# 0171036A

	~~NORTH~~BOUND EAST			~~SOUTH~~BOUND WEST			~~EAST~~BOUND ~~NORTH~~ SOUTH			~~WEST~~BOUND ~~SOUTH~~ NORTH			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:		2	1	2	2		2	0	1				
6:00 AM		4	1	0	9		30	0	7				51
15 AM		7	1	0	18		62	0	16				104
30 AM		11	4	1	21		63	0	18				118
45 AM		15	9	0	27		64	0	16				131
7:00 AM		26	14	2	31		77	0	14				164
15 AM		32	12	3	36		86	0	7				176
30 AM		40	18	3	40		138	0	10				249
45 AM		51	16	2	42		178	0	8				297
8:00 AM		56	7	9	51		153	0	3				279
15 AM		48	9	7	54		142	0	3				263
30 AM		36	10	8	60		128	0	4				246
45 AM		38	8	5	57		119	0	3				230
9:00 AM													
15 AM													
30 AM													
45 AM													
10:00 AM													
15 AM													
30 AM													
45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	364	109	40	446	0	1240	0	109	0	0	0	2308

AM Peak Hr Begins at 730 AM

PEAK VOLUMES =													
	0	195	50	21	187	0	611	0	24	0	0	0	1088

ADDITIONS: SIGNALIZED

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: BISON DATE: 3/15/2000 CITY: IRVINE

E-W STREET: SJHTC SB RAMPS DAY: WEDNESDAY

PROJECT# 0171036P

	~~NORTH~~BOUND EAST			~~SOUTH~~BOUND WEST			~~EAST~~BOUND SOUTH			~~WEST~~BOUND NORTH			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:		2	1	2	2		2	0	1				
2:00 PM													
15 PM													
30 PM													
45 PM													
3:00 PM													
15 PM													
30 PM													
45 PM													
4:00 PM		35	17	29	54		40	0	5				180
15 PM		42	19	25	69		42	0	6				203
30 PM		32	14	23	63		47	0	3				182
45 PM		44	18	32	87		49	0	8				238
5:00 PM		39	22	37	99		38	0	9				244
15 PM		43	27	43	89		41	0	10				253
30 PM		35	25	35	78		45	0	6				224
45 PM		40	28	30	86		54	0	5				243
6:00 PM		31	23	23	77		51	0	2				207
15 PM		35	21	25	69		55	0	3				208
30 PM		30	17	19	58		50	0	1				175
45 PM		22	15	16	56		42	0	2				153
TOTAL VOLUMES =	NL 0	NT 428	NR 246	SL 337	ST 885	SR 0	EL 554	ET 0	ER 60	WL 0	WT 0	WR 0	TOTAL 2510

PM Peak Hr Begins at 500 PM

PEAK VOLUMES =	0	157	102	145	352	0	178	0	30	0	0	0	964

ADDITIONS: SIGNALIZED

Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : MACARTHUR BOULEVARD
E/W Direction : BISON AVENUE
Client : CITY OF NEWPORT BEACH

Study Name: H0110153
Site Code : 00000976
Start Date: 10/23/01
Page : 1

TURNING MOVEMENTS

Start Time	MACARTHUR BOULEVARD Southbound			BISON AVENUE Westbound			MACARTHUR BOULEVARD Northbound			BISON AVENUE Eastbound			Intrvl. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
10/23/01													
07:00	51	482	10	2	13	48	7	369	37	23	25	34	1101
07:15	75	500	6	1	27	33	29	543	39	25	17	35	1330
07:30	71	456	5	3	26	21	25	748	94	25	35	62	1571
07:45	68	571	6	13	55	80	34	835	68	59	48	59	1896
Hour	265	2009	27	19	121	182	95	2495	238	132	125	190	5898
08:00	73	605	7	2	23	32	34	700	74	36	31	66	1683
08:15	74	534	9	8	32	27	40	915	80	40	38	59	1856
08:30	71	599	13	8	42	40	37	732	75	42	65	61	1785
08:45	73	585	9	2	26	35	37	694	70	40	64	74	1709
Hour	291	2323	38	20	123	134	148	3041	299	158	198	260	7033
[BREAK]													
16:30	83	564	8	6	21	36	15	549	60	62	23	55	1482
16:45	64	580	4	5	28	35	17	508	51	74	49	40	1455
Hour	147	1144	12	11	49	71	32	1057	111	136	72	95	2937
17:00	78	617	8	7	45	48	21	542	65	49	33	48	1561
17:15	70	725	12	4	51	34	32	608	60	53	29	51	1729
17:30	72	621	6	3	29	46	27	513	49	51	24	50	1491
17:45	80	741	2	6	37	40	21	567	42	45	34	36	1651
Hour	300	2704	28	20	162	168	101	2230	216	198	120	185	6432
18:00	67	711	6	3	29	38	28	488	52	50	37	38	1547
18:15	51	592	13	14	31	38	60	563	57	45	46	27	1537
Total	1121	9483	124	87	515	631	464	9874	973	719	598	795	25384
% Apr.	10.4	88.3	1.1	7.0	41.7	51.1	4.1	87.2	8.6	34.0	28.3	37.6	-
% Int.	4.4	37.3	0.4	0.3	2.0	2.4	1.8	38.8	3.8	2.8	2.3	3.1	-

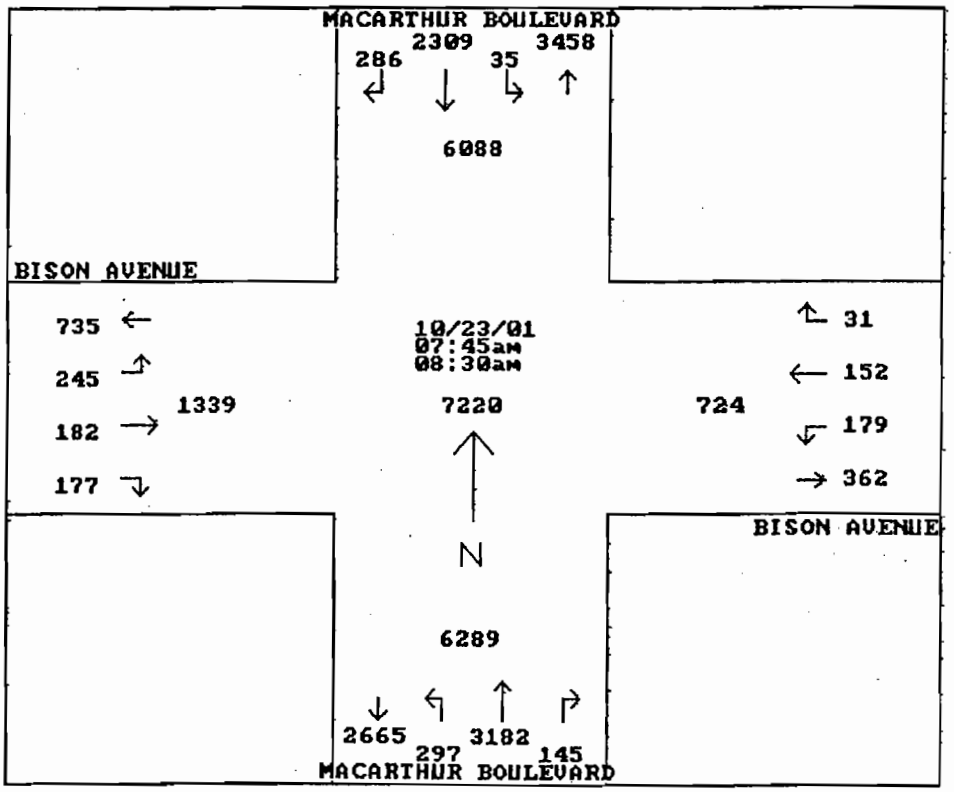
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : MACARTHUR BOULEVARD
E/W Direction : BISON AVENUE
Client : CITY OF NEWPORT BEACH

Study Name: H0110153
Site Code : 00000976
Start Date: 10/23/01
Page : 2

TURNING MOVEMENTS

Start Time	MACARTHUR BOULEVARD Southbound Right	Thru	Left	BISON AVENUE Westbound Right	Thru	Left	MACARTHUR BOULEVARD Northbound Right	Thru	Left	BISON AVENUE Eastbound Right	Thru	Left	Intrvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 on 10/23/01 to 08:45 on 10/23/01													
Time	07:45			07:45			07:45			07:45			
Vol.	286	2309	35	31	152	179	145	3182	297	177	182	245	
Pct.	10.8	87.7	1.3	8.5	41.9	49.4	4.0	87.8	8.1	29.3	30.1	40.5	
Total	2630			362			3624			604			
High	08:00			07:45			08:15			08:30			
Vol.	73	605	7	13	55	80	40	915	80	42	65	61	
Total	685			148			1035			168			
PHF	0.959			0.611			0.875			0.898			



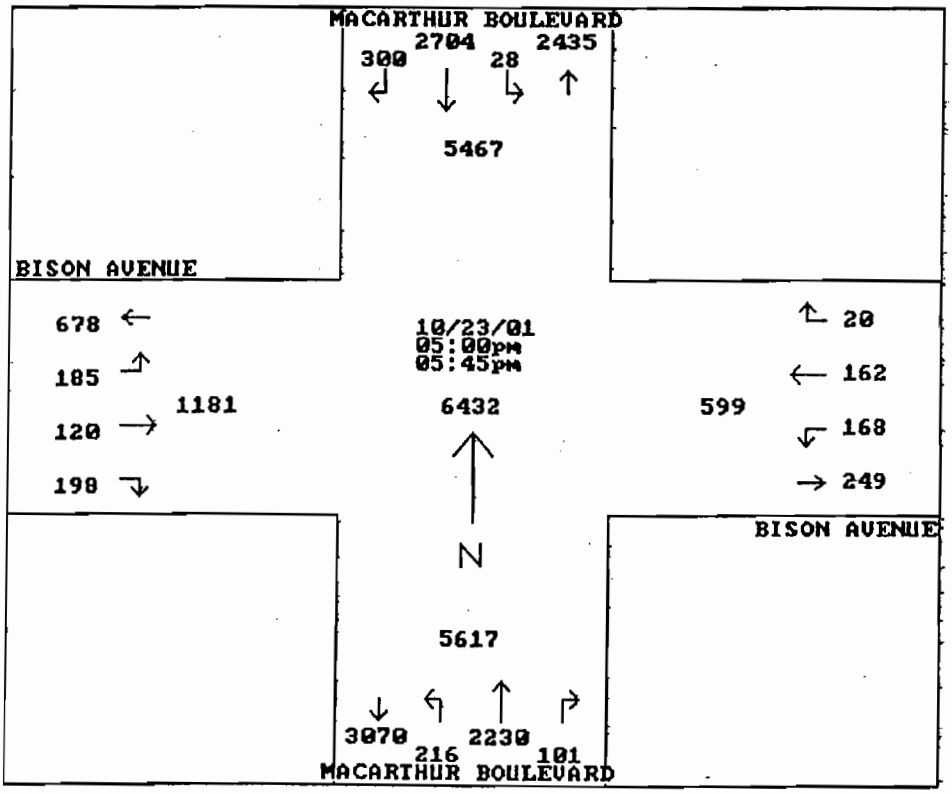
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : MACARTHUR BOULEVARD
E/W Direction : BISON AVENUE
Client : CITY OF NEWPORT BEACH

Study Name: H0110153
Site Code : 00000976
Start Date: 10/23/01
Page : 3

TURNING MOVEMENTS

Start Time	MACARTHUR BOULEVARD Southbound Right	Thru	Left	BISON AVENUE Westbound Right	Thru	Left	MACARTHUR BOULEVARD Northbound Right	Thru	Left	BISON AVENUE Eastbound Right	Thru	Left	Intrvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 16:30 on 10/23/01 to 18:15 on 10/23/01													
Time	17:00			17:00			17:00			17:00			
Vol.	300	2704	28	20	162	168	101	2230	216	198	120	185	
Pct.	9.8	89.1	0.9	5.7	46.2	48.0	3.9	87.5	8.4	39.3	23.8	36.7	
Total	3032			350			2547			503			
High	17:45			17:00			17:15			17:15			
Vol.	80	741	2	7	45	48	32	608	60	53	29	51	
Total	823			100			700			133			
PHF	0.921			0.875			0.909			0.945			



0112

MA4985_2001

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: MACARTHUR BOULEVARD & FORD ROAD 4985
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 AM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	3200		140	0.044					
NT	4800		1934	0.403 *					
NR	N.S.		105						
SL	3200		508	0.159 *					
ST	6400		2521	0.394					
SR	N.S.		12						
EL	3200		46	0.014					
ET	3200		221	0.069 *					
ER	1600		84	0.053					
WL	3200		573	0.179 *					
WT	3200		505	0.158					
WR	N.S.		1427						
EXISTING I.C.U.				0.810					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
MA4985AM

FORM II

MA4985PM

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: MACARTHUR BOULEVARD & FORD ROAD 4985
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 PM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	3200		74	0.023					
NT	4800		2074	0.432 *					
NR	N.S.		546						
SL	3200		1232	0.385 *					
ST	6400		3530	0.552					
SR	N.S.		62						
EL	3200		9	0.003					
ET	3200		289	0.090 *					
ER	1600		113	0.071					
WL	3200		321	0.100 *					
WT	3200		275	0.086					
WR	N.S.		544						
EXISTING I.C.U.				1.007					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

-+393= 2137 (Adjusted for flow conservation)

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
MA4985PM

FORM II

Transportation Studies, Inc.
1620 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

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

File Name : h0209010
Site Code : 00000916
Start Date : 09/10/2002
Page No : 1

Groups Printed- Turning Movements

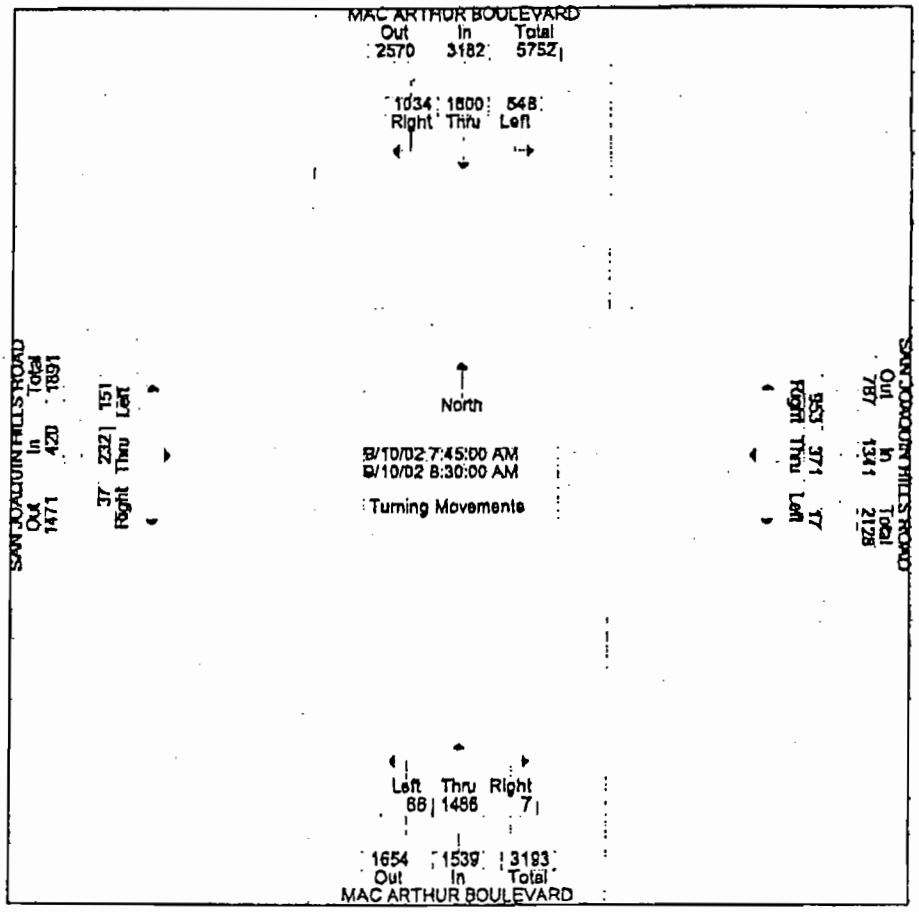
	MAC ARTHUR BOULEVARD Southbound			SAN JOAQUIN HILLS ROAD Westbound			MAC ARTHUR BOULEVARD Northbound			SAN JOAQUIN HILLS ROAD Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	145	274	74	88	42	0	2	257	39	9	15	27	972
07:15 AM	188	271	69	123	68	1	2	268	21	18	21	31	1081
07:30 AM	196	351	106	188	92	3	1	310	4	11	39	10	1311
07:45 AM	288	371	129	249	98	2	1	335	17	9	83	20	1602
Total	817	1267	378	648	300	6	6	1170	81	47	158	88	4966
08:00 AM	275	421	174	252	101	5	5	320	13	9	72	38	1685
08:15 AM	248	355	115	232	108	6	1	427	15	11	47	46	1611
08:30 AM	223	453	130	220	64	4	0	384	21	8	30	47	1584
08:45 AM	227	425	100	207	75	3	6	377	11	9	41	37	1518
Total	973	1654	519	911	348	18	12	1508	60	37	190	168	6398
*** BREAK ***													
04:30 PM	101	329	119	122	59	5	5	414	13	20	95	111	1393
04:45 PM	85	379	136	95	51	10	7	456	17	26	104	179	1545
Total	186	708	255	217	110	15	12	870	30	46	199	290	2938
05:00 PM	84	382	149	108	42	5	7	460	8	25	71	166	1507
05:15 PM	110	410	177	113	33	7	4	519	5	18	143	216	1755
05:30 PM	110	400	177	79	49	3	6	424	3	17	113	202	1583
05:45 PM	139	389	206	121	68	4	3	486	5	25	129	198	1773
Total	443	1581	709	421	192	19	20	1889	21	85	456	782	6618
06:00 PM	87	425	193	83	54	3	6	382	12	16	79	185	1525
06:15 PM	63	417	203	102	45	3	2	419	5	14	77	194	1544
Grand Total	2569	6052	2257	2382	1049	64	58	6238	209	245	1159	1707	23989
Apprch %	23.6	55.6	20.7	68.2	30.0	1.8	0.9	95.9	3.2	7.9	37.3	54.9	
Total %	10.7	25.2	9.4	9.9	4.4	0.3	0.2	26.0	0.9	1.0	4.8	7.1	

50

Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : h0209010
Site Code : 00000816
Start Date : 09/10/2002
Page No : 2

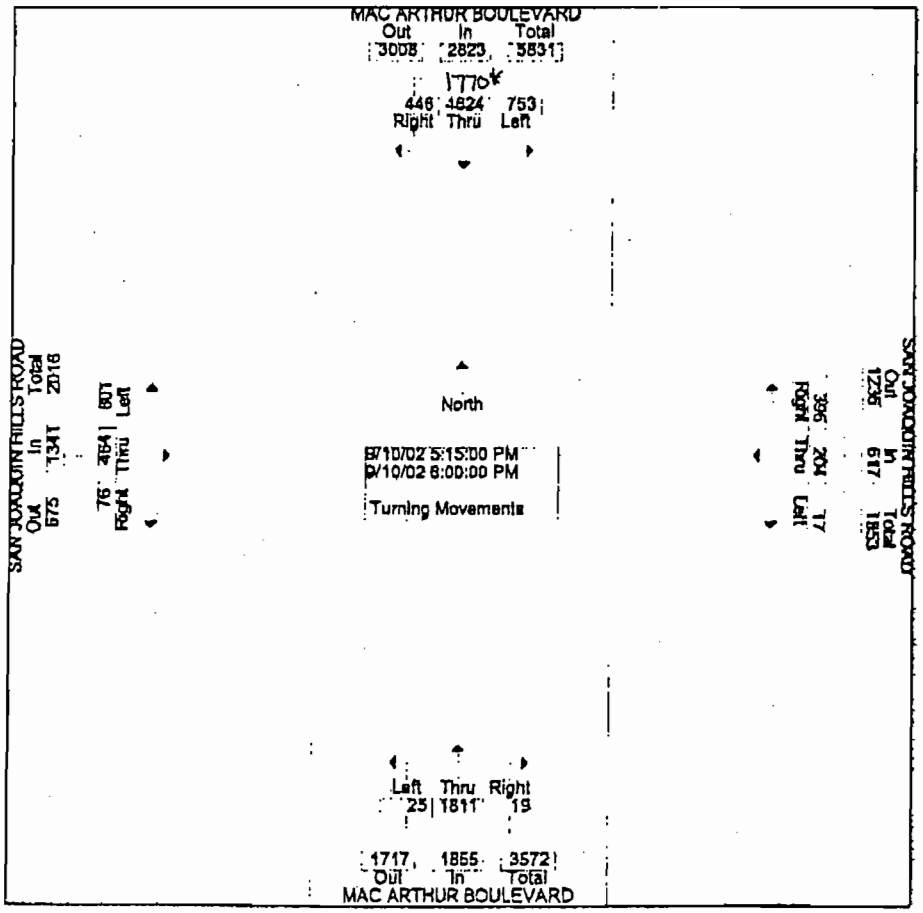
	MAC ARTHUR BOULEVARD Southbound				SAN JOAQUIN HILLS ROAD Westbound				MAC ARTHUR BOULEVARD Northbound				SAN JOAQUIN HILLS ROAD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	1034	1600	548	3182	953	371	17	1341	7	1466	66	1539	37	232	151	420	6482
Percent	32.5	50.3	17.2		71.1	27.7	1.3		0.5	95.3	4.3		8.8	55.2	36.0		
08:00 Volume	275	421	174	870	252	101	5	358	5	320	13	338	9	72	38	119	1685
Peak Factor																	0.962
High Int.	08:00 AM				08:00 AM				08:15 AM				08:00 AM				
Volume	275	421	174	870	252	101	5	358	1	427	15	443	9	72	38	119	
Peak Factor				0.914				0.936				0.869				0.882	



Transportation Studies, Inc.
1620 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : h0209010
Site Code : 00000916
Start Date : 09/10/2002
Page No : 3

Start Time	MAC ARTHUR BOULEVARD Southbound Right	Thru	Left	App. Total	SAN JOAQUIN HILLS ROAD Westbound Right	Thru	Left	App. Total	MAC ARTHUR BOULEVARD Northbound Right	Thru	Left	App. Total	SAN JOAQUIN HILLS ROAD Eastbound Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	05:15 PM																
Volume	446	~~162~~ 4	753	2823	396	204	17	617	19	181 1	25	1855	76	464	801	1341	6636
Percent	15.8	57.5	26.7		64.2	33.1	2.8		1.0	97.6	1.3		5.7	34.6	59.7		
05:45 Volume	139	389	206	734	121	68	4	193	3	486	5	494	25	129	198	352	1773
Peak Factor																	0.936
High Int.	05:45 PM				05:45 PM				05:15 PM				05:15 PM				
Volume	139	389	206	734	121	68	4	193	4	519	5	528	18	143	216	377	
Peak Factor				0.962				0.799				0.878				0.889	



* = Adjusted upward for flow conservation
GW 1/20/03

Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : MACARTHUR BOULEVARD
E/W Direction : SAN MIGUEL DRIVE
Client : CITY OF NEWPORT BEACH

Study Name: H0110152
Site Code : 00000975
Start Date: 10/25/01
Page : 1

TURNING MOVEMENTS

Start Time	MACARTHUR BOULEVARD Southbound			SAN MIGUEL DRIVE Westbound			MACARTHUR BOULEVARD Northbound			SAN MIGUEL DRIVE Eastbound			Intrvl. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
10/25/01													
07:00	93	180	0	1	19	18	18	197	7	6	17	20	576
07:15	112	173	0	1	37	30	41	291	16	6	17	23	747
07:30	140	180	1	2	33	32	32	376	26	3	18	18	861
07:45	159	166	3	3	59	57	70	354	28	8	23	25	955
Hour	504	699	4	7	148	137	161	1218	77	23	75	86	3139
08:00	198	197	0	3	77	60	66	281	27	17	26	50	1002
08:15	183	215	1	4	63	58	52	285	28	21	21	47	978
08:30	177	173	0	5	66	52	50	268	21	13	28	36	889
08:45	156	176	0	6	78	55	48	302	43	12	31	46	953
Hour	714	761	1	18	284	225	216	1136	119	63	106	179	3822
[BREAK]													
16:30	115	198	3	10	58	40	45	182	12	33	88	193	974
16:45	122	249	4	13	54	47	100	212	25	28	108	176	1138
Hour	237	447	4	23	112	87	145	394	37	61	196	369	2112
17:00	129	314	0	7	39	49	78	212	28	29	81	216	1182
17:15	133	324	3	8	57	43	88	258	32	35	95	221	1297
17:30	126	319	1	5	42	52	73	227	25	26	101	204	1201
17:45	140	326	4	10	61	48	83	239	29	36	107	232	1315
Hour	528	1283	8	30	199	192	322	936	114	126	384	873	4995
18:00	152	341	2	7	62	44	86	261	36	38	94	219	1342
18:15	123	296	5	11	51	52	73	247	29	34	91	183	1195
Total	2258	3827	24	96	856	737	1003	4192	412	345	946	1909	16605
% Apr.	36.9	62.6	0.3	5.6	50.6	43.6	17.8	74.7	7.3	10.7	29.5	59.6	-
% Int.	13.5	23.0	0.1	0.5	5.1	4.4	6.0	25.2	2.4	2.0	5.6	11.4	-

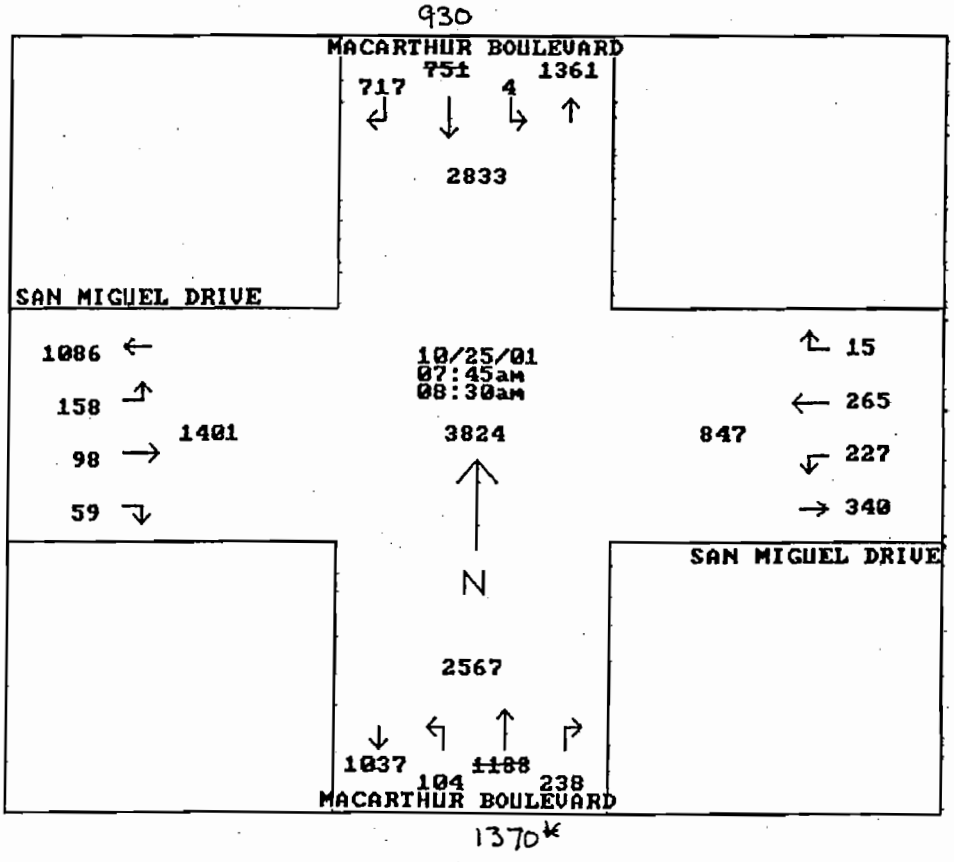
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : MACARTHUR BOULEVARD
E/W Direction : SAN MIGUEL DRIVE
Client : CITY OF NEWPORT BEACH

Study Name: H0110152
Site Code : 00000975
Start Date: 10/25/01
Page : 2

TURNING MOVEMENTS

Start Time	MACARTHUR BOULEVARD Southbound Right	Thru	Left	SAN MIGUEL DRIVE Westbound Right	Thru	Left	MACARTHUR BOULEVARD Northbound Right	Thru	Left	SAN MIGUEL DRIVE Eastbound Right	Thru	Left	Intrvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 on 10/25/01 to 08:45 on 10/25/01													
Time	07:45	930		07:45			07:45	1370*		07:45			
Vol.	717	~~751~~	4	15	265	227	238	~~1188~~	104	59	98	158	
Pct.	48.7	51.0	0.2	2.9	52.2	44.7	15.5	77.6	6.7	18.7	31.1	50.1	
Total	1472			507			1530			315			
High	08:15			08:00			07:45			08:00			
Vol.	183	215	1	3	77	60	70	354	28	17	26	50	
Total	399			140			452			93			
PHF	0.922			0.905			0.846			0.846			



* Adjusted upward for flow conservation

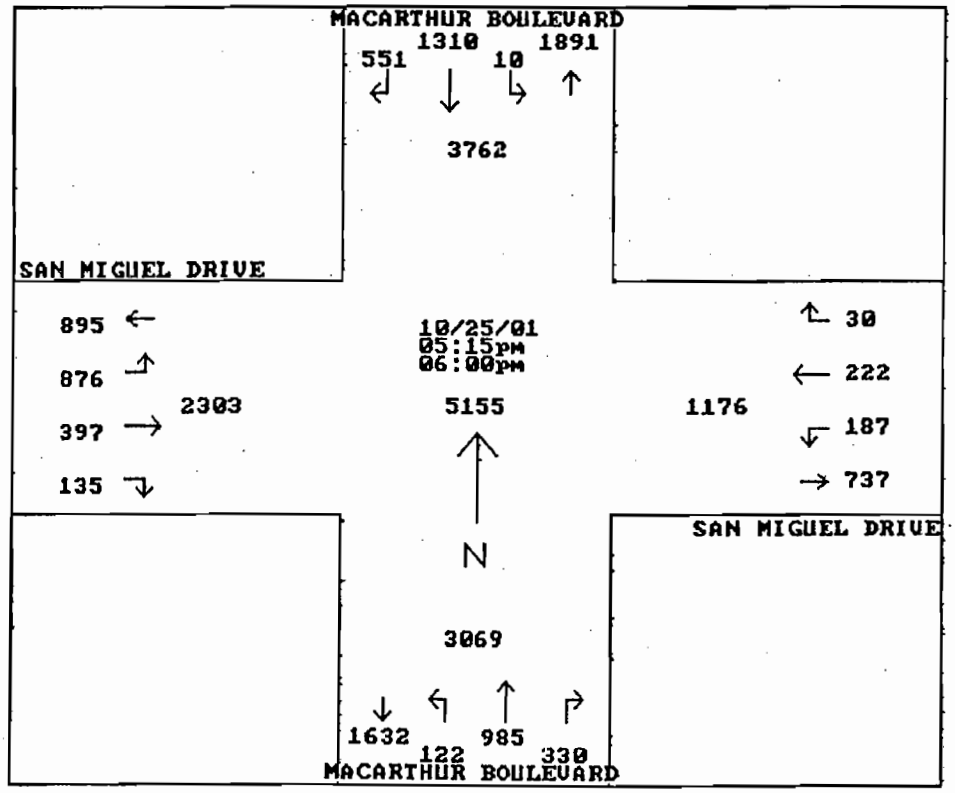
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : MACARTHUR BOULEVARD
E/W Direction : SAN MIGUEL DRIVE
Client : CITY OF NEWPORT BEACH

Study Name: H0110152
Site Code : 00000975
Start Date: 10/25/01
Page : 3

TURNING MOVEMENTS

Start Time	MACARTHUR BOULEVARD Southbound			SAN MIGUEL DRIVE Westbound			MACARTHUR BOULEVARD Northbound			SAN MIGUEL DRIVE Eastbound			Intrvl. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Peak Hour Analysis By Entire Intersection for the Period: 16:30 on 10/25/01 to 18:15 on 10/25/01													
Time	17:15			17:15			17:15			17:15			
Vol.	551	1310	10	30	222	187	330	985	122	135	397	876	
Pct.	29.4	70.0	0.5	6.8	50.5	42.5	22.9	68.5	8.4	9.5	28.1	62.2	
Total	1871			439			1437			1408			
High	18:00			17:45			18:00			17:45			
Vol.	152	341	2	10	61	48	86	261	36	36	107	232	
Total	495			119			383			375			
PHF	0.944			0.922			0.937			0.938			



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Transportation Studies, Inc.
1620 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City: NEWPORT BEACH
N-S Direction: MAC ARTHUR BOULEVARD
E-W Direction: PACIFIC COAST HIGHWAY

File Name : h0209011
Site Code : 00000978
Start Date : 09/10/2002
Page No : 1

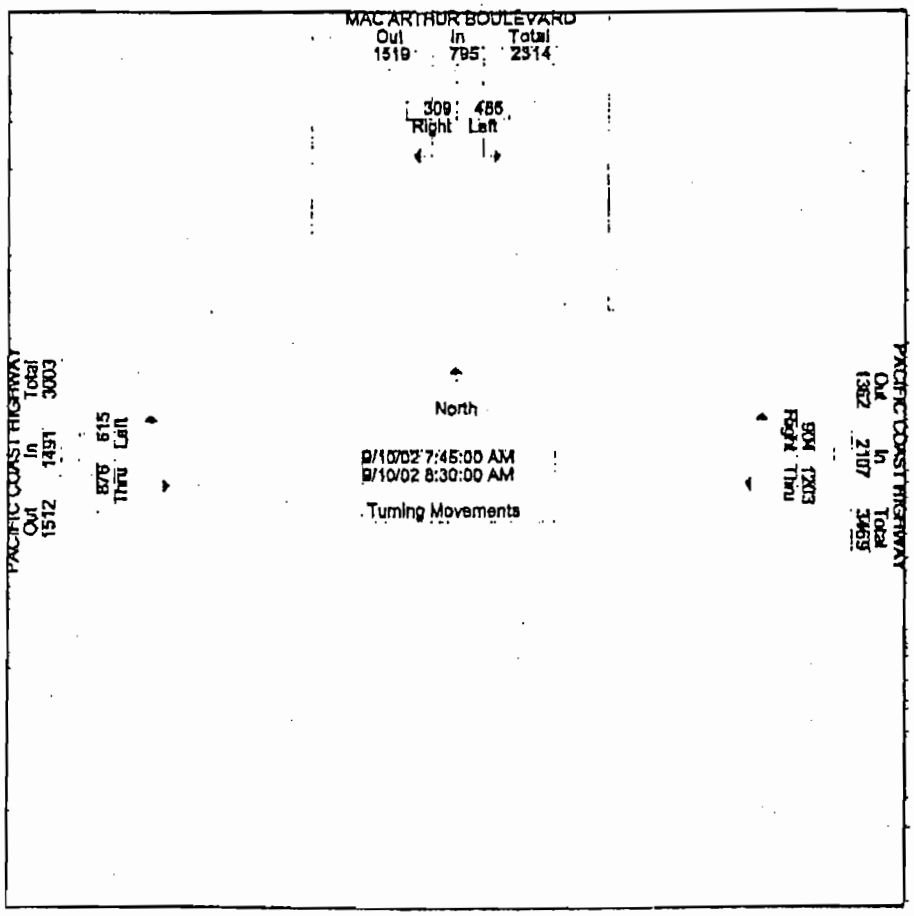
Groups Printed- Turning Movements

	MAC ARTHUR BOULEVARD Southbound			PACIFIC COAST HIGHWAY Westbound			PACIFIC COAST HIGHWAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	40	0	87	121	242	0	0	143	52	685
07:15 AM	36	0	86	188	253	0	0	163	96	822
07:30 AM	41	0	95	235	187	0	0	171	124	853
07:45 AM	74	0	104	194	282	0	0	248	186	1088
Total	191	0	372	738	964	0	0	725	458	3448
08:00 AM	91	0	118	228	268	0	0	221	151	1077
08:15 AM	75	0	128	232	327	0	0	220	155	1137
08:30 AM	69	0	136	250	326	0	0	187	123	1091
08:45 AM	59	0	106	221	313	0	0	218	104	1021
Total	294	0	488	931	1234	0	0	846	533	4326
*** BREAK ***										
04:30 PM	66	0	176	160	289	0	0	325	112	1128
04:45 PM	79	0	145	106	359	0	0	365	124	1178
Total	145	0	321	266	648	0	0	690	236	2306
05:00 PM	132	0	162	159	380	0	0	316	133	1282
05:15 PM	129	0	140	163	397	0	0	330	108	1267
05:30 PM	140	0	249	159	340	0	0	330	123	1341
05:45 PM	158	0	232	167	342	0	0	383	155	1437
Total	559	0	783	648	1459	0	0	1359	519	5327
06:00 PM	131	0	190	142	333	0	0	284	104	1184
06:15 PM	134	0	170	119	346	0	0	322	157	1248
Grand Total	1454	0	2324	2844	4984	0	0	4226	2007	17839
Apprch %	38.5	0.0	61.5	36.3	63.7	0.0	0.0	67.8	32.2	
Total %	8.2	0.0	13.0	15.9	27.9	0.0	0.0	23.7	11.3	

Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : h0209011
Site Code : 00000978
Start Date : 09/10/2002
Page No : 2

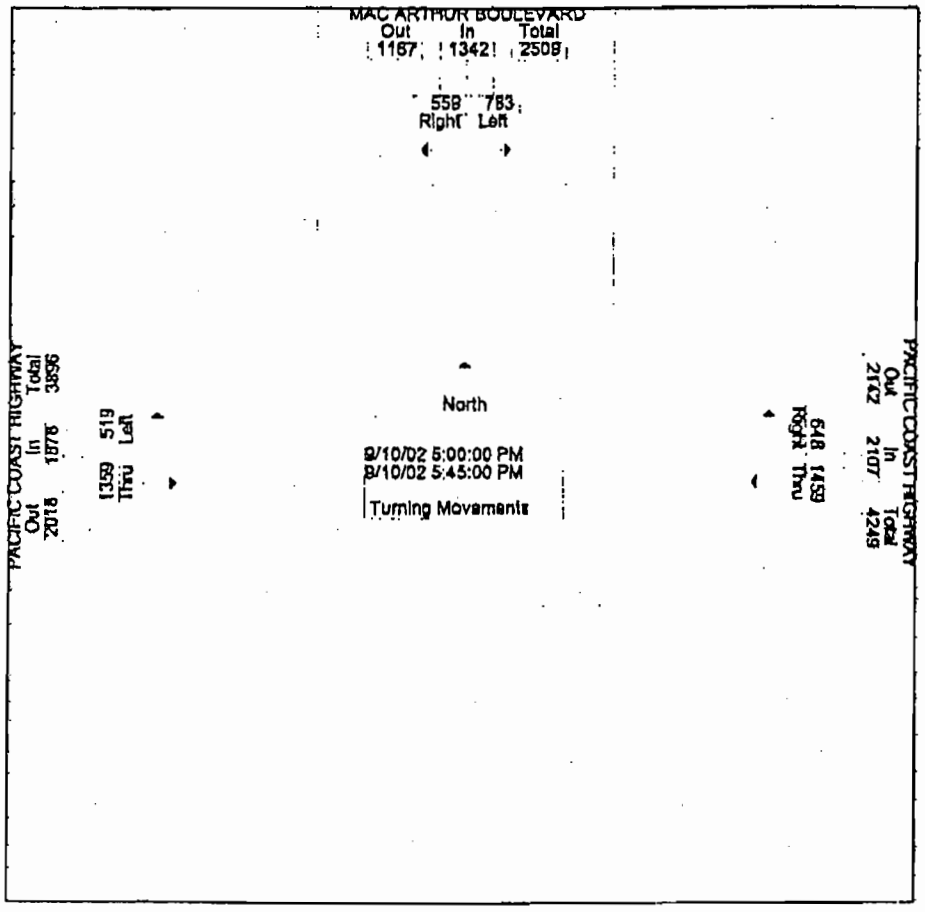
	MAC ARTHUR BOULEVARD Southbound				PACIFIC COAST HIGHWAY Westbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1													
Intersection	07:45 AM												
Volume	309	0	486	795	904	1203	0	2107	0	876	615	1491	4393
Percent	38.9	0.0	61.1		42.9	57.1	0.0		0.0	58.8	41.2		
08:15 Volume	75	0	128	203	232	327	0	559	0	220	155	375	1137
Peak Factor													0.966
High Int.	08:00 AM				08:30 AM				07:45 AM				
Volume	91	0	118	209	250	326	0	576	0	248	186	434	
Peak Factor				0.951				0.914				0.859	



Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : h0209011
Site Code : 00000978
Start Date : 09/10/2002
Page No : 3

	MAC ARTHUR BOULEVARD Southbound				PACIFIC COAST HIGHWAY Westbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1													
Intersection	05:00 PM												
Volume	559	0	783	1342	648	1459	0	2107	0	1359	519	1878	5327
Percent	41.7	0.0	58.3		30.8	69.2	0.0		0.0	72.4	27.6		
05:45 Volume	158	0	232	390	167	342	0	509	0	383	155	538	1437
Peak Factor													0.927
High Int.	05:45 PM				05:15 PM				05:45 PM				
Volume	158	0	232	390	163	397	0	560	0	383	155	538	
Peak Factor				0.860				0.941				0.873	



SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: SR-73 NB Ramps ~~SR-73 NB RAMPS~~ DATE: 05/09/02 CITY: IRVINE

E-W STREET: Bonita Canyon Dr. ~~BONITA CANYON RD~~ DAY: THURSDAY PROJECT# 06360240A

	Northbound			Southbound			Eastbound			Westbound			
	~~NORTHBOUND~~			~~SOUTHBOUND~~			~~EASTBOUND~~			~~WESTBOUND~~			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1		1					1	1	1	1		
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	81		12					80	6	31	82		292
7:15 AM	96		19					89	9	39	107		359
7:30 AM	107		21					97	16	42	140		423
7:45 AM	125		23					107	14	51	163		483
8:00 AM	114		29					119	9	57	189		517
8:15 AM	108		32					93	11	49	161		454
8:30 AM	127		1					84	10	46	153		421
8:45 AM	113		19					74	9	37	142		394
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	871	0	156	0	0	0	0	743	84	352	1137	0	3343
AM Peak Hr Begins at				730	AM								
PEAK VOLUMES =	454	0	105	0	0	0	0	416	50	199	653	0	1877

ADDITIONS: SIGNALIZED

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: ~~SR-73 NB~~ SR-73 NB Ramps RAMPS
DATE: 05/09/02
CITY: IRVINE

E-W STREET: ~~BONITA CANYON~~ Bonita Canyon Dr. RD.
DAY: THURSDAY
PROJECT# 06360240P

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1		1					1	1	1	1		
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	24		4					116	12	24	122		302
4:15 PM	30		5					127	10	21	129		322
4:30 PM	26		4					114	8	21	171		344
4:45 PM	31		7					143	7	17	141		346
5:00 PM	24		5					162	15	9	121		336
5:15 PM	33		8					146	10	19	160		376
5:30 PM	31		5					127	5	18	155		341
5:45 PM	19		7					132	8	19	162		347
6:00 PM	14		6					134	6	9	131		300
6:15 PM	11		8					125	3	11	137		295
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	243	0	59	0	0	0	0	1326	84	168	1429	0	3309

PM Peak Hr Begins at 430 PM

PEAK													
VOLUMES =	114	0	24	0	0	0	0	565	40	66	593	0	1402

ADDITIONS: SIGNALIZED

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: SR-73 SB Ramps ~~SR-73 SB RAMPS~~ DATE: 05/09/02 CITY: IRVINE

E-W STREET: Bonita Canyon Dr ~~BONITA CANYON RD.~~ DAY: THURSDAY PROJECT# 06360241A

Northbound ~~NORTHBOUND~~ Southbound ~~SOUTHBOUND~~ Eastbound ~~EASTBOUND~~ Westbound ~~WESTBOUND~~

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2		1				1	2	1	2	3		
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	4		17				0	70	17	6	161		275
7:15 AM	6		21				0	81	26	7	201		342
7:30 AM	7		28				0	94	32	7	241		409
7:45 AM	11		18				0	106	29	13	289		466
8:00 AM	6		19				0	94	35	16	301		471
8:15 AM	8		17				0	75	27	10	253		390
8:30 AM	3		11				0	83	21	10	258		386
8:45 AM	4		2				0	78	19	9	246		358
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	49	0	133	0	0	0	0	681	206	78	1950	0	3097
AM Peak Hr Begins at				730	AM								
PEAK VOLUMES =	32	0	82	0	0	0	0	369	123	46	1084	0	1736

ADDITIONS: SIGNALIZED
EL= U-TURNS ONLY

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: ~~SR-73 SB~~ SR-73 SB & ~~RAMPS~~ ramps DATE: 05/09/02 CITY: IRVINE

E-W STREET: ~~BONITA CANYON~~ Bonita Canyon Dr ~~RD.~~ DAY: THURSDAY PROJECT# 06360241P

	Northbound			Southbound			Eastbound			Westbound			
	~~NORTHBOUND~~			~~SOUTHBOUND~~			~~EASTBOUND~~			~~WESTBOUND~~			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2		1				1	2	1	2	3		
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	10		10				0	97	44	10	138		309
4:15 PM	9		12				0	110	56	13	135		335
4:30 PM	12		11				1	123	59	14	148		368
4:45 PM	13		14				0	119	66	11	150		373
5:00 PM	12		19				0	136	68	10	168		413
5:15 PM	10		24				0	124	118	12	178		466
5:30 PM	15		30				1	135	99	15	165		461
5:45 PM	21		26				0	127	87	18	148		427
6:00 PM	17		20				0	130	91	20	157		435
6:15 PM	12		17				0	118	76	16	149		388
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	131	0	183	0	0	0	2	1219	764	140	1536	0	3975
PM Peak Hr Begins at				515	PM								
PEAK VOLUMES =	63	0	100	0	0	0	1	516	395	66	648	0	1789

ADDITIONS: SIGNALIZED
EL= U-TURNS ONLY

Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : SPYGLASS HILL ROAD
E/W Direction : SAN MIGUEL ROAD
Client : CITY OF NEWPORT BEACH

Study Name: H0110157
Site Code : 00001944
Start Date: 10/25/01
Page : 1

TURNING MOVEMENTS

Start Time	SPYGLASS HILL ROAD Southbound			SAN MIGUEL ROAD Westbound			SPYGLASS HILL ROAD Northbound			SAN MIGUEL ROAD Eastbound			Intrvl. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
10/25/01													
07:00	2	0	2	1	16	12	21	2	4	3	31	12	106
07:15	2	0	4	4	29	23	28	4	4	2	31	4	135
07:30	2	4	9	5	28	22	57	4	2	8	42	13	196
07:45	8	3	9	3	56	32	52	13	16	5	32	5	234
Hour	14	7	24	13	129	89	158	23	26	18	136	34	671
08:00	12	18	15	12	82	32	45	16	7	4	56	20	319
08:15	13	6	5	6	66	34	45	4	1	13	83	14	290
08:30	5	6	6	4	60	15	39	8	10	8	57	9	227
08:45	11	1	5	2	54	22	61	1	6	3	47	13	226
Hour	41	31	31	24	262	103	190	29	24	28	243	56	1062
[BREAK]													
16:30	5	4	9	9	56	38	53	4	9	10	64	11	272
16:45	5	4	5	3	57	28	29	8	8	12	53	12	224
Hour	10	8	14	12	113	66	82	12	17	22	117	23	496
17:00	6	6	5	9	60	28	44	6	6	11	84	20	285
17:15	10	4	4	6	77	31	39	2	8	7	113	18	319
17:30	10	11	6	6	66	40	33	7	8	13	71	12	283
17:45	6	5	4	9	70	49	37	1	1	14	80	13	289
Hour	32	26	19	30	273	148	153	16	23	45	348	63	1176
18:00	3	6	8	8	53	33	28	4	5	13	74	21	256
18:15	8	2	3	8	49	42	21	3	10	9	55	33	243
Total	108	80	99	95	879	481	632	87	105	135	973	230	3904
% Apr.	37.6	27.8	34.4	6.5	60.4	33.0	76.6	10.5	12.7	10.0	72.7	17.1	-
% Int.	2.7	2.0	2.5	2.4	22.5	12.3	16.1	2.2	2.6	3.4	24.9	5.8	-

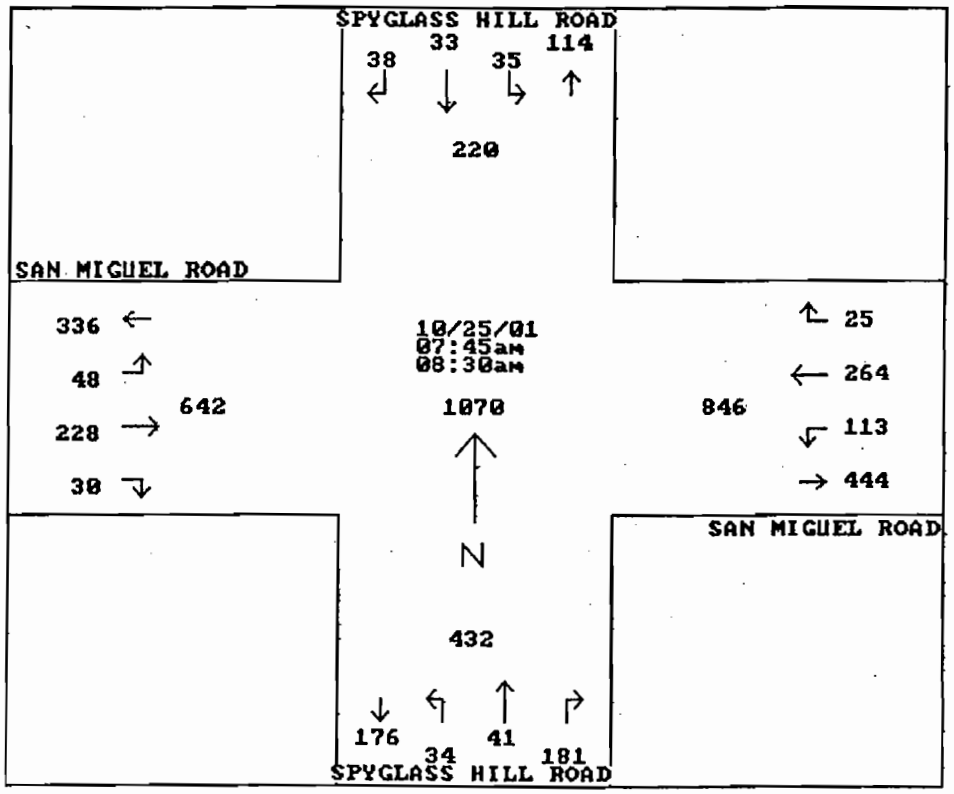
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : SPYGLASS HILL ROAD
E/W Direction : SAN MIGUEL ROAD
Client : CITY OF NEWPORT BEACH

Study Name: H0110157
Site Code : 00001944
Start Date: 10/25/01

TURNING MOVEMENTS

Start Time	SPYGLASS HILL ROAD Southbound			SAN MIGUEL ROAD Westbound			SPYGLASS HILL ROAD Northbound			SAN MIGUEL ROAD Eastbound			Intrvl. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 on 10/25/01 to 08:45 on 10/25/01													
Time	07:45			07:45			07:45			07:45			
Vol.	38	33	35	25	264	113	181	41	34	30	228	48	
Pct.	35.8	31.1	33.0	6.2	65.6	28.1	70.7	16.0	13.2	9.8	74.5	15.6	
Total	106			402			256			306			
High	08:00			08:00			07:45			08:15			
Vol.	12	18	15	12	82	32	52	13	16	13	83	14	
Total	45			126			81			110			
PHF	0.588			0.797			0.790			0.695			



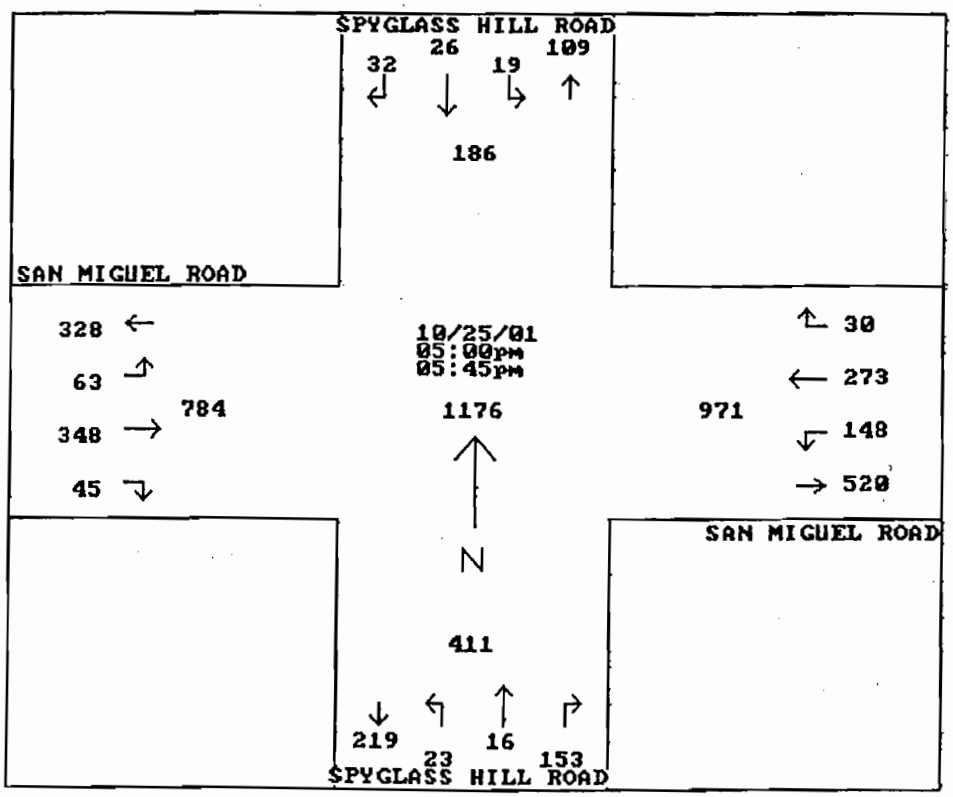
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : SPYGLASS HILL ROAD
E/W Direction : SAN MIGUEL ROAD
Client : CITY OF NEWPORT BEACH

Study Name: H0110157
Site Code : 00001944
Start Date: 10/25/01
Page : 3

TURNING MOVEMENTS

Start Time	SPYGLASS HILL ROAD Southbound			SAN MIGUEL ROAD Westbound			SPYGLASS HILL ROAD Northbound			SAN MIGUEL ROAD Eastbound			Intrvl. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Peak Hour Analysis By Entire Intersection for the Period: 16:30 on 10/25/01 to 18:15 on 10/25/01													
Time	17:00			17:00			17:00			17:00			
Vol.	32	26	19	30	273	148	153	16	23	45	348	63	
Pct.	41.5	33.7	24.6	6.6	60.5	32.8	79.6	8.3	11.9	9.8	76.3	13.8	
Total	77			451			192			456			
High	17:30			17:45			17:00			17:15			
Vol.	10	11	6	9	70	49	44	6	6	7	113	18	
Total	27			128			56			138			
PHF	0.712			0.880			0.857			0.826			



1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: SAN JOAQUIN HILLS ROAD & SAN MIGUEL ROAD 7305
(Existing Traffic Volumes Based on Average Winter/Spring 2001 AM)

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	308					
Southbound	757					
Eastbound	636					
Westbound	1250					

☐ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☐ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: SAN JOAQUIN HILLS ROAD & SAN MIGUEL ROAD 7305
(Existing Traffic Volumes Based on Average Winter/Spring 1999 PM)

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	704					
Southbound	492					
Eastbound	1074					
Westbound	640					

☐ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☐ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: ***DATE:***

SJ7305AM

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: SAN JOAQUIN HILLS ROAD & SAN MIGUEL ROAD 7305
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 AM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		10* ~~4~~	0.003 *					
NT	3200		236	0.095					
NR			68						
SL	1600		66	0.041					
ST	3200		402	0.216 *					
SR			~~340~~* ~~289~~						
EL	3200		~~290~~* ~~236~~	0.074 *					
ET	4800		~~490~~* ~~388~~	0.083					
ER			12						
WL	1600		266	0.166					
WT	4800		~~990~~* ~~945~~	0.205 *					
WR			39						
EXISTING I.C.U.				0.497					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
SJ7305AM

FORM II

* = Adjusted upward for flow conservation

CW 1/20/03

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: SAN JOAQUIN HILLS ROAD & SAN MIGUEL ROAD 7305
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 PM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		5	0.003					
NT	3200		483	0.218 *					
NR			216						
SL	1600		125	0.078 *					
ST	3200		234	0.115					
SR			133						
EL	3200		430	0.134					
ET	4800		635	0.134 *					
ER			9						
WL	1600		175	0.109 *					
WT	4800		403	0.097					
WR			62						
EXISTING I.C.U.				0.540					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

[ ] Projected + project traffic I.C.U. will be less than or equal to 0.90

[ ] Projected + project traffic I.C.U. will be greater than 0.90

[ ] Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

[ ] Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
SJ7305PM

FORM II

CH 6355 AM

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: COAST HIGHWAY & GOLDENROD AVE. 6355
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 AM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL			112						
NT	1600		0	0.085					
NR			24						
SL			61						
ST	1600		0	0.076					
SR			60						
EL	1600		30	0.019					
ET	3200		1003	0.327					
ER			43						
WL	1600		42	0.026					
WT	3200		2633	0.827					
WR			13						
EXISTING I.C.U.				0.931					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
CH6355AM

FORM II

CH6355 PM

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: COAST HIGHWAY & GOLDENROD AVE. 6355
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 PM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL			84						
NT	1600		0	0.066 *					
NR			21						
SL			36						
ST	1600		0	0.039					
SR			27						
EL	1600		33	0.021					
ET	3200		1869	0.601 *					
ER			53						
WL	1600		22	0.014 *					
WT	3200		1658	0.522					
WR			13						
EXISTING I.C.U.				0.681					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

[ ] Projected + project traffic I.C.U. will be less than or equal to 0.90

[ ] Projected + project traffic I.C.U. will be greater than 0.90

[ ] Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

[ ] Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
CH6355PM

FORM II

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: SAN JOAQUIN HILLS RD. & MARGUERITE AVE. 7315

(Existing Traffic Volumes Based on Average Summer 2002 AM)

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	361					
Southbound	125					
Eastbound	407					
Westbound	763					

☐ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☐ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: SAN JOAQUIN HILLS RD. & MARGUERITE AVE. 7315

(Existing Traffic Volumes Based on Average Summer 2002 PM)

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	283					
Southbound	165					
Eastbound	941					
Westbound	473					

☐ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☐ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: ***DATE:***

SJ7315AM

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: SAN JOAQUIN HILLS RD. & MARGUERITE AVE. 7315
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC SUMMER 2002 AM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	2400		296	0.123 *					
NT	800		46	0.058					
NR	1600		19	0.012					
SL	1600		51	0.032					
ST SR	1600		41 33	0.046 *					
EL	1600		21	0.013					
ET	3200		262	0.082 *					
ER	1600		124	0.078					
WL	1600		23	0.014					
WT WR	4800		676 64	0.154 *					
EXISTING I.C.U.				0.406					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

Split Phase N/S Direction

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
SJ7315AM

FORM II

SJ7315PM

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: SAN JOAQUIN HILLS RD. & MARGUERITE AVE. 7315
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC SUMMER 2002 PM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	2400		182	0.076 *					
NT	800		57	0.071					
NR	1600		44	0.028					
SL	1600		68	0.043					
ST	1600		52	0.061 *					
SR			45						
EL	1600		48	0.030					
ET	3200		547	0.171					
ER	1600		346	0.216 *					
WL	1600		69	0.043					
WT	4800		385	0.084 *					
WR			19						
EXISTING I.C.U.				0.437					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

Split Phase N/S Direction

[_] Projected + project traffic I.C.U. will be less than or equal to 0.90

[_] Projected + project traffic I.C.U. will be greater than 0.90

[_] Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

[_] Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
SJ7315PM

FORM II

CH6615

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: COAST HIGHWAY & MARGUERITE AVENUE 6615
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 AM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		118	0.074 *					
NT	1600		103	0.094					
NR			48						
SL	1600		58	0.036					
ST	1600		54	0.095 *					
SR			98						
EL	1600		87	0.054 *					
ET	3200		1114	0.348					
ER	1600		57	0.036					
WL	1600		29	0.018					
WT	3200		1923	0.605 *					
WR			14						
EXISTING I.C.U.				0.828					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
CH6615AM

FORM II

CH6615

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: COAST HIGHWAY & MARGUERITE AVENUE 6615
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 PM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		152	0.095 *					
NT	1600		87	0.082					
NR			44						
SL	1600		93	0.058					
ST	1600		119	0.121 *					
SR			75						
EL	1600		101	0.063					
ET	3200		1788	0.559 *					
ER	1600		87	0.054					
WL	1600		76	0.048 *					
WT	3200		1419	0.453					
WR			31						
EXISTING I.C.U.				0.823					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
CH6615PM

FORM II

Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : SPYGLASS HILLS ROAD
E/W Direction : SAN JOAQUIN HILLS ROAD
Client : CITY OF NEWPORT BEACH

Study Name: H0110155
Site Code : 00001944
Start Date: 10/31/01
Page : 1

TURNING MOVEMENTS

Start Time	SPYGLASS HILL ROAD Southbound			SAN JOAQUIN HILLS ROAD Westbound			SPYGLASS HILL ROAD Northbound			SAN JOAQUIN HILLS ROAD Eastbound			Intrvl. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
10/31/01													
07:00	16	0	3	7	70	0	0	0	0	2	78	10	186
07:15	20	0	8	12	111	0	1	0	6	1	77	12	248
07:30	30	0	9	6	135	3	0	2	4	2	93	11	295
07:45	41	0	10	13	181	0	2	1	11	5	95	23	382
Hour	107	0	30	38	497	3	3	3	21	10	343	56	1111
08:00	54	0	15	16	192	2	3	1	15	6	101	24	429
08:15	50	0	17	11	184	4	7	2	17	3	111	18	424
08:30	46	0	14	20	173	4	7	0	17	8	103	26	418
08:45	42	0	12	11	172	1	1	0	9	2	91	16	357
Hour	192	0	58	58	721	11	18	3	58	19	406	84	1628
[BREAK]													
16:30	19	0	7	11	106	0	8	0	14	10	173	37	385
16:45	21	0	6	15	117	2	4	0	13	12	186	53	429
Hour	40	0	13	26	223	2	12	0	27	22	359	90	814
17:00	21	0	8	17	133	0	8	0	10	13	198	47	455
17:15	26	0	14	16	123	1	10	2	13	16	211	45	477
17:30	20	2	8	15	116	0	9	1	13	14	186	31	415
17:45	18	1	4	13	120	4	6	0	12	12	181	28	399
Hour	85	3	34	61	492	5	33	3	48	55	776	151	1746
18:00	17	0	6	12	119	2	5	0	10	11	178	25	385
18:15	18	0	5	10	116	0	2	0	8	9	174	24	366
Total	459	3	146	205	2168	23	73	9	172	126	2236	430	6050
% Apr.	75.4	0.4	24.0	8.5	90.4	0.9	28.7	3.5	67.7	4.5	80.0	15.4	-
% Int.	7.5	-	2.4	3.3	35.8	0.3	1.2	0.1	2.8	2.0	36.9	7.1	-

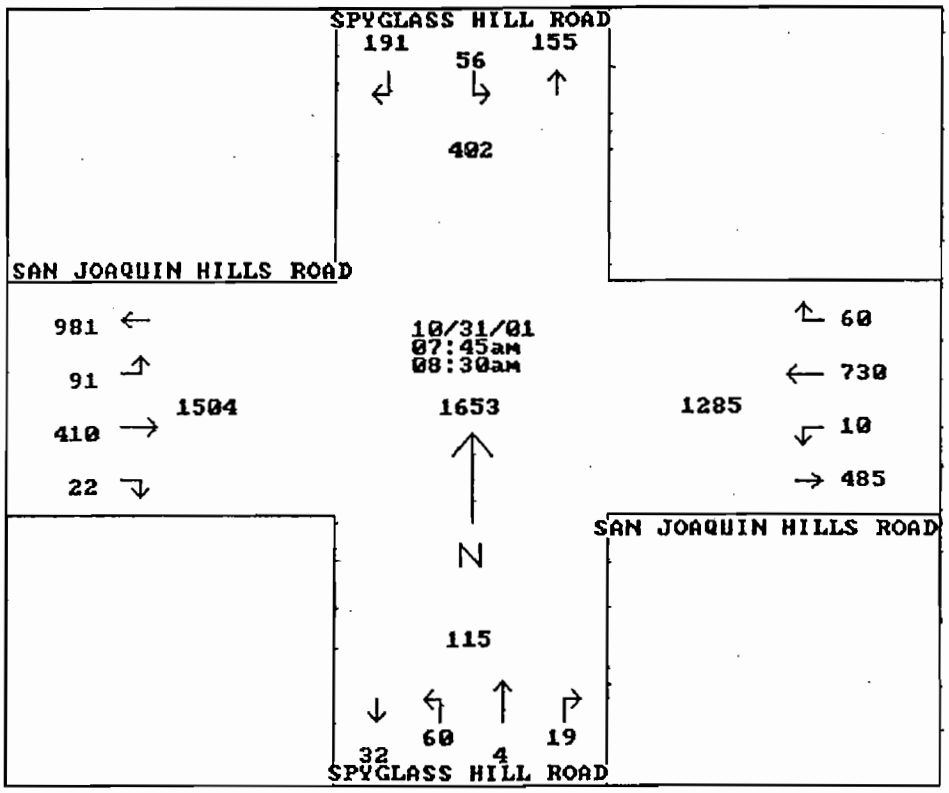
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : SPYGLASS HILLS ROAD
E/W Direction : SAN JOAQUIN HILLS ROAD
Client : CITY OF NEWPORT BEACH

Study Name: H0110155
Site Code : 00001944
Start Date: 10/31/01
Page : 2

TURNING MOVEMENTS

Start Time	SPYGLASS HILL ROAD Southbound Right	Thru	Left	SAN JOAQUIN HILLS ROAD Westbound Right	Thru	Left	SPYGLASS HILL ROAD Northbound Right	Thru	Left	SAN JOAQUIN HILLS ROAD Eastbound Right	Thru	Left	Intrvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 on 10/31/01 to 08:45 on 10/31/01													
Time	07:45			07:45			07:45			07:45			
Vol.	191	0	56	60	730	10	19	4	60	22	410	91	
Pct.	77.3	0.0	22.6	7.5	91.2	1.2	22.8	4.8	72.2	4.2	78.3	17.3	
Total	247			800			83			523			
High	08:00			08:00			08:15			08:30			
Vol.	54	0	15	16	192	2	7	2	17	8	103	26	
Total	69			210			26			137			
PHF	0.894			0.952			0.798			0.954			



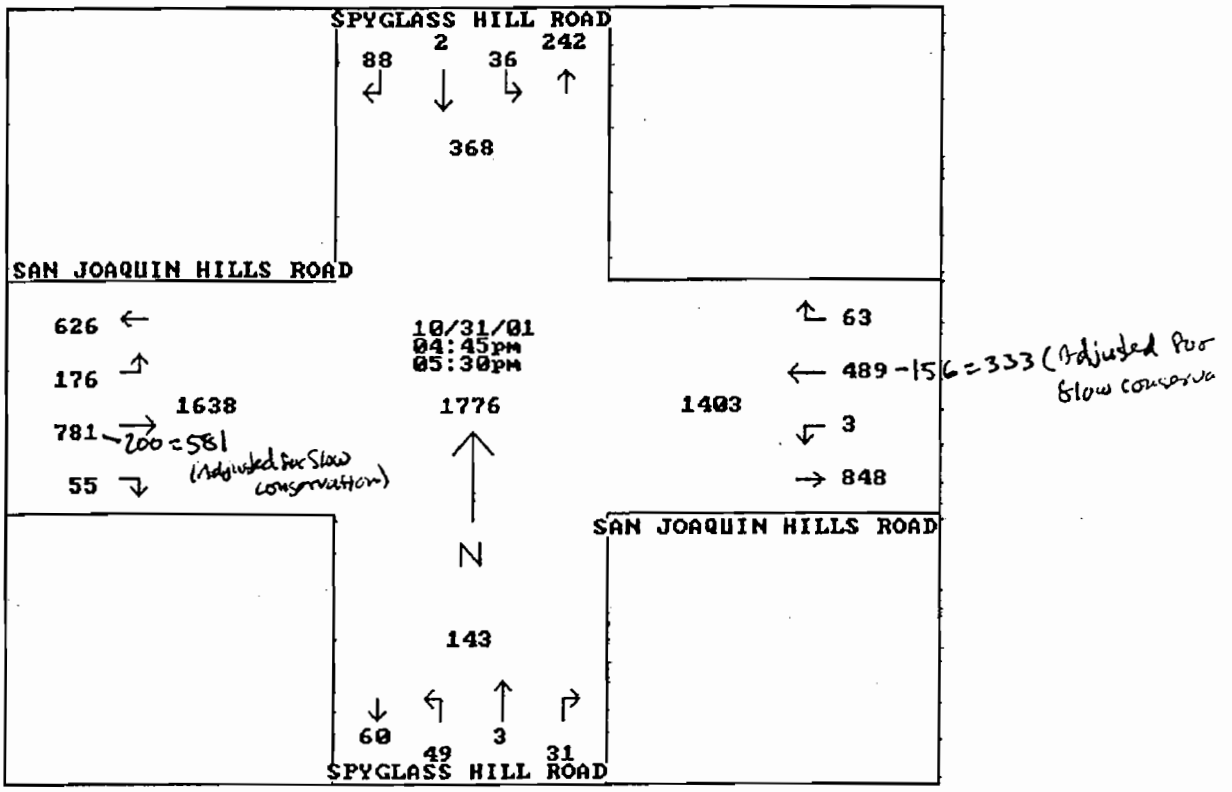
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : SPYGLASS HILLS ROAD
E/W Direction : SAN JOAQUIN HILLS ROAD
Client : CITY OF NEWPORT BEACH

Study Name: H0110155
Site Code : 00001944
Start Date: 10/31/01
Page : 3

TURNING MOVEMENTS

Start Time	SPYGLASS HILL ROAD Southbound			SAN JOAQUIN HILLS ROAD Westbound			SPYGLASS HILL ROAD Northbound			SAN JOAQUIN HILLS ROAD Eastbound			Intrvl. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Peak Hour Analysis By Entire Intersection for the Period: 16:30 on 10/31/01 to 18:15 on 10/31/01													
Time	16:45			16:45			16:45			16:45			
Vol.	88	2	36	63	489	3	31	3	49	55	781	176	
Pct.	69.8	1.5	28.5	11.3	88.1	0.5	37.3	3.6	59.0	5.4	77.1	17.3	
Total	126			555			83			1012			
High	17:15			17:00			17:15			17:15			
Vol.	26	0	14	17	133	0	10	2	13	16	211	45	
Total	40			150			25			272			
PHF	0.787			0.925			0.830			0.930			



CH6800AM

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: COAST HIGHWAY & POPPY AVE. 6800
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 AM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL			15						
NT	1600		8	0.023					
NR			14						
SL			41						
ST	1600		5	0.031 *					
SR			4						
EL	1600		3	0.002 *					
ET			1098						
ER	3200		11	0.347					
WL	1600		14	0.009					
WT			1808						
WR	3200		19	0.571 *					
EXISTING I.C.U.				0.604					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
CH6800AM

FORM II

CH 6800PM

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: COAST HIGHWAY & POPPY AVE. 6800
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC WINTER/SPRING 2001 PM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL			44						
NT	1600		9	0.068					
NR			55						
SL			100						
ST	1600		6	0.076 *					
SR			15						
EL	1600		23	0.014					
ET			1654						
ER	3200		29	0.526 *					
WL	1600		26	0.016 *					
WT			1435						
WR	3200		13	0.453					
EXISTING I.C.U.				0.618					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PROJECT
CH6800PM

FORM II

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: NEWPORT COAST DR. DATE: 05/16/02 CITY: IRVINE

E-W STREET: SR-73 NB RAMPS DAY: THURSDAY PROJECT# 06360280A

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:		2	2		2					1.5		0.5	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		92	69		45					15		11	232
7:15 AM		114	78		48					22		11	273
7:30 AM		140	95		72					36		18	361
7:45 AM		208	162		96					33		12	511
8:00 AM		129	121		61					55		18	384
8:15 AM		124	126		66					41		11	368
8:30 AM		110	107		58					37		13	325
8:45 AM		98	89		51					29		12	279
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	1015	847	0	497	0	0	0	0	268	0	106	2733
AM Peak Hr Begins at				730	AM								
PEAK VOLUMES =	0	601	504	0	295	0	0	0	0	165	0	59	1624

ADDITIONS: SIGNALIZED

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

62

N-S STREET: NEWPORT COAST DR. DATE: 05/16/02 CITY: IRVINE

E-W STREET: SR-73 NB RAMPS DAY: THURSDAY PROJECT# 06360280P

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:		2	2		2					1.5		0.5	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		101	70		88					20		3	282
4:15 PM		100	66		97					18		4	285
4:30 PM		104	60		88					20		4	276
4:45 PM		111	59		103					29		13	315
5:00 PM		108	55		109					28		11	311
5:15 PM		110	46		103					22		6	287
5:30 PM		103	51		100					21		8	283
5:45 PM		105	49		104					25		7	290
6:00 PM		96	46		93					24		8	267
6:15 PM		93	37		85					20		9	244
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	1031	539	0	970	0	0	0	0	227	0	73	2840
PM Peak Hr Begins at				445	PM								
PEAK VOLUMES =	0	432	211	0	415	0	0	0	0	100	0	38	1196

ADDITIONS: SIGNALIZED

Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : NEWPORT COAST DRIVE
E/W Direction : SAN JOAQUIN HILLS ROAD
Client : CITY OF NEWPORT BEACH

Study Name: H0110156
Site Code : 00000922
Start Date: 10/30/01
Page : 1

TURNING MOVEMENTS

Start Time	NEWPORT COAST Southbound Right	Thru	NEWPORT COAST Northbound Thru	Left	SAN JOAQUIN HI Eastbound Right	Left	Intrvl. Total
10/30/01							
07:00	11	168	168	8	28	41	424
07:15	11	136	167	5	22	69	410
07:30	15	132	308	33	31	108	627
07:45	26	93	224	18	17	87	465
Hour	63	529	867	64	98	305	1926
08:00	13	81	188	16	10	23	331
08:15	14	94	212	6	23	58	407
08:30	22	125	313	39	12	58	569
08:45	17	110	273	29	13	44	486
Hour	66	410	986	90	58	183	1793
[BREAK]	----------		----------		----------		-------
16:30	39	139	129	32	4	22	365
16:45	47	129	133	27	4	19	359
Hour	86	268	262	59	8	41	724
17:00	58	134	109	21	9	44	375
17:15	62	185	132	39	4	56	478
17:30	40	177	101	15	4	31	368
17:45	55	191	82	20	5	54	407
Hour	215	687	424	95	22	185	1628
18:00	23	120	74	14	5	31	267
18:15	17	117	83	34	10	27	288
Total	470	2131	2696	356	201	772	6626
% Apr.	18.0	81.9	88.3	11.6	20.6	79.3	-
% Int.	7.0	32.1	40.6	5.3	3.0	11.6	-

Transportation Studies, Inc.
1820 E. Garry Avenue
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Santa Ana, CA. 92705

City : NEWPORT BEACH
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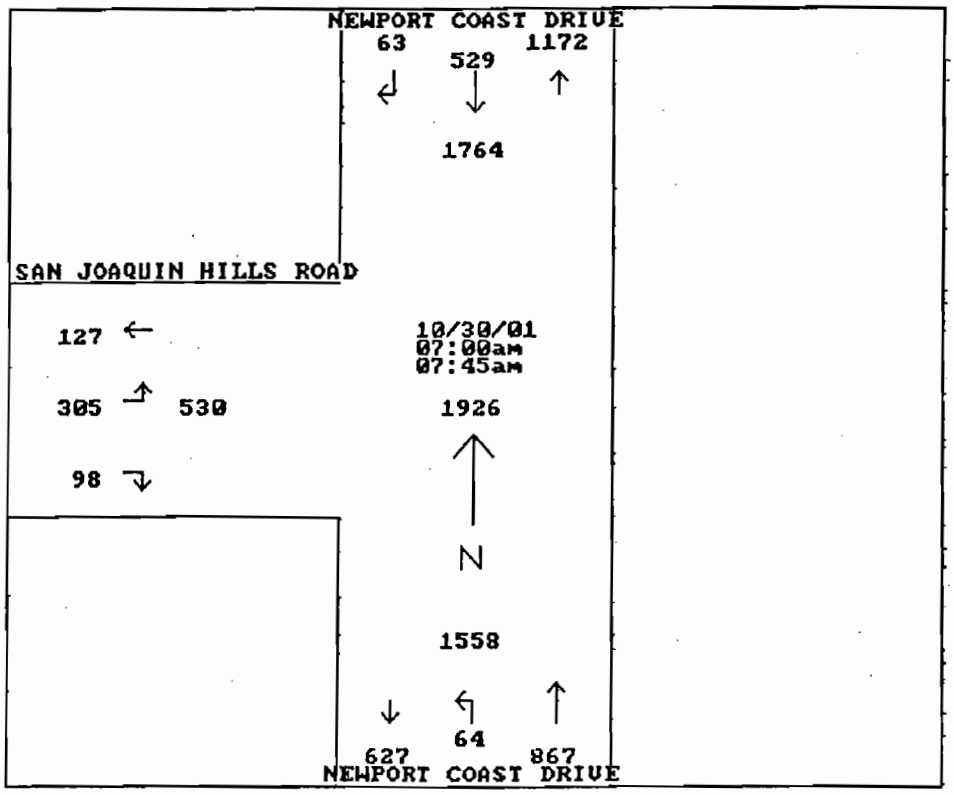
E/W Direction : SAN JOAQUIN HILLS ROAD
Client : CITY OF NEWPORT BEACH

Study Name: H0110156
Site Code : 00000922
Start Date: 10/30/01
Page : 2

TURNING MOVEMENTS

Start Time	NEWPORT COAST Southbound Right	Thru	NEWPORT COAST Northbound Thru	Left	SAN JOAQUIN HI Eastbound Right	Left	Intrvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 on 10/30/01 to 08:45 on 10/30/01							
Time	07:00		07:00		07:00		
Vol.	63	529	867	64	98	305	
Pct.	10.6	89.3	93.1	6.8	24.3	75.6	
Total	592		931		403		
High	07:00		07:30		07:30		
Vol.	11	168	308	33	31	108	
Total	179		341		139		
PHF	0.826		0.682		0.724		



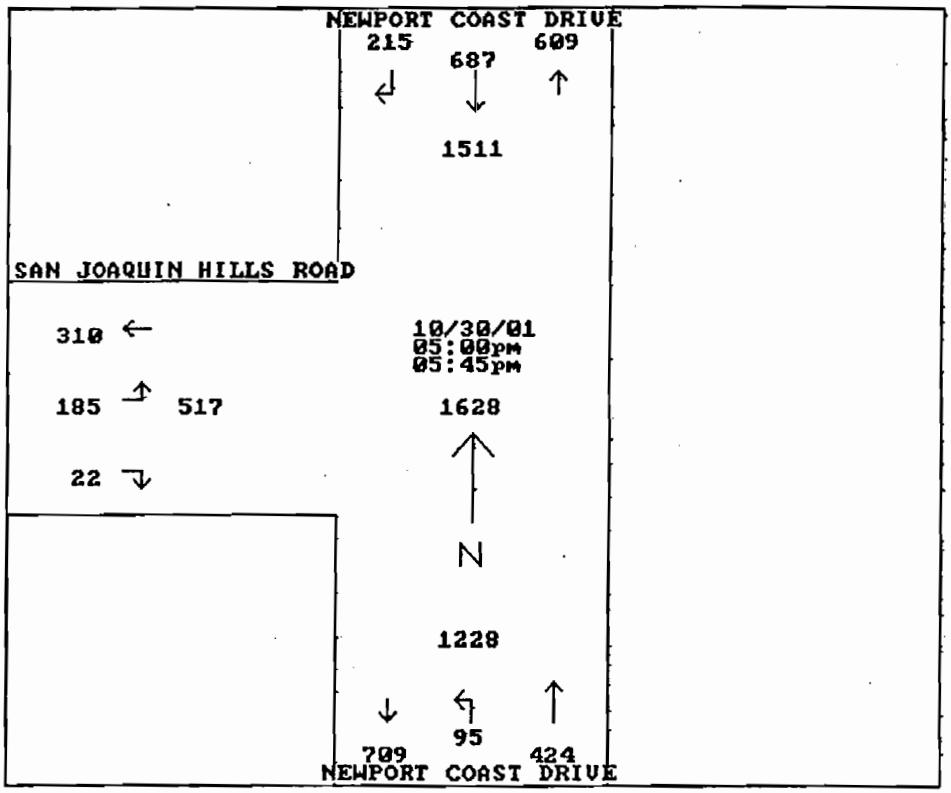
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : NEWPORT COAST DRIVE
E/W Direction : SAN JOAQUIN HILLS ROAD
Client : CITY OF NEWPORT BEACH

Study Name: H0110156
Site Code : 00000922
Start Date: 10/30/01
Page : 3

TURNING MOVEMENTS

Start Time	NEWPORT COAST Southbound Right	Thru	NEWPORT COAST Northbound Thru	Left	SAN JOAQUIN HI Eastbound Right	Left	Intrvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 16:30 on 10/30/01 to 18:15 on 10/30/01							
Time	17:00		17:00		17:00		
Vol.	215	687	424	95	22	185	
Pct.	23.8	76.1	81.6	18.3	10.6	89.3	
Total	902		519		207		
High	17:15		17:15		17:15		
Vol.	62	185	132	39	4	56	
Total	247		171		60		
PHF	0.912		0.758		0.862		



Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : NEWPORT COAST DRIVE
E/W Direction : PACIFIC COAST HIGHWAY
Client : CITY OF NEWPORT BEACH

Study Name: H0110145
Site Code : 00000969
Start Date: 10/23/01
Page : 1

TURNING MOVEMENTS

Start Time	NEWPORT COAST DRIVE Southbound			PCH Westbound			NEWPORT COAST DRIVE Northbound			PCH Eastbound			Intrvl. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
10/23/01													
07:00	14	0	46	122	239	1	1	0	0	2	134	39	598
07:15	20	2	43	111	262	4	0	0	1	1	162	62	668
07:30	34	0	55	136	324	2	0	0	0	2	194	42	789
07:45	46	1	59	153	361	3	2	1	1	1	182	45	855
Hour	114	3	203	522	1186	10	3	1	2	6	672	188	2910
08:00	39	0	45	131	342	0	0	0	3	2	181	44	787
08:15	32	0	53	149	387	2	1	0	0	1	210	44	879
08:30	26	0	57	122	328	1	0	2	5	7	172	48	768
08:45	37	2	69	132	349	3	1	0	2	2	188	57	842
Hour	134	2	224	534	1406	6	2	2	10	12	751	193	3276
[BREAK]													
16:30	22	3	87	34	206	0	1	1	1	4	314	35	708
16:45	27	4	68	49	195	2	1	3	4	4	337	28	722
Hour	49	7	155	83	401	2	2	4	5	8	651	63	1430
17:00	40	1	106	67	261	0	2	0	0	3	392	31	903
17:15	31	0	147	49	274	2	1	0	1	3	369	22	899
17:30	30	1	171	29	291	4	3	2	5	3	355	20	914
17:45	46	1	179	46	241	1	5	0	3	1	313	27	863
Hour	147	3	603	191	1067	7	11	2	9	10	1429	100	3579
18:00	37	3	128	32	176	0	2	2	5	1	329	40	755
18:15	48	0	112	23	151	0	3	1	2	8	291	46	685
Total	529	18	1425	1385	4387	25	23	12	33	45	4123	630	12635
% Apr.	26.8	0.9	72.2	23.8	75.6	0.4	33.8	17.6	48.5	0.9	85.9	13.1	-
% Int.	4.1	0.1	11.2	10.9	34.7	0.1	0.1	-	0.2	0.3	32.6	4.9	-

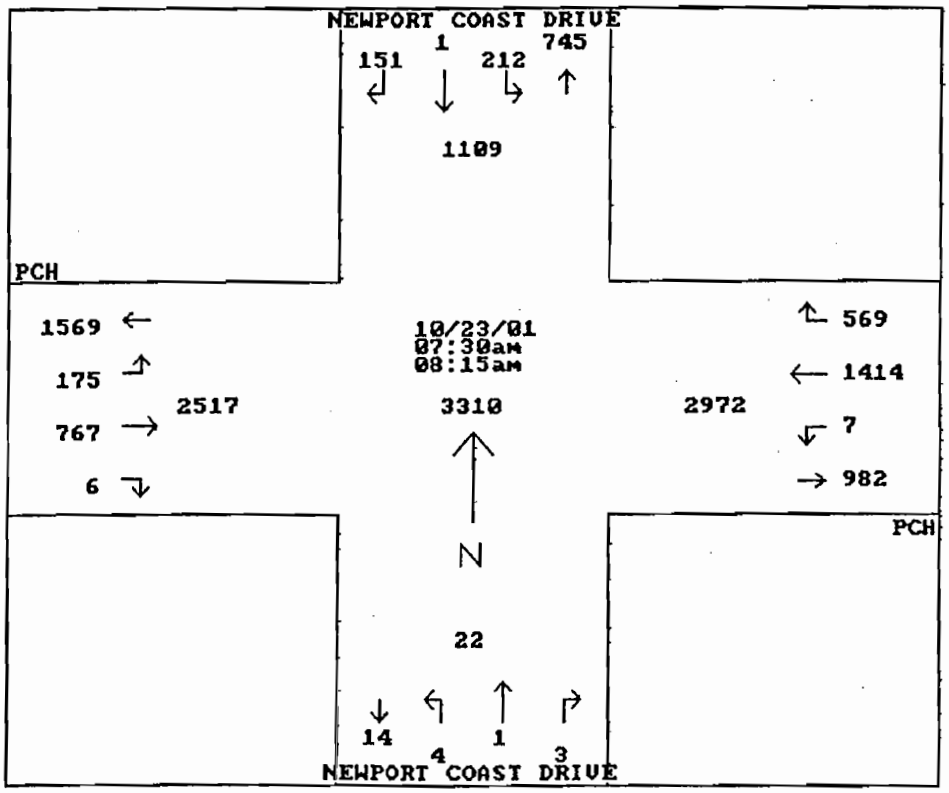
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : NEWPORT COAST DRIVE
E/W Direction : PACIFIC COAST HIGHWAY
Client : CITY OF NEWPORT BEACH

Study Name: H0110145
Site Code : 00000969
Start Date: 10/23/01
Page : 2

TURNING MOVEMENTS

Start Time	NEWPORT COAST DRIVE Southbound Right	Thru	Left	PCH Westbound Right	Thru	Left	NEWPORT COAST DRIVE Northbound Right	Thru	Left	PCH Eastbound Right	Thru	Left	Intrvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 on 10/23/01 to 08:45 on 10/23/01													
Time	07:30			07:30			07:30			07:30			
Vol.	151	1	212	569	1414	7	3	1	4	6	767	175	
Pct.	41.4	0.2	58.2	28.5	71.0	0.3	37.5	12.5	50.0	0.6	80.9	18.4	
Total	364			1990			8			948			
High	07:45			08:15			07:45			08:15			
Vol.	46	1	59	149	387	2	2	1	1	1	210	44	
Total	106			538			4			255			
PHF	0.858			0.924			0.500			0.929			



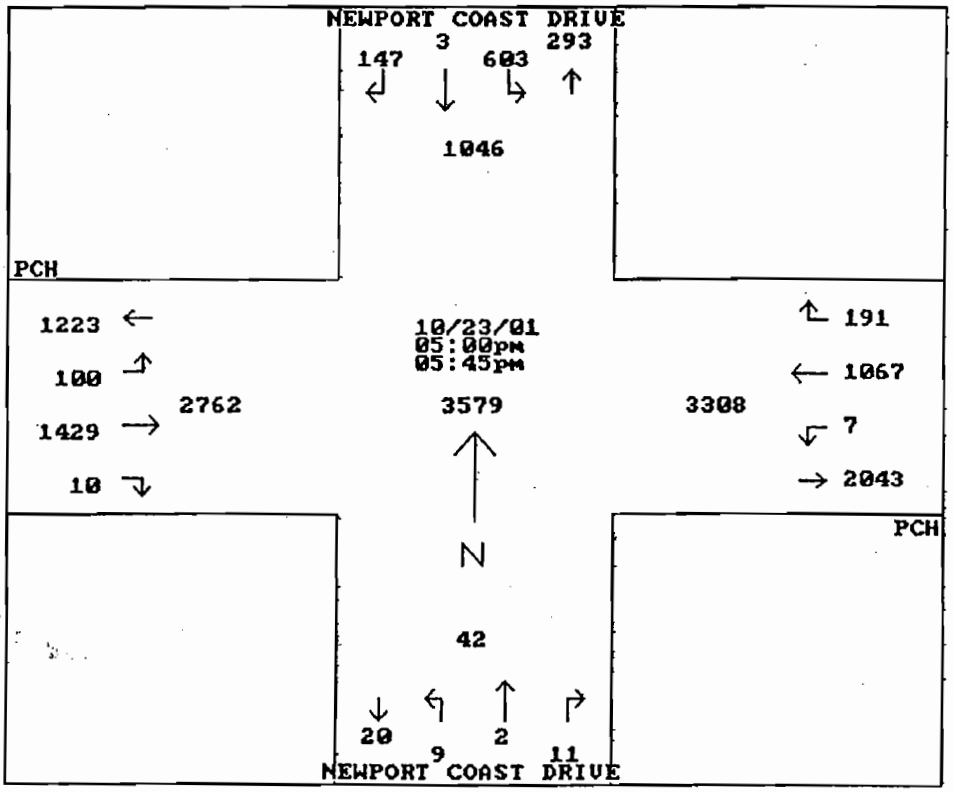
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : NEWPORT BEACH
N/S Direction : NEWPORT COAST DRIVE
E/W Direction : PACIFIC COAST HIGHWAY
Client : CITY OF NEWPORT BEACH

Study Name: H0110145
Site Code : 00000969
Start Date: 10/23/01
Page : 3

TURNING MOVEMENTS

Start Time	NEWPORT COAST DRIVE Southbound Right	Thru	Left	PCH Westbound Right	Thru	Left	NEWPORT COAST DRIVE Northbound Right	Thru	Left	PCH Eastbound Right	Thru	Left	Intrvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 16:30 on 10/23/01 to 18:15 on 10/23/01													
Time	17:00			17:00			17:00			17:00			
Vol.	147	3	603	191	1067	7	11	2	9	10	1429	100	
Pct.	19.5	0.3	80.0	15.0	84.3	0.5	50.0	9.0	40.9	0.6	92.8	6.4	
Total	753			1265			22			1539			
High	17:45			17:00			17:30			17:00			
Vol.	46	1	179	67	261	0	3	2	5	3	392	31	
Total	226			328			10			426			
PHF	0.832			0.964			0.550			0.903			



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APPENDIX P

RECENT (2003-2005) PEAK HOUR INTERSECTION COUNT DATA

YEAR 2003 TRAFFIC COUNTS

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: AVOCADO
E-W Direction: SAN MIGUEL

File Name : H0303087
Site Code : 00000977
Start Date : 03/25/2003
Page No : 1

Groups Printed- Turning Movements

	AVOCADO Southbound				SAN MIGUEL Westbound				AVOCADO Northbound				SAN MIGUEL Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	1	4	5	0	30	53	67	0	14	18	15	1	3	17	3	0	231
07:30 AM	1	4	2	1	39	71	50	1	21	25	16	0	6	14	1	0	252
07:45 AM	4	9	3	1	69	107	111	0	25	54	25	3	0	21	4	1	437
Total	6	17	10	2	138	231	228	1	60	97	56	4	9	52	8	1	920
08:00 AM	5	8	12	0	49	93	121	0	32	27	17	1	10	35	2	1	413
08:15 AM	5	10	8	0	38	115	131	0	34	41	34	2	9	24	3	0	454
08:30 AM	3	17	17	0	47	101	117	2	23	34	23	2	16	47	0	1	450
08:45 AM	3	16	14	0	53	126	98	6	32	46	49	2	18	42	2	0	507
Total	16	51	51	0	187	435	467	8	121	148	123	7	53	148	7	2	1824
09:00 AM	1	17	21	0	56	132	112	1	45	17	25	0	14	59	3	1	504
*** BREAK ***																	
Total	1	17	21	0	56	132	112	1	45	17	25	0	14	59	3	1	504
*** BREAK ***																	
11:30 AM	19	25	28	0	17	105	81	0	101	8	8	0	31	102	7	0	532
11:45 AM	12	31	34	0	25	116	91	0	105	11	36	2	40	118	4	1	626
Total	31	56	62	0	42	221	172	0	206	19	44	2	71	220	11	1	1158
12:00 PM	0	32	32	0	14	128	80	0	105	20	31	1	37	143	4	4	631
12:15 PM	5	14	24	2	15	116	73	4	104	16	40	2	28	116	4	4	567
12:30 PM	0	27	28	0	16	95	69	0	99	28	49	0	33	126	4	3	577
12:45 PM	2	32	18	1	30	125	70	0	107	38	48	2	40	127	3	2	645
Total	7	105	102	3	75	464	292	4	415	102	168	5	138	512	15	13	2420
01:00 PM	2	29	37	2	22	131	87	2	104	25	35	1	32	116	12	0	637
01:15 PM	4	25	20	1	22	125	86	0	102	19	36	0	35	84	6	1	566
*** BREAK ***																	
Total	6	54	57	3	44	256	173	2	206	44	71	1	67	200	18	1	1203
*** BREAK ***																	
03:30 PM	5	32	34	3	35	126	79	0	114	12	27	1	31	131	4	4	638
03:45 PM	5	20	30	0	23	132	76	1	100	17	39	0	36	128	2	1	610
Total	10	52	64	3	58	258	155	1	214	29	66	1	67	259	6	5	1248
04:00 PM	4	36	58	0	19	114	70	1	156	7	34	0	27	129	3	1	659
04:15 PM	8	25	44	0	16	121	23	0	138	15	35	0	24	102	74	1	626
04:30 PM	5	29	39	1	25	134	33	1	154	17	61	0	20	92	77	1	689
04:45 PM	4	23	42	0	27	145	33	0	176	19	52	0	23	105	28	0	677
Total	21	113	183	1	87	514	159	2	624	58	182	0	94	428	182	3	2651
05:00 PM	4	52	97	0	8	92	85	0	187	9	28	0	31	145	3	3	744
05:15 PM	1	43	79	0	5	73	67	0	168	10	24	1	23	122	1	1	618
05:30 PM	2	32	56	0	7	83	70	0	169	13	13	0	36	144	1	0	626
05:45 PM	0	34	42	0	8	108	73	0	142	9	31	2	33	124	1	0	607
Total	7	161	274	0	28	356	295	0	666	41	96	3	123	535	6	4	2595
06:00 PM	0	35	30	0	4	92	63	0	150	8	17	0	24	139	3	0	565
06:15 PM	1	11	31	0	3	56	73	0	131	5	13	0	21	116	1	0	462
Grand Total	106	672	885	12	722	3015	2189	19	2838	568	861	23	681	2668	260	31	15550
Apprch %	6.3	40.1	52.8	0.7	12.1	50.7	36.8	0.3	66.2	13.2	20.1	0.5	18.7	73.3	7.1	0.9	
Total %	0.7	4.3	5.7	0.1	4.6	19.4	14.1	0.1	18.3	3.7	5.5	0.1	4.4	17.2	1.7	0.2	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: NEWPORT COAST DRIVE
E-W Direction: SAN JOAQUIN HILLS ROAD

File Name : H0304017
Site Code : 00000978
Start Date : 05/08/2003

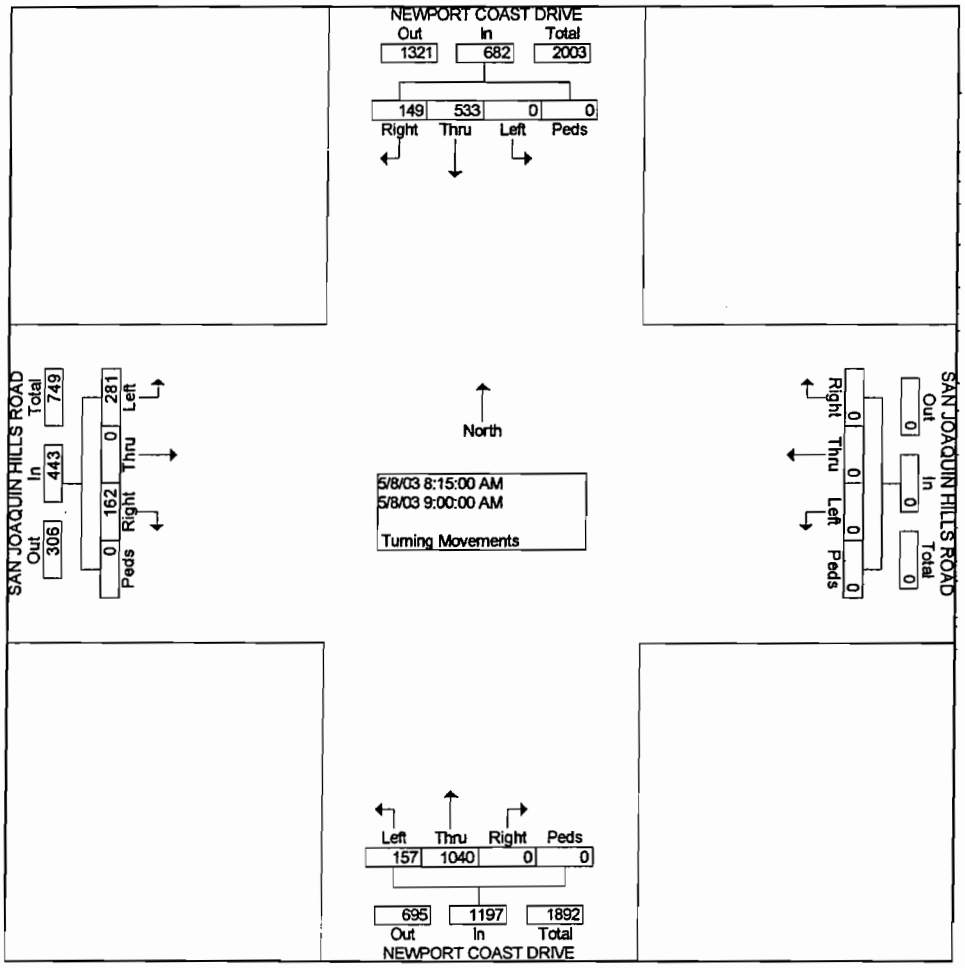
Groups Printed- Turning Movements

	NEWPORT COAST DRIVE Southbound				SAN JOAQUIN HILLS ROAD Westbound				NEWPORT COAST DRIVE Northbound				SAN JOAQUIN HILLS ROAD Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	35	150	0	1	0	0	0	0	0	191	42	0	59	0	66	0	544
07:30 AM	35	132	0	1	0	0	0	0	0	276	42	0	46	0	66	0	598
07:45 AM	44	122	0	0	0	0	0	0	0	287	22	0	42	0	69	0	586
Total	114	404	0	2	0	0	0	0	0	754	106	0	147	0	201	0	1728
08:00 AM	32	103	0	0	0	0	0	0	0	251	35	0	32	0	48	0	501
08:15 AM	25	133	0	0	0	0	0	0	0	251	41	0	47	0	65	0	562
08:30 AM	49	143	0	0	0	0	0	0	0	254	39	0	34	0	77	0	596
08:45 AM	37	129	0	0	0	0	0	0	0	282	42	0	33	0	65	0	588
Total	143	508	0	0	0	0	0	0	0	1038	157	0	146	0	255	0	2247
09:00 AM	38	128	0	0	0	0	0	0	0	253	35	0	48	0	74	0	576
*** BREAK ***																	
Total	38	128	0	0	0	0	0	0	0	253	35	0	48	0	74	0	576
*** BREAK ***																	
11:30 AM	31	121	0	0	0	0	0	0	0	118	41	0	33	0	36	0	380
11:45 AM	26	127	0	0	0	0	0	0	0	130	36	0	39	0	30	0	388
Total	57	248	0	0	0	0	0	0	0	248	77	0	72	0	66	0	768
12:00 PM	33	87	0	0	0	0	0	0	0	121	34	0	29	0	38	0	342
12:15 PM	35	127	0	0	0	0	0	0	0	118	39	0	34	0	47	0	400
12:30 PM	45	111	0	0	0	0	0	0	0	128	40	0	40	0	48	0	412
12:45 PM	37	121	0	0	0	0	0	0	0	141	44	0	35	0	46	0	424
Total	150	446	0	0	0	0	0	0	0	508	157	0	138	0	179	0	1578
01:00 PM	27	90	0	0	0	0	0	0	0	101	27	0	41	0	36	0	322
01:15 PM	11	76	0	1	0	0	0	0	0	94	32	0	26	0	35	0	275
*** BREAK ***																	
Total	38	166	0	1	0	0	0	0	0	195	59	0	67	0	71	0	597
*** BREAK ***																	
03:30 PM	38	157	0	0	0	0	0	0	0	201	47	0	47	0	54	0	544
03:45 PM	44	139	0	0	0	0	0	0	0	202	51	0	25	0	55	2	518
Total	82	296	0	0	0	0	0	0	0	403	98	0	72	0	109	2	1062
04:00 PM	45	161	0	0	0	0	0	0	0	158	44	0	69	0	51	1	529
04:15 PM	34	140	0	0	0	0	0	0	0	128	36	0	65	0	67	0	470
04:30 PM	42	164	0	0	0	0	0	0	0	136	46	0	70	0	59	1	518
04:45 PM	43	144	0	0	0	0	0	0	0	113	37	0	66	0	69	2	474
Total	164	609	0	0	0	0	0	0	0	535	163	0	270	0	246	4	1991
05:00 PM	72	141	0	0	0	0	0	0	0	160	48	0	66	0	69	0	556
05:15 PM	83	194	0	0	0	0	0	0	0	112	42	0	60	0	64	0	555
05:30 PM	90	188	0	2	0	0	0	0	0	135	35	0	62	0	66	0	578
05:45 PM	70	160	0	1	0	0	0	0	0	124	44	0	72	0	59	3	533
Total	315	683	0	3	0	0	0	0	0	531	169	0	260	0	258	3	2222
06:00 PM	54	212	0	0	0	0	0	0	0	104	42	0	55	0	44	2	513
06:15 PM	41	119	0	0	0	0	0	0	0	71	35	0	35	0	49	1	351
Grand Total	1196	3819	0	6	0	0	0	0	0	4640	1098	0	1310	0	1552	12	13633
Apprch %	23.8	76.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	80.9	19.1	0.0	45.6	0.0	54.0	0.4	
Total %	8.8	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	34.0	8.1	0.0	9.6	0.0	11.4	0.1	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304017
Site Code : 00000978
Start Date : 05/08/2003
Page No : 2

	NEWPORT COAST DRIVE Southbound					SAN JOAQUIN HILLS ROAD Westbound					NEWPORT COAST DRIVE Northbound					SAN JOAQUIN HILLS ROAD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	08:15 AM																				
Volume	149	533	0	0	682	0	0	0	0	0	0	1040	157	0	1197	162	0	281	0	443	2322
Percent	21.8	78.2	0.0	0.0		0.0	0.0	0.0	0.0		0.0	86.9	13.1	0.0		36.6	0.0	63.4	0.0		
08:30 Volume	49	143	0	0	192	0	0	0	0	0	0	254	39	0	293	34	0	77	0	111	596
Peak Factor																					0.974
High Int.	08:30 AM					7:00:00 AM					08:45 AM					09:00 AM					
Volume	49	143	0	0	192	0	0	0	0	0	0	282	42	0	324	48	0	74	0	122	
Peak Factor					0.888										0.924					0.908	



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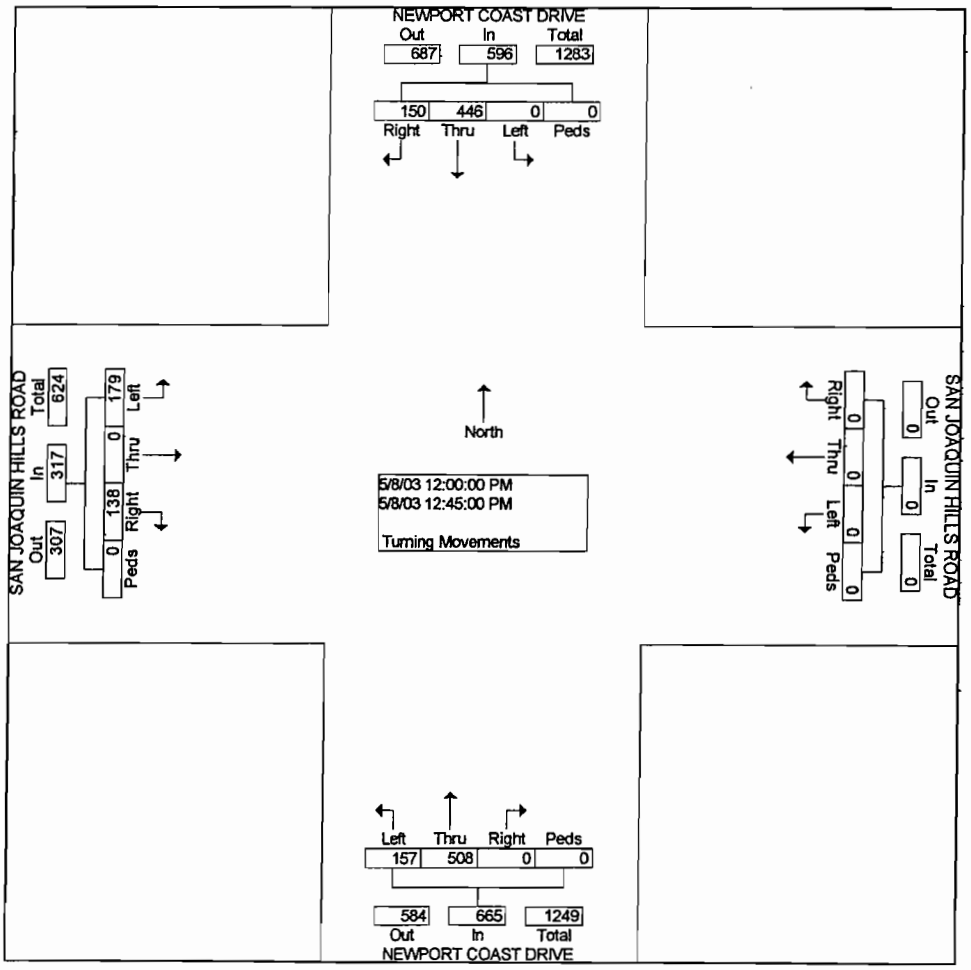
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304017
Site Code : 00000978
Start Date : 05/08/2003
Page No : 3

	NEWPORT COAST DRIVE Southbound					SAN JOAQUIN HILLS ROAD Westbound					NEWPORT COAST DRIVE Northbound					SAN JOAQUIN HILLS ROAD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Intersection	12:00 PM																				
Volume	150	446	0	0	596	0	0	0	0	0	0	508	157	0	665	138	0	179	0	317	1578
Percent	25.2	74.8	0.0	0.0		0.0	0.0	0.0	0.0		0.0	76.4	23.6	0.0		43.5	0.0	56.5	0.0		
12:45 Volume	37	121	0	0	158	0	0	0	0	0	0	141	44	0	185	35	0	46	0	81	424
Peak Factor																					0.930
High Int.	12:15 PM										12:45 PM					12:30 PM					
Volume	35	127	0	0	162	0	0	0	0	0	0	141	44	0	185	40	0	48	0	88	
Peak Factor					0.920										0.899					0.901	



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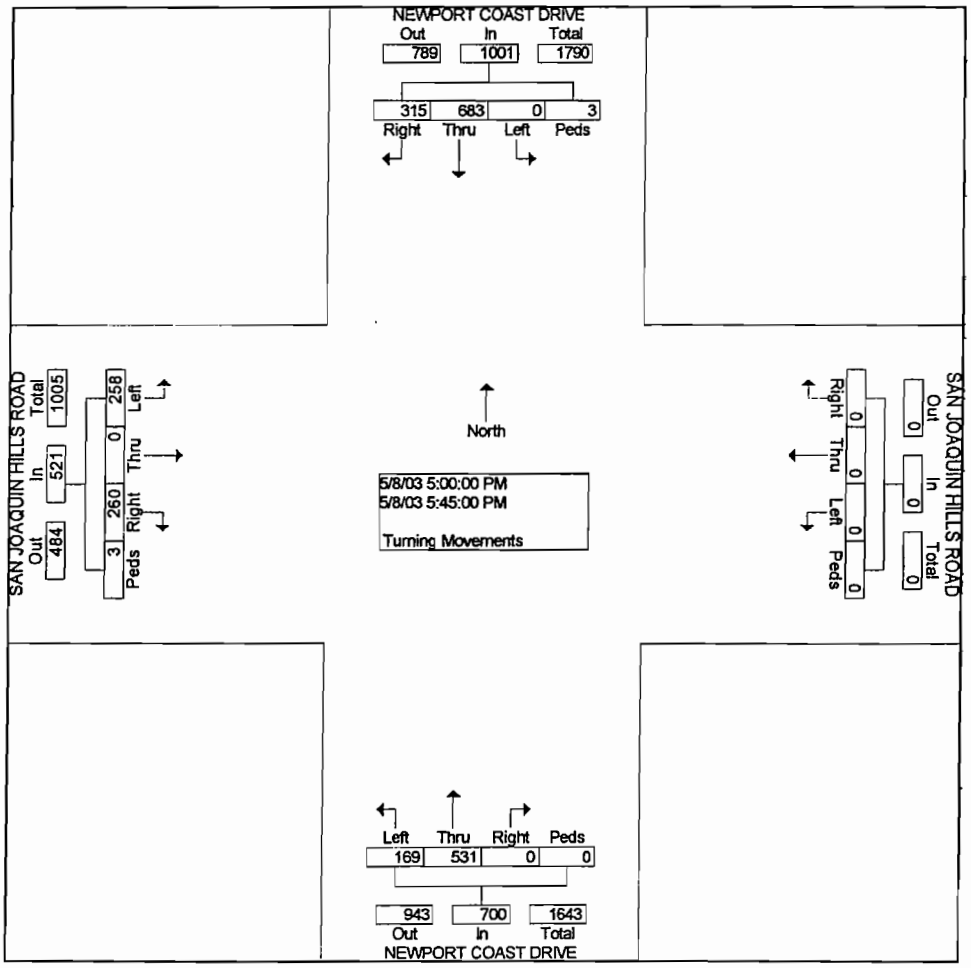
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304017
Site Code : 00000978
Start Date : 05/08/2003
Page No : 4

	NEWPORT COAST DRIVE Southbound					SAN JOAQUIN HILLS ROAD Westbound					NEWPORT COAST DRIVE Northbound					SAN JOAQUIN HILLS ROAD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	315	683	0	3	1001	0	0	0	0	0	0	531	169	0	700	260	0	258	3	521	2222
Percent	31.5	68.2	0.0	0.3		0.0	0.0	0.0	0.0		0.0	75.9	24.1	0.0		49.9	0.0	49.5	0.6		
05:30 Volume	90	188	0	2	280	0	0	0	0	0	0	135	35	0	170	62	0	66	0	128	578
Peak Factor																					0.961
High Int.	05:30 PM										05:00 PM					05:00 PM					
Volume	90	188	0	2	280	0	0	0	0	0	0	160	48	0	208	66	0	69	0	135	
Peak Factor					0.894										0.841					0.965	



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Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: BIRCH STREET
E-W Direction: MESA DRIVE

File Name : H0304032
Site Code : 00000921
Start Date : 04/09/2003
Page No : 1

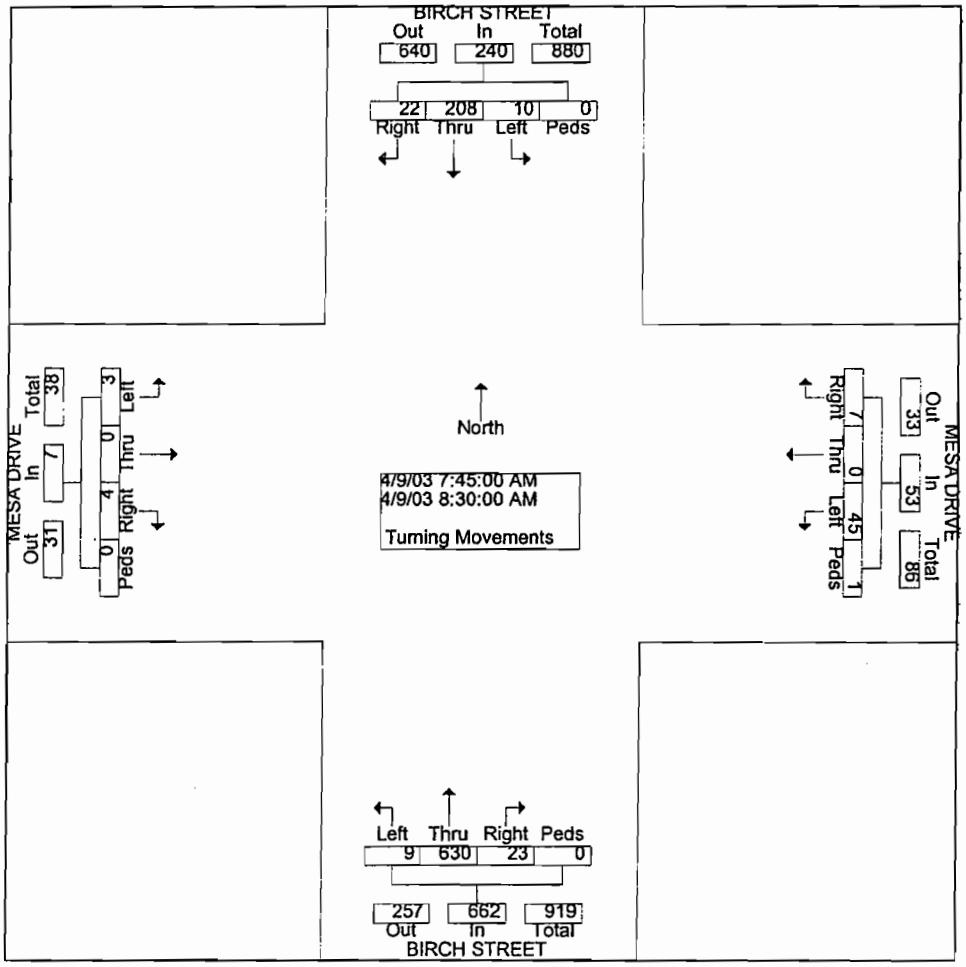
Groups Printed- Turning Movements

	BIRCH STREET Southbound				MESA DRIVE Westbound				BIRCH STREET Northbound				MESA DRIVE Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	1	30	1	0	3	0	6	0	5	65	1	0	0	0	1	0	113
07:30 AM	1	46	1	0	1	0	10	0	4	115	1	0	0	0	0	0	179
07:45 AM	3	57	1	0	2	0	20	0	4	156	3	0	0	0	1	0	247
Total	5	133	3	0	6	0	36	0	13	336	5	0	0	0	2	0	539
08:00 AM	7	69	1	0	3	0	14	1	7	157	3	0	2	0	0	0	264
08:15 AM	9	44	3	0	1	0	5	0	9	162	2	0	1	0	1	0	237
08:30 AM	3	38	5	0	1	0	6	0	3	155	1	0	1	0	1	0	214
08:45 AM	5	43	1	0	2	0	7	0	7	116	2	0	0	0	1	0	184
Total	24	194	10	0	7	0	32	1	26	590	8	0	4	0	3	0	899
09:00 AM	5	74	2	0	3	0	12	0	9	69	0	0	1	0	0	0	175
*** BREAK ***																	
Total	5	74	2	0	3	0	12	0	9	69	0	0	1	0	0	0	175
*** BREAK ***																	
03:30 PM	1	62	4	2	0	0	8	2	7	59	0	0	3	0	4	2	154
03:45 PM	3	80	1	0	2	0	11	0	14	52	0	0	0	0	1	0	164
Total	4	142	5	2	2	0	19	2	21	111	0	0	3	0	5	2	318
04:00 PM	0	94	5	0	3	0	7	0	18	35	1	0	0	0	3	0	166
04:15 PM	7	119	4	0	2	0	14	0	11	52	0	0	1	0	3	0	213
04:30 PM	0	121	4	0	4	0	5	0	8	52	0	0	3	0	2	1	200
04:45 PM	0	164	3	0	1	0	13	0	11	45	0	0	3	0	0	0	240
Total	7	498	16	0	10	0	39	0	48	184	1	0	7	0	8	1	819
05:00 PM	0	194	3	0	0	0	14	0	9	71	1	0	2	2	6	0	302
05:15 PM	0	180	4	0	1	0	16	0	12	89	0	0	6	0	5	0	313
05:30 PM	2	182	2	0	1	0	9	0	17	73	0	0	8	0	8	0	302
05:45 PM	0	198	3	0	5	0	13	0	8	77	0	0	1	0	4	0	309
Total	2	754	12	0	7	0	52	0	46	310	1	0	17	2	23	0	1226
06:00 PM	1	122	3	0	0	0	4	0	12	58	0	0	3	0	8	1	212
06:15 PM	0	113	3	0	2	0	7	0	4	48	0	0	2	0	3	0	182
Grand Total	48	2030	54	2	37	0	201	3	179	1706	15	0	37	2	52	4	4370
Apprch %	2.2	95.1	2.5	0.1	15.4	0.0	83.4	1.2	9.4	89.8	0.8	0.0	38.9	2.1	54.7	4.2	
Total %	1.1	46.5	1.2	0.0	0.8	0.0	4.6	0.1	4.1	39.0	0.3	0.0	0.8	0.0	1.2	0.1	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304032
Site Code : 00000921
Start Date : 04/09/2003
Page No : 2

	BIRCH STREET Southbound					MESA DRIVE Westbound					BIRCH STREET Northbound					MESA DRIVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	22	208	10	0	240	7	0	45	1	53	23	630	9	0	662	4	0	3	0	7	962
Percent	9.2	86.7	4.2	0.0		13.2	0.0	84.9	1.9		3.5	95.2	1.4	0.0		57.1	0.0	42.9	0.0		
08:00 Volume	7	69	1	0	77	3	0	14	1	18	7	157	3	0	167	2	0	0	0	2	264
Peak Factor																					0.911
High Int.	08:00 AM					07:45 AM					08:15 AM					08:00 AM					
Volume	7	69	1	0	77	2	0	20	0	22	9	162	2	0	173	2	0	0	0	2	
Peak Factor					0.779					0.602					0.957					0.875	



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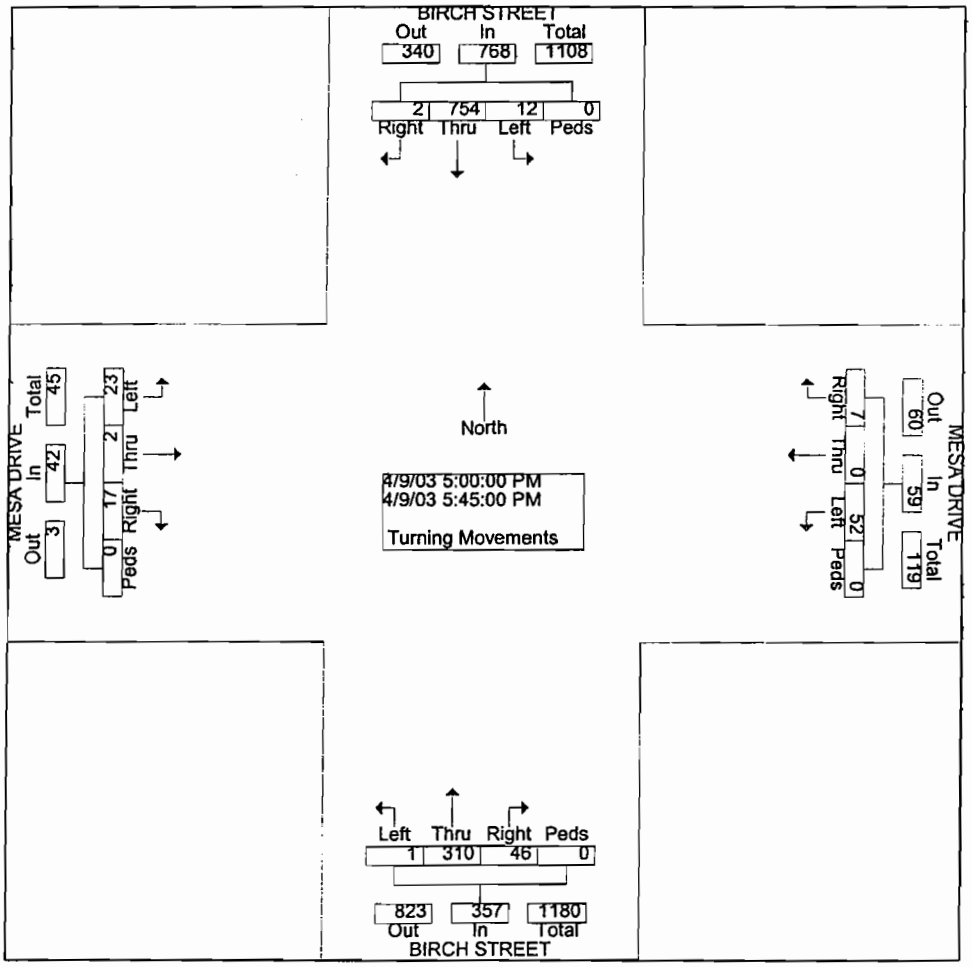
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304032
Site Code : 00000921
Start Date : 04/09/2003
Page No : 3

	BIRCH STREET Southbound					MESA DRIVE Westbound					BIRCH STREET Northbound					MESA DRIVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	2	754	12	0	768	7	0	52	0	59	46	310	1	0	357	17	2	23	0	42	1226
Percent	0.3	98.2	1.6	0.0		11.9	0.0	88.1	0.0		12.9	86.8	0.3	0.0		40.5	4.8	54.8	0.0		
05:15 Volume	0	180	4	0	184	1	0	16	0	17	12	89	0	0	101	6	0	5	0	11	313
Peak Factor																					0.979
High Int.	05:45 PM					05:45 PM					05:15 PM					05:30 PM					
Volume	0	198	3	0	201	5	0	13	0	18	12	89	0	0	101	8	0	8	0	16	
Peak Factor					0.955					0.819					0.884					0.656	



P11

Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City: NEWPORT BEACH
N-S Direction: SR-73 SB RAMP
E-W Direction: BONITA CANYON

File Name : h0303077
Site Code : 00000922
Start Date : 03/25/2003
Page No : 1

Groups Printed- Turning Movements

	SR-73 SB RAMPS Southbound				BONITA CANYON Westbound				SR-73 SB RAMPS Northbound				BONITA CANYON Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	0	0	0	0	0	208	2	1	29	0	0	0	29	143	0	0	412
07:30 AM	0	0	0	0	0	233	2	0	41	0	0	1	25	139	0	1	442
07:45 AM	0	0	0	0	0	288	4	0	61	0	4	0	26	144	0	10	537
Total	0	0	0	0	0	729	8	1	131	0	4	1	80	426	0	11	1391
08:00 AM	0	0	0	0	0	231	1	0	19	0	5	0	53	128	0	1	438
08:15 AM	0	0	0	0	0	284	10	1	31	0	8	2	37	107	0	0	480
08:30 AM	0	0	0	0	0	276	4	1	36	0	29	0	27	102	0	0	475
08:45 AM	0	0	0	0	0	269	10	0	32	0	0	0	23	99	0	0	433
Total	0	0	0	0	0	1060	25	2	118	0	42	2	140	436	0	1	1826
09:00 AM	0	0	0	0	0	251	9	0	12	0	8	0	25	71	0	0	376
*** BREAK ***																	
Total	0	0	0	0	0	251	9	0	12	0	8	0	25	71	0	0	376
*** BREAK ***																	
03:30 PM	0	0	0	0	0	235	14	0	11	0	14	0	41	132	0	0	447
03:45 PM	0	0	0	0	0	201	8	0	18	0	11	0	31	137	0	0	406
Total	0	0	0	0	0	436	22	0	29	0	25	0	72	269	0	0	853
04:00 PM	0	0	0	0	0	147	14	0	6	0	11	0	47	110	0	1	336
04:15 PM	0	0	0	0	0	142	10	0	2	0	9	0	44	149	0	0	356
04:30 PM	0	0	0	0	0	152	11	0	10	0	18	0	49	131	0	0	371
04:45 PM	0	0	0	0	0	173	9	0	6	0	8	1	57	168	0	0	422
Total	0	0	0	0	0	614	44	0	24	0	46	1	197	558	0	1	1485
05:00 PM	0	0	0	0	0	166	6	0	9	0	8	0	85	136	0	0	410
05:15 PM	0	0	0	0	0	157	5	0	6	0	8	0	89	129	0	0	394
05:30 PM	0	0	0	0	0	163	22	0	6	0	23	0	77	168	0	0	459
05:45 PM	0	0	0	0	0	132	28	0	23	0	5	0	91	141	0	0	420
Total	0	0	0	0	0	618	61	0	44	0	44	0	342	574	0	0	1683
06:00 PM	0	0	0	0	0	124	17	0	6	0	19	0	74	140	0	0	380
06:15 PM	0	0	0	0	0	117	7	0	9	0	14	0	52	157	0	0	356
Grand Total	0	0	0	0	0	3949	193	3	373	0	202	4	982	2631	0	13	8350
Apprch %	0.0	0.0	0.0	0.0	0.0	95.3	4.7	0.1	64.4	0.0	34.9	0.7	27.1	72.6	0.0	0.4	
Total %	0.0	0.0	0.0	0.0	0.0	47.3	2.3	0.0	4.5	0.0	2.4	0.0	11.8	31.5	0.0	0.2	

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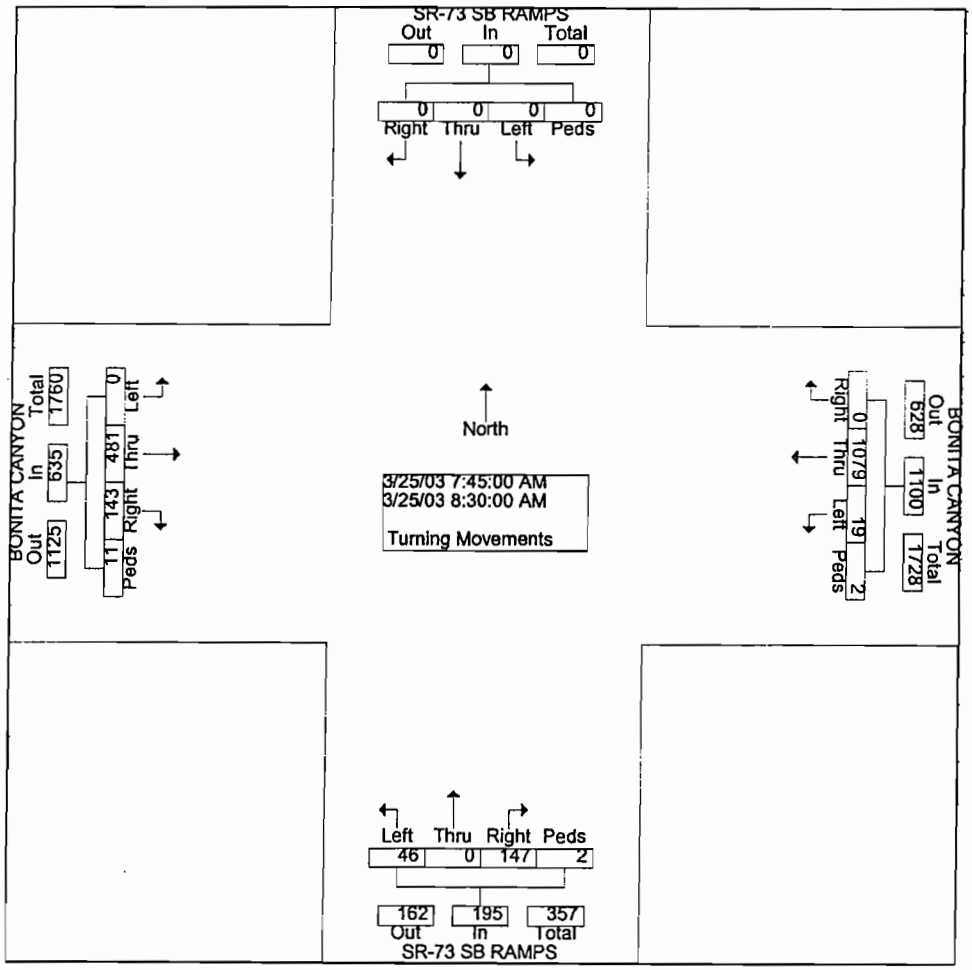
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : h0303077
Site Code : 00000922
Start Date : 03/25/2003
Page No : 2

	SR-73 SB RAMPS Southbound					BONITA CANYON Westbound					SR-73 SB RAMPS Northbound					BONITA CANYON Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	0	0	0	0	0	0	1079	19	2	1100	147	0	46	2	195	143	481	0	11	635	1930
Percent	0.0	0.0	0.0	0.0		0.0	98.1	1.7	0.2		75.4	0.0	23.6	1.0		22.5	75.7	0.0	1.7		
07:45 Volume	0	0	0	0	0	0	288	4	0	292	61	0	4	0	65	26	144	0	10	180	537
Peak Factor																					0.899
High Int.	7:00:00 AM					08:15 AM					07:45 AM					08:00 AM					
Volume	0	0	0	0	0	0	284	10	1	295	61	0	4	0	65	53	128	0	1	182	
Peak Factor										0.932					0.750					0.872	

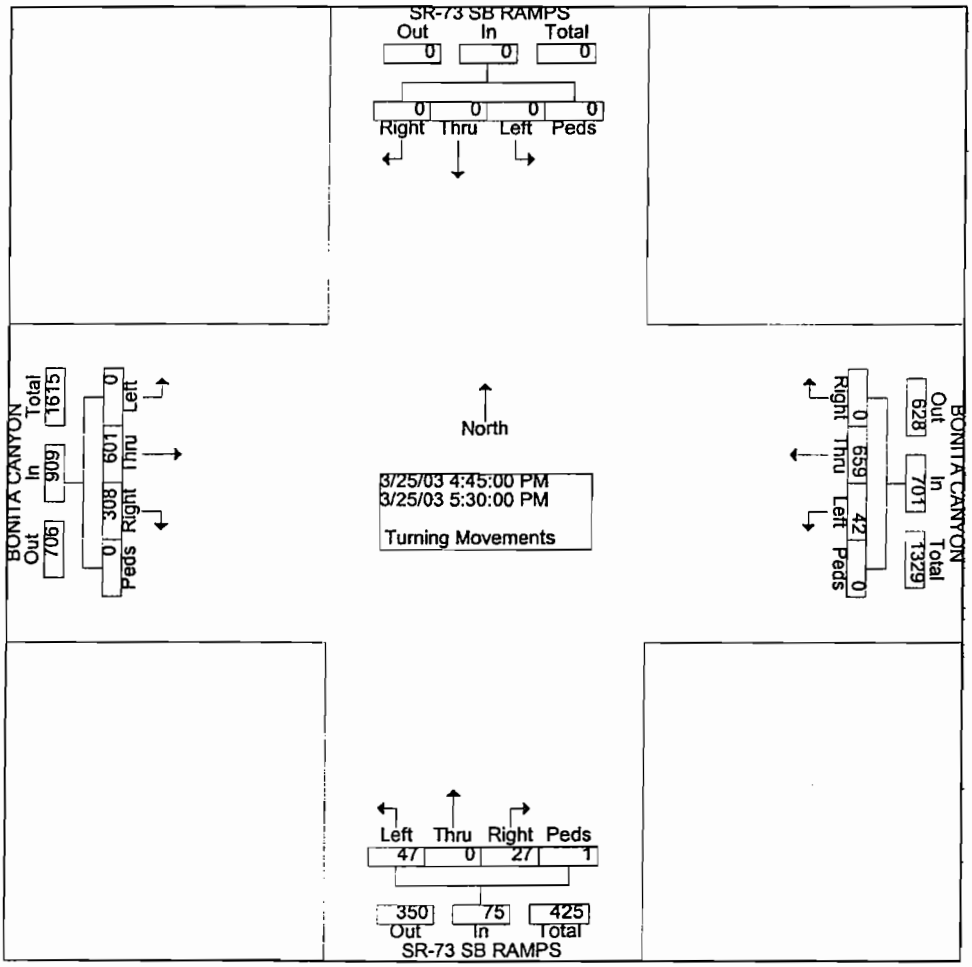


P13

Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : h0303077
Site Code : 00000922
Start Date : 03/25/2003
Page No : 3

	SR-73 SB RAMPS Southbound					BONITA CANYON Westbound					SR-73 SB RAMPS Northbound					BONITA CANYON Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	0	0	0	0	0	0	659	42	0	701	27	0	47	1	75	308	601	0	0	909	1685
Percent	0.0	0.0	0.0	0.0		0.0	94.0	6.0	0.0		36.0	0.0	62.7	1.3		33.9	66.1	0.0	0.0		
05:30 Volume	0	0	0	0	0	0	163	22	0	185	6	0	23	0	29	77	168	0	0	245	459
Peak Factor																					0.918
High Int.						05:30 PM					05:30 PM					05:30 PM					
Volume	0	0	0	0	0	0	163	22	0	185	6	0	23	0	29	77	168	0	0	245	
Peak Factor										0.947					0.647					0.928	



P14

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: IRVINE AVENUE
/V Direction: BRISTOL STREET (S)

File Name : H0304027
Site Code : 00000919
Start Date : 04/30/2003
Page No : 1

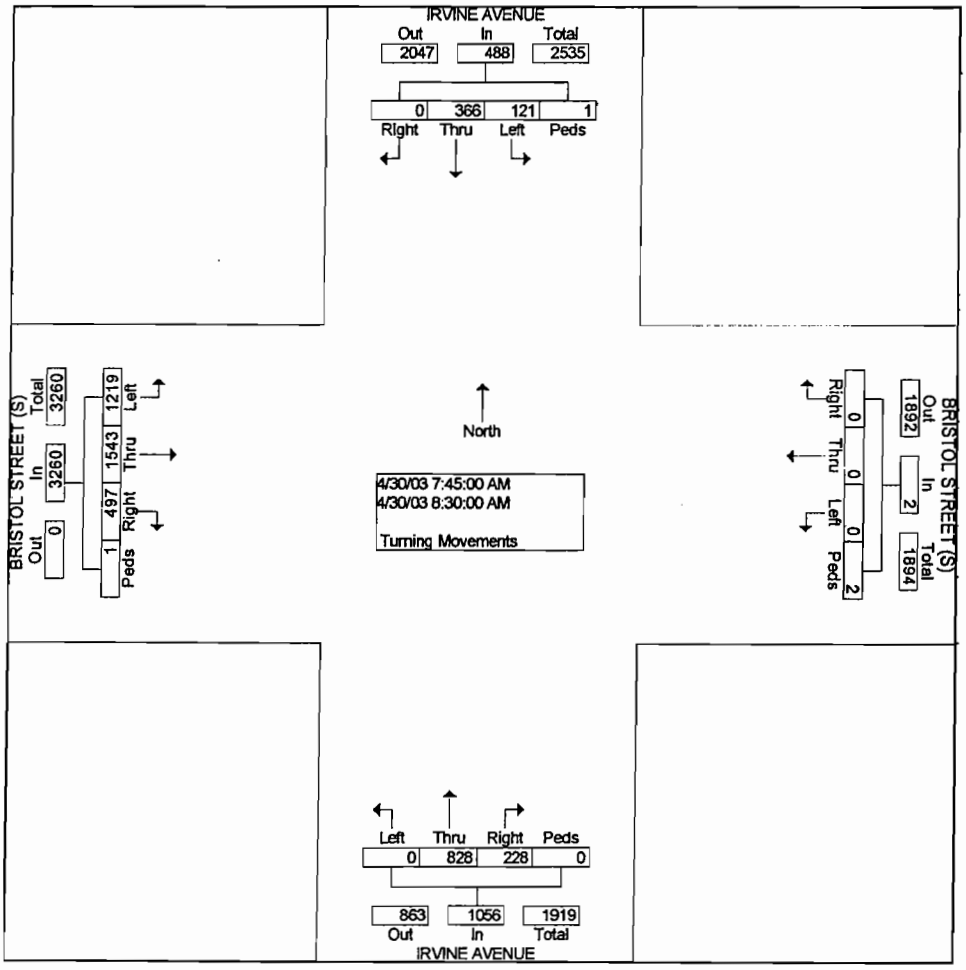
Groups Printed- Turning Movements

	IRVINE AVENUE Southbound				BRISTOL STREET (S) Westbound				IRVINE AVENUE Northbound				BRISTOL STREET (S) Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	0	58	25	0	0	0	0	0	28	192	0	0	99	283	235	0	920
07:30 AM	0	71	31	0	0	0	0	0	34	222	0	1	81	323	248	0	1011
07:45 AM	0	76	34	0	0	0	0	0	56	316	0	0	105	406	288	0	1281
Total	0	205	90	0	0	0	0	0	118	730	0	1	285	1012	771	0	3212
08:00 AM	0	100	23	1	0	0	0	1	58	184	0	0	134	415	312	1	1229
08:15 AM	0	97	37	0	0	0	0	1	56	138	0	0	142	386	304	0	1161
08:30 AM	0	93	27	0	0	0	0	0	58	190	0	0	116	336	315	0	1135
08:45 AM	0	86	35	0	0	0	0	0	46	178	0	1	138	304	292	2	1082
Total	0	376	122	1	0	0	0	2	218	690	0	1	530	1441	1223	3	4607
09:00 AM	0	95	31	1	0	0	0	0	39	186	0	1	104	275	235	0	967
*** BREAK ***																	
Total	0	95	31	1	0	0	0	0	39	186	0	1	104	275	235	0	967
*** BREAK ***																	
11:30 AM	0	114	50	0	0	0	0	0	56	176	0	0	111	212	120	0	839
11:45 AM	0	113	43	0	0	0	0	0	73	202	0	1	97	264	174	1	968
Total	0	227	93	0	0	0	0	0	129	378	0	1	208	476	294	1	1807
12:00 PM	0	123	53	0	0	0	0	0	63	180	0	0	116	265	161	0	961
12:15 PM	0	118	72	0	0	0	0	0	78	179	0	1	110	265	172	0	995
12:30 PM	0	125	75	0	0	0	0	1	72	196	0	0	100	293	176	0	1038
12:45 PM	0	119	58	0	0	0	0	0	53	182	0	0	120	327	196	1	1056
Total	0	485	258	0	0	0	0	1	266	737	0	1	446	1150	705	1	4050
01:00 PM	0	126	44	0	0	0	0	0	62	205	0	2	119	340	222	0	1120
01:15 PM	0	118	69	3	0	0	0	0	64	200	0	0	132	316	201	0	1103
*** BREAK ***																	
Total	0	244	113	3	0	0	0	0	126	405	0	2	251	656	423	0	2223
*** BREAK ***																	
03:30 PM	0	116	52	0	0	0	0	1	56	77	0	2	136	211	133	1	785
03:45 PM	0	147	35	0	0	0	0	0	64	49	0	0	121	231	125	0	772
Total	0	263	87	0	0	0	0	1	120	126	0	2	257	442	258	1	1557
04:00 PM	0	103	47	0	0	0	0	3	55	42	0	0	108	243	132	0	733
04:15 PM	0	157	71	1	0	0	0	0	49	48	0	1	117	225	137	0	806
04:30 PM	0	135	41	0	0	0	0	0	57	57	0	0	100	220	134	0	744
04:45 PM	0	196	36	2	0	0	0	0	61	58	0	0	124	275	106	0	858
Total	0	591	195	3	0	0	0	3	222	205	0	1	449	963	509	0	3141
05:00 PM	0	250	49	0	0	0	0	2	64	105	0	0	129	255	124	0	978
05:15 PM	0	225	41	0	0	0	0	0	68	115	0	0	110	269	123	0	951
05:30 PM	0	254	56	1	0	0	0	1	50	113	0	0	113	283	113	0	984
05:45 PM	0	235	41	0	0	0	0	3	59	90	0	0	125	250	159	1	963
Total	0	964	187	1	0	0	0	6	241	423	0	0	477	1057	519	1	3876
06:00 PM	0	240	59	0	0	0	0	0	57	96	0	1	124	230	127	0	934
06:15 PM	0	205	63	0	0	0	0	0	57	102	0	1	94	184	97	0	803
Grand Total	0	3895	1298	9	0	0	0	13	1593	4078	0	12	3225	7886	5161	7	27177
Apprch %	0.0	74.9	25.0	0.2	0.0	0.0	0.0	100.0	28.0	71.8	0.0	0.2	19.8	48.4	31.7	0.0	
Total %	0.0	14.3	4.8	0.0	0.0	0.0	0.0	0.0	5.9	15.0	0.0	0.0	11.9	29.0	19.0	0.0	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304027
Site Code : 00000919
Start Date : 04/30/2003
Page No : 2

	IRVINE AVENUE Southbound					BRISTOL STREET (S) Westbound					IRVINE AVENUE Northbound					BRISTOL STREET (S) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	0	366	121	1	488	0	0	0	2	2	228	828	0	0	1056	497	1543	1219	1	3260	4806
Percent	0.0	75.0	24.8	0.2		0.0	0.0	0.0	100.0		21.6	78.4	0.0	0.0		15.2	47.3	37.4	0.0		
07:45 Volume	0	76	34	0	110	0	0	0	0	0	56	316	0	0	372	105	406	288	0	799	1281
Peak Factor																					0.938
High Int.	08:15 AM					08:00 AM					07:45 AM					08:00 AM					
Volume	0	97	37	0	134	0	0	0	1	1	56	316	0	0	372	134	415	312	1	862	
Peak Factor					0.910					0.500					0.710					0.945	



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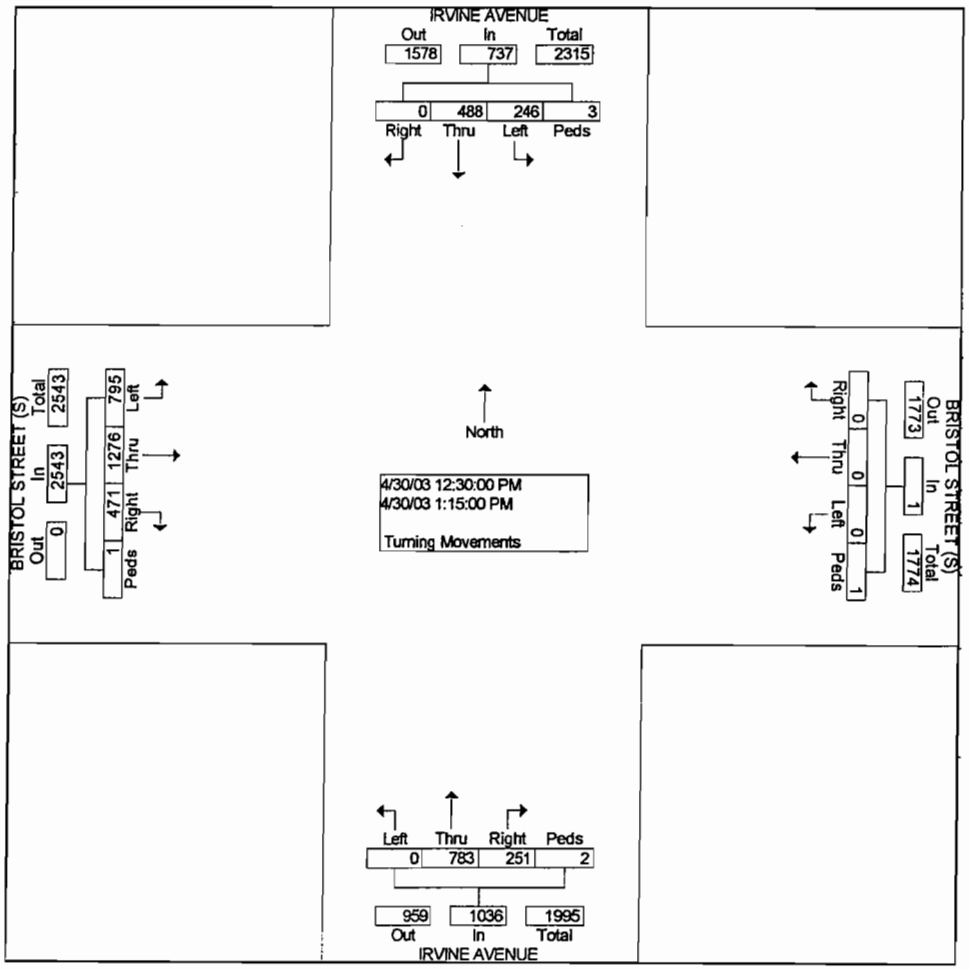
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304027
Site Code : 00000919
Start Date : 04/30/2003
Page No : 3

	IRVINE AVENUE Southbound					BRISTOL STREET (S) Westbound					IRVINE AVENUE Northbound					BRISTOL STREET (S) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Intersection	12:30 PM																				
Volume	0	488	246	3	737	0	0	0	1	1	251	783	0	2	1036	471	1276	795	1	2543	4317
Percent	0.0	66.2	33.4	0.4		0.0	0.0	0.0	100.0		24.2	75.6	0.0	0.2		18.5	50.2	31.3	0.0		
01:00 Volume	0	126	44	0	170	0	0	0	0	0	62	205	0	2	269	119	340	222	0	681	1120
Peak Factor																					0.964
High Int.	12:30 PM					12:30 PM					01:00 PM					01:00 PM					
Volume	0	125	75	0	200	0	0	0	1	1	62	205	0	2	269	119	340	222	0	681	
Peak Factor					0.921					0.250					0.963					0.934	



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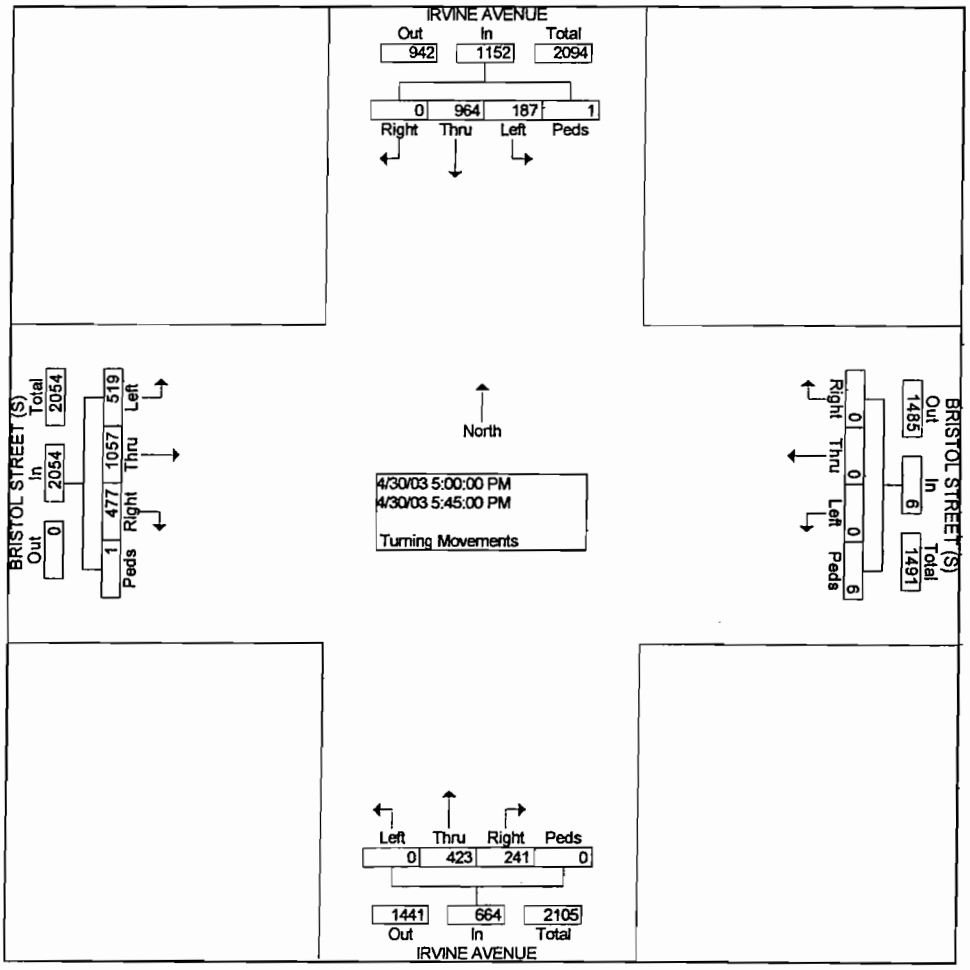
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304027
Site Code : 00000919
Start Date : 04/30/2003
Page No : 4

	IRVINE AVENUE Southbound					BRISTOL STREET (S) Westbound					IRVINE AVENUE Northbound					BRISTOL STREET (S) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	0	964	187	1	1152	0	0	0	6	6	241	423	0	0	664	477	1057	519	1	2054	3876
Percent	0.0	83.7	16.2	0.1		0.0	0.0	0.0	100.0		36.3	63.7	0.0	0.0		23.2	51.5	25.3	0.0		
05:30 Volume	0	254	56	1	311	0	0	0	1	1	50	113	0	0	163	113	283	113	0	509	984
Peak Factor																					0.985
High Int.	05:30 PM					05:45 PM					05:15 PM					05:45 PM					
Volume	0	254	56	1	311	0	0	0	3	3	68	115	0	0	183	125	250	159	1	535	
Peak Factor					0.926					0.500					0.907					0.960	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
S Direction: BIRCH STREET
E-W Direction: BRISTOL STREET (S)

File Name : H0304034
Site Code : 00000979
Start Date : 05/07/2003
Page No : 1

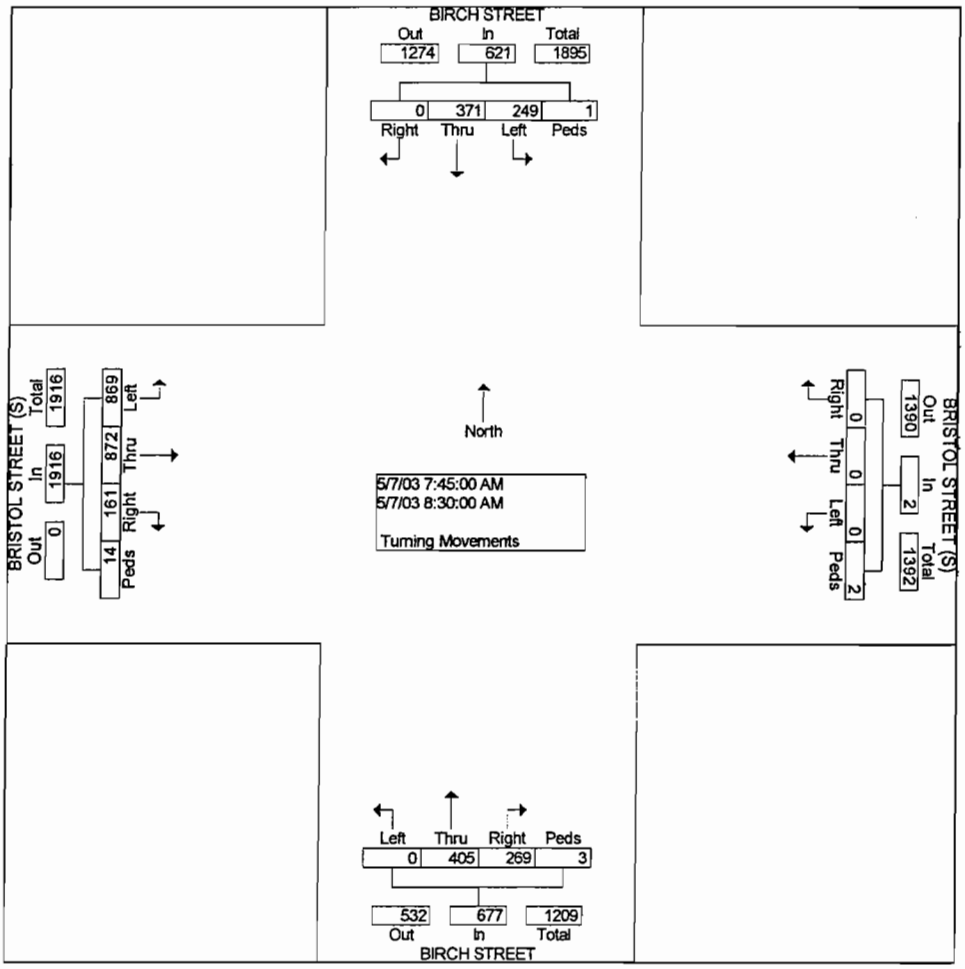
Groups Printed- Turning Movements

	BIRCH STREET Southbound				BRISTOL STREET (S) Westbound				BIRCH STREET Northbound				BRISTOL STREET (S) Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	0	58	22	1	0	0	0	1	40	12	0	1	23	167	126	5	456
07:30 AM	0	62	40	0	0	0	0	1	75	24	0	2	33	198	175	6	616
07:45 AM	0	89	67	0	0	0	0	2	87	114	0	1	22	256	230	3	871
Total	0	209	129	1	0	0	0	4	202	150	0	4	78	621	531	14	1943
08:00 AM	0	87	55	0	0	0	0	0	72	104	0	0	38	219	213	6	794
08:15 AM	0	92	60	0	0	0	0	0	57	112	0	1	50	208	232	3	815
08:30 AM	0	103	67	1	0	0	0	0	53	75	0	1	51	189	194	2	736
08:45 AM	0	112	52	0	0	0	0	1	53	67	0	4	47	196	184	1	717
Total	0	394	234	1	0	0	0	1	235	358	0	6	186	812	823	12	3062
09:00 AM	0	94	61	0	0	0	0	0	51	74	0	1	32	139	145	0	597
*** BREAK ***																	
Total	0	94	61	0	0	0	0	0	51	74	0	1	32	139	145	0	597
*** BREAK ***																	
11:30 AM	0	81	100	0	0	0	0	2	39	54	0	2	34	217	81	1	611
11:45 AM	0	101	107	0	0	0	0	0	52	74	0	2	40	244	105	1	726
Total	0	182	207	0	0	0	0	2	91	128	0	4	74	461	186	2	1337
12:00 PM	0	152	160	0	0	0	0	1	59	69	0	4	48	226	105	0	824
12:15 PM	0	107	118	0	0	0	0	1	63	73	0	1	47	258	127	0	795
12:30 PM	0	125	120	0	0	0	0	1	64	68	0	4	22	301	125	3	833
12:45 PM	0	121	117	1	0	0	0	5	68	104	0	2	58	325	142	3	946
Total	0	505	515	1	0	0	0	8	254	314	0	11	175	1110	499	6	3398
01:00 PM	0	99	117	0	0	0	0	0	61	70	0	2	39	256	164	3	811
01:15 PM	0	102	100	0	0	0	0	3	61	88	0	4	42	273	147	5	825
*** BREAK ***																	
Total	0	201	217	0	0	0	0	3	122	158	0	6	81	529	311	8	1636
*** BREAK ***																	
03:30 PM	0	88	57	1	0	0	0	1	31	54	0	1	23	268	64	2	590
03:45 PM	0	95	41	0	0	0	0	1	49	31	0	2	19	214	60	2	514
Total	0	183	98	1	0	0	0	2	80	85	0	3	42	482	124	4	1104
04:00 PM	0	117	64	0	0	0	0	5	42	45	0	1	30	243	68	3	618
04:15 PM	0	128	86	0	0	0	0	1	53	55	0	0	19	236	67	1	646
04:30 PM	0	140	78	0	0	0	0	0	54	56	0	1	34	249	75	1	688
04:45 PM	0	152	67	0	0	0	0	0	63	52	0	2	28	296	48	0	708
Total	0	537	295	0	0	0	0	6	212	208	0	4	111	1024	258	5	2660
05:00 PM	0	203	97	0	0	0	0	4	90	78	0	2	28	254	58	0	814
05:15 PM	0	222	80	0	0	0	0	0	69	69	0	0	29	315	53	2	839
05:30 PM	0	231	86	0	0	0	0	2	82	59	0	1	47	301	58	2	869
05:45 PM	0	180	75	0	0	0	0	1	64	51	0	1	25	310	58	0	765
Total	0	836	338	0	0	0	0	7	305	257	0	4	129	1180	227	4	3287
06:00 PM	0	162	96	0	0	0	0	2	55	62	0	0	26	270	40	0	713
06:15 PM	0	105	52	0	0	0	0	0	50	48	0	1	35	276	31	0	598
Grand Total	0	3408	2242	4	0	0	0	35	1657	1842	0	44	969	6904	3175	55	20335
Apprch %	0.0	60.3	39.7	0.1	0.0	0.0	0.0	100.0	46.8	52.0	0.0	1.2	8.7	62.2	28.6	0.5	
Total %	0.0	16.8	11.0	0.0	0.0	0.0	0.0	0.2	8.1	9.1	0.0	0.2	4.8	34.0	15.6	0.3	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304034
Site Code : 00000979
Start Date : 05/07/2003
Page No : 2

	BIRCH STREET Southbound					BRISTOL STREET (S) Westbound					BIRCH STREET Northbound					BRISTOL STREET (S) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	0	371	249	1	621	0	0	0	2	2	269	405	0	3	677	161	872	869	14	1916	3216
Percent	0.0	59.7	40.1	0.2		0.0	0.0	0.0	100.0		39.7	59.8	0.0	0.4		8.4	45.5	45.4	0.7		
07:45 Volume	0	89	67	0	156	0	0	0	2	2	87	114	0	1	202	22	256	230	3	511	871
Peak Factor																					0.923
High Int.	08:30 AM					07:45 AM					07:45 AM					07:45 AM					
Volume	0	103	67	1	171	0	0	0	2	2	87	114	0	1	202	22	256	230	3	511	
Peak Factor					0.908					0.250					0.838					0.937	



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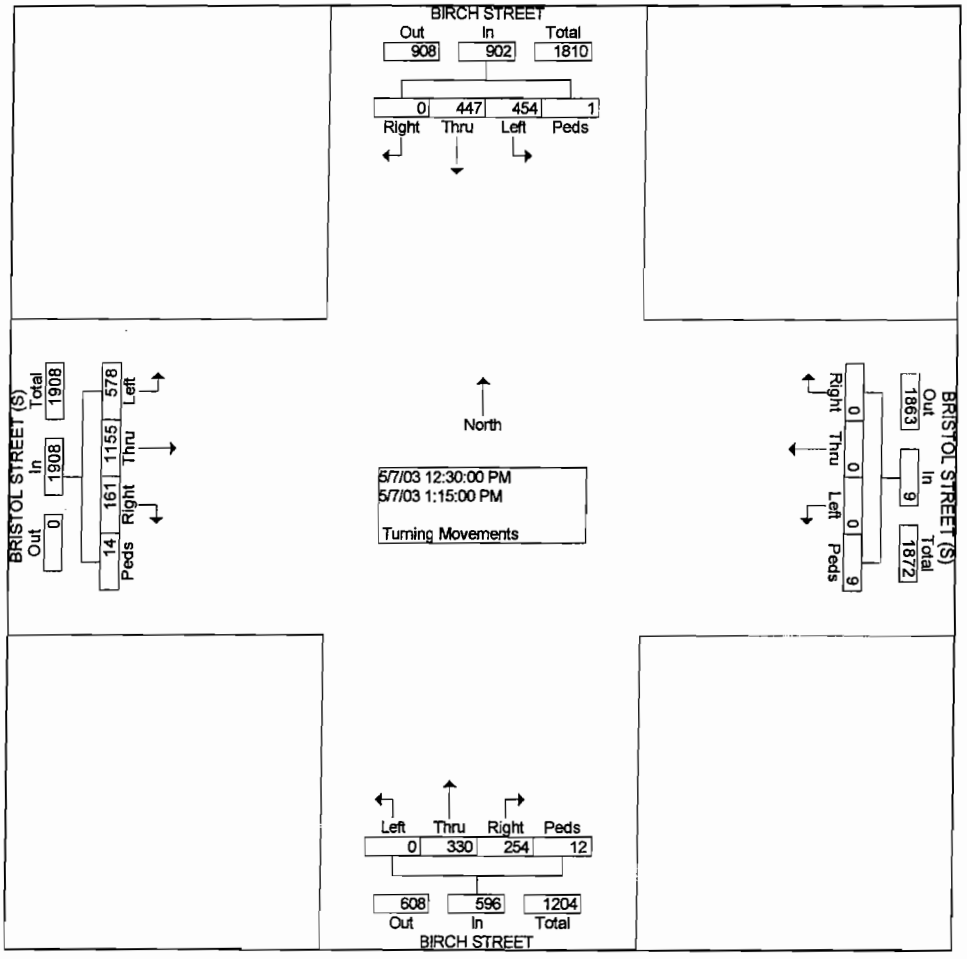
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304034
Site Code : 00000979
Start Date : 05/07/2003
Page No : 3

	BIRCH STREET Southbound					BRISTOL STREET (S) Westbound					BIRCH STREET Northbound					BRISTOL STREET (S) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Intersection	12:30 PM																				
Volume	0	447	454	1	902	0	0	0	9	9	254	330	0	12	596	161	115 5	57 8	14	1908	3415
Percent	0.0	49.6	50.3	0.1		0.0	0.0	0.0	100.0		42.6	55.4	0.0	2.0		8.4	60.5	30.3	0.7		
12:45 Volume	0	121	117	1	239	0	0	0	5	5	68	104	0	2	174	58	325	142	3	528	946
Peak Factor																					0.902
High Int.	12:30 PM					12:45 PM					12:45 PM					12:45 PM					
Volume	0	125	120	0	245	0	0	0	5	5	68	104	0	2	174	58	325	142	3	528	
Peak Factor					0.920					0.450					0.856					0.903	



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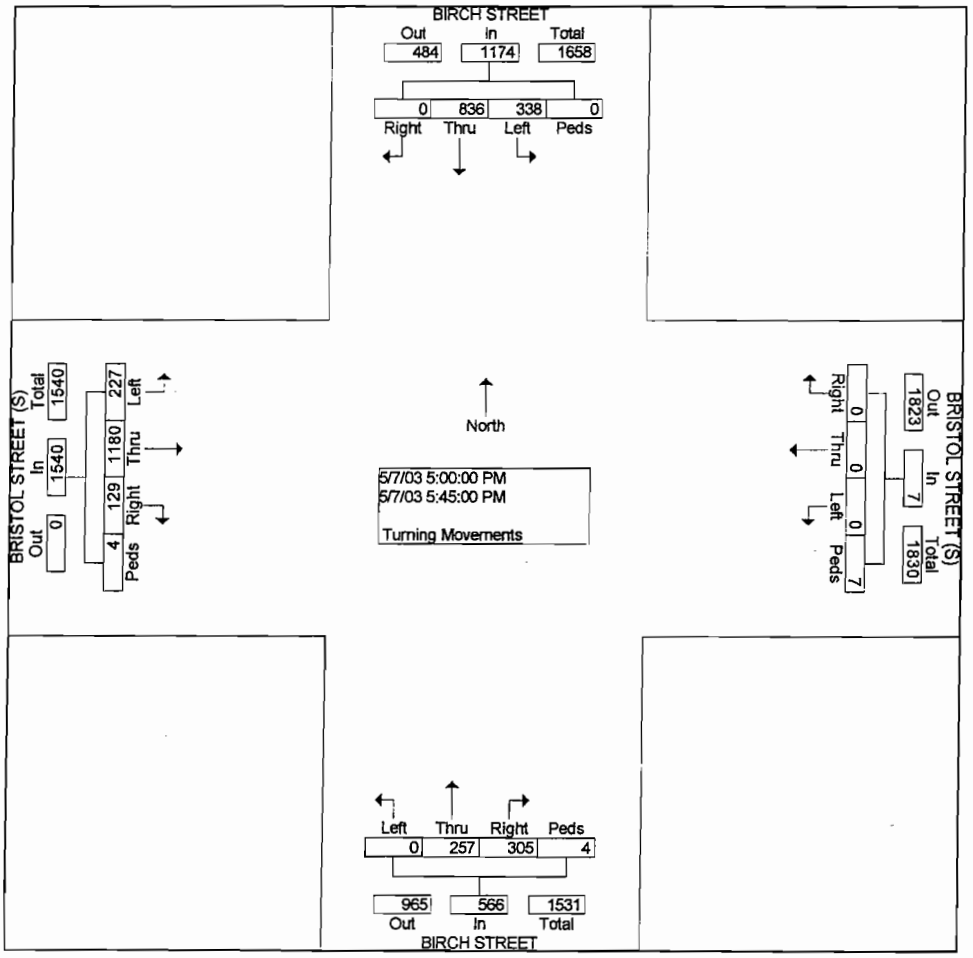
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304034
Site Code : 00000979
Start Date : 05/07/2003
Page No : 4

	BIRCH STREET Southbound					BRISTOL STREET (S) Westbound					BIRCH STREET Northbound					BRISTOL STREET (S) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	0	836	338	0	1174	0	0	0	7	7	305	257	0	4	566	129	1180	227	4	1540	3287
Percent	0.0	71.2	28.8	0.0		0.0	0.0	0.0	100.0		53.9	45.4	0.0	0.7		8.4	76.6	14.7	0.3		
05:30 Volume	0	231	86	0	317	0	0	0	2	2	82	59	0	1	142	47	301	58	2	408	869
Peak Factor																					0.946
High Int.	05:30 PM					05:00 PM					05:00 PM					05:30 PM					
Volume	0	231	86	0	317	0	0	0	4	4	90	78	0	2	170	47	301	58	2	408	
Peak Factor					0.926					0.438					0.832					0.944	



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Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

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

File Name : H0304042
Site Code : 00000923
Start Date : 04/29/2003
Page No : 1

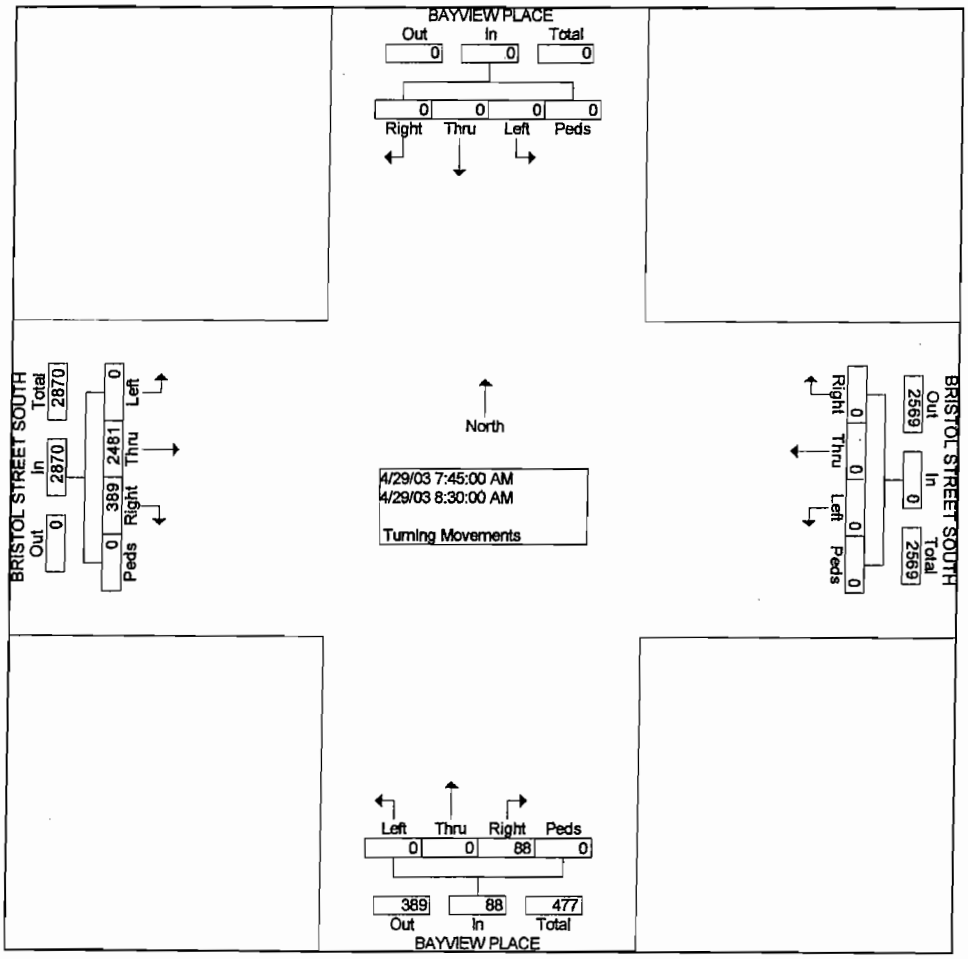
Groups Printed- Turning Movements

	BAYVIEW PLACE Southbound				BRISTOL STREET SOUTH Westbound				BAYVIEW PLACE Northbound				BRISTOL STREET SOUTH Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	0	0	0	0	0	0	0	0	25	0	0	2	102	468	0	0	597
07:30 AM	0	0	0	0	0	0	0	0	22	0	0	1	105	494	0	0	622
07:45 AM	0	0	0	0	0	0	0	0	32	0	0	0	97	562	0	0	691
Total	0	0	0	0	0	0	0	0	79	0	0	3	304	1524	0	0	1910
08:00 AM	0	0	0	0	0	0	0	0	19	0	0	0	103	610	0	0	732
08:15 AM	0	0	0	0	0	0	0	0	14	0	0	0	107	624	0	0	745
08:30 AM	0	0	0	0	0	0	0	0	23	0	0	0	82	685	0	0	790
08:45 AM	0	0	0	0	0	0	0	0	21	0	0	0	56	492	0	0	569
Total	0	0	0	0	0	0	0	0	77	0	0	0	348	2411	0	0	2836
09:00 AM	0	0	0	0	0	0	0	0	25	0	0	0	43	533	0	0	601
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	25	0	0	0	43	533	0	0	601
*** BREAK ***																	
11:30 AM	0	0	0	0	0	0	0	0	53	0	0	0	42	437	0	0	532
11:45 AM	0	0	0	0	0	0	0	0	36	0	0	0	44	395	0	0	475
Total	0	0	0	0	0	0	0	0	89	0	0	0	86	832	0	0	1007
12:00 PM	0	0	0	0	0	0	0	0	37	0	0	0	39	386	0	0	462
12:15 PM	0	0	0	0	0	0	0	0	31	0	0	0	37	406	0	0	474
12:30 PM	0	0	0	0	0	0	0	0	28	0	0	0	31	384	0	0	443
12:45 PM	0	0	0	0	0	0	0	0	24	0	0	0	27	386	0	0	437
Total	0	0	0	0	0	0	0	0	120	0	0	0	134	1562	0	0	1816
01:00 PM	0	0	0	0	0	0	0	0	29	0	0	0	31	409	0	0	469
01:15 PM	0	0	0	0	0	0	0	0	14	0	0	0	36	393	0	0	443
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	43	0	0	0	67	802	0	0	912
*** BREAK ***																	
03:30 PM	0	0	0	0	0	0	0	0	45	0	0	0	25	534	0	0	604
03:45 PM	0	0	0	0	0	0	0	0	26	0	0	0	15	406	0	0	447
Total	0	0	0	0	0	0	0	0	71	0	0	0	40	940	0	0	1051
04:00 PM	0	0	0	0	0	0	0	0	79	0	0	0	21	516	0	0	616
04:15 PM	0	0	0	0	0	0	0	0	67	0	0	0	53	470	0	0	590
04:30 PM	0	0	0	0	0	0	0	0	61	0	0	0	38	425	0	0	524
04:45 PM	0	0	0	0	0	0	0	0	54	0	0	0	29	454	0	0	537
Total	0	0	0	0	0	0	0	0	261	0	0	0	141	1865	0	0	2267
05:00 PM	0	0	0	0	0	0	0	0	116	0	0	0	48	514	0	0	678
05:15 PM	0	0	0	0	0	0	0	0	103	0	0	0	43	548	0	0	694
05:30 PM	0	0	0	0	0	0	0	0	94	0	0	2	36	461	0	0	593
05:45 PM	0	0	0	0	0	0	0	0	96	0	0	1	41	423	0	0	561
Total	0	0	0	0	0	0	0	0	409	0	0	3	168	1946	0	0	2526
06:00 PM	0	0	0	0	0	0	0	0	68	0	0	0	29	406	0	0	503
06:15 PM	0	0	0	0	0	0	0	0	79	0	0	0	37	404	0	0	520
Grand Total	0	0	0	0	0	0	0	0	1321	0	0	6	1397	1322 5	0	0	15949
Apprch %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.5	0.0	0.0	0.5	9.6	90.4	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	0.0	8.8	82.9	0.0	0.0	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304042
Site Code : 00000923
Start Date : 04/29/2003
Page No : 2

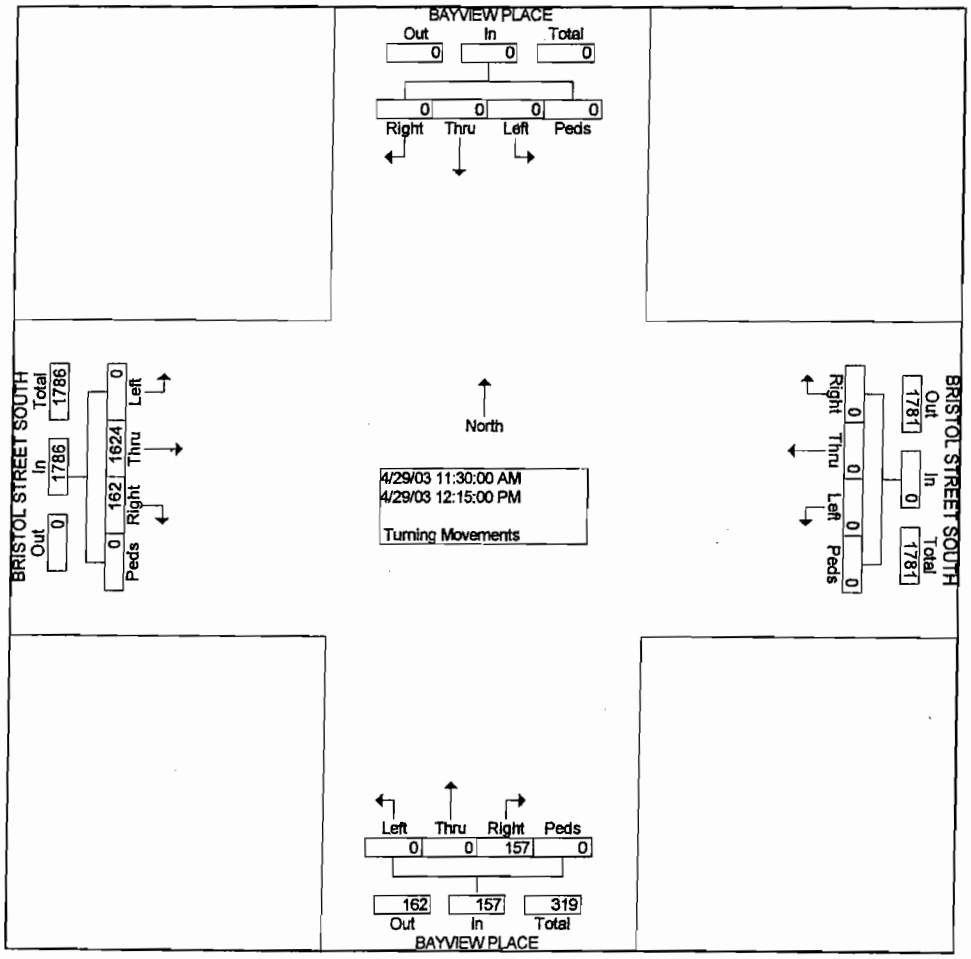
	BAYVIEW PLACE Southbound					BRISTOL STREET SOUTH Westbound					BAYVIEW PLACE Northbound					BRISTOL STREET SOUTH Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	0	0	0	0	0	0	0	0	0	0	88	0	0	0	88	389	2481	0	0	2870	2958
Percent	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		13.6	86.4	0.0	0.0		
08:30 Volume	0	0	0	0	0	0	0	0	0	0	23	0	0	0	23	82	685	0	0	767	790
Peak Factor																					0.936
High Int.	7:00:00 AM					7:00:00 AM					07:45 AM					08:30 AM					
Volume	0	0	0	0	0	0	0	0	0	0	32	0	0	0	32	82	685	0	0	767	
Peak Factor															0.688					0.935	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304042
Site Code : 00000923
Start Date : 04/29/2003
Page No : 3

	BAYVIEW PLACE Southbound					BRISTOL STREET SOUTH Westbound					BAYVIEW PLACE Northbound					BRISTOL STREET SOUTH Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Intersection	11:30 AM																				
Volume	0	0	0	0	0	0	0	0	0	0	157	0	0	0	157	162	1624	0	0	1786	1943
Percent	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		9.1	90.9	0.0	0.0		
11:30 Volume	0	0	0	0	0	0	0	0	0	0	53	0	0	0	53	42	437	0	0	479	532
Peak Factor																					0.913
High Int.											11:30 AM					11:30 AM					
Volume	0	0	0	0	0	0	0	0	0	0	53	0	0	0	53	42	437	0	0	479	
Peak Factor															0.741					0.932	



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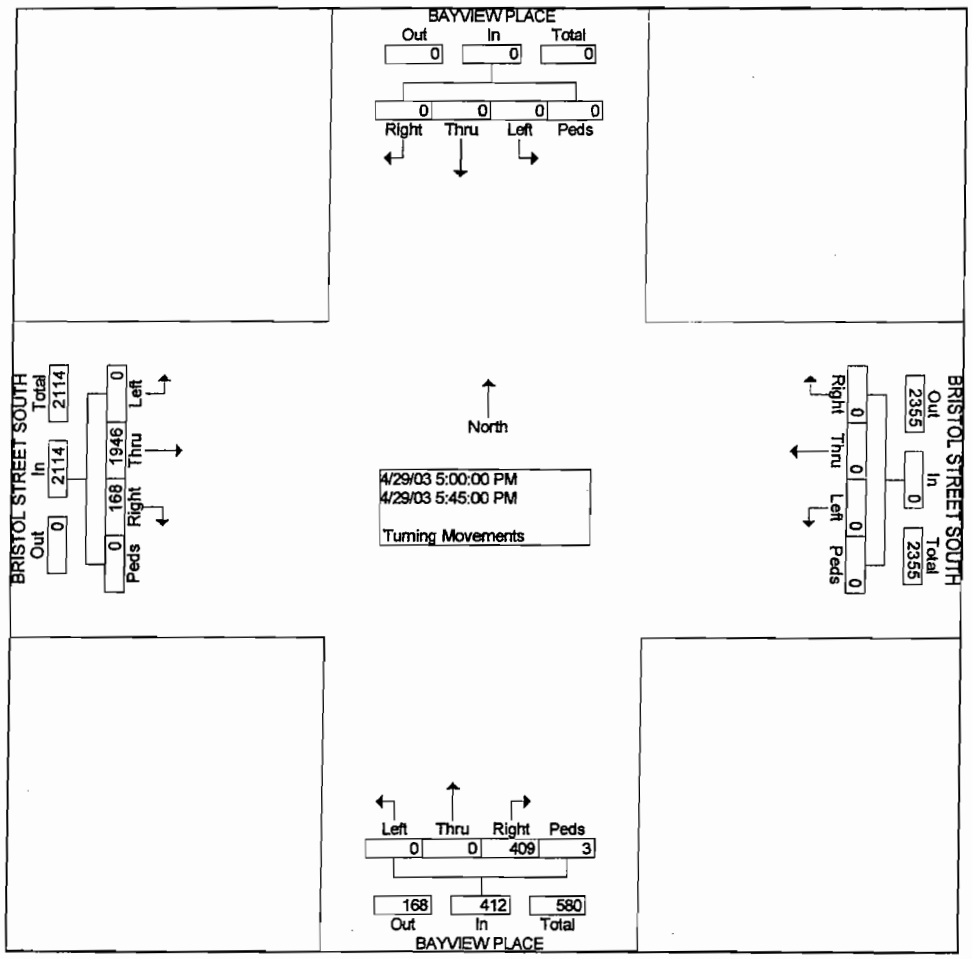
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304042
Site Code : 00000923
Start Date : 04/29/2003
Page No : 4

	BAYVIEW PLACE Southbound					BRISTOL STREET SOUTH Westbound					BAYVIEW PLACE Northbound					BRISTOL STREET SOUTH Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	0	0	0	0	0	0	0	0	0	0	409	0	0	3	412	168	1946	0	0	2114	2526
Percent	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		99.3	0.0	0.0	0.7		7.9	92.1	0.0	0.0		
05:15 Volume	0	0	0	0	0	0	0	0	0	0	103	0	0	0	103	43	548	0	0	591	694
Peak Factor																					0.910
High Int.											05:00 PM					05:15 PM					
Volume	0	0	0	0	0	0	0	0	0	0	116	0	0	0	116	43	548	0	0	591	
Peak Factor															0.888					0.894	



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RICH

Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

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

File Name : H0303019
Site Code : 00001944
Start Date : 03/04/2003
Page No : 1

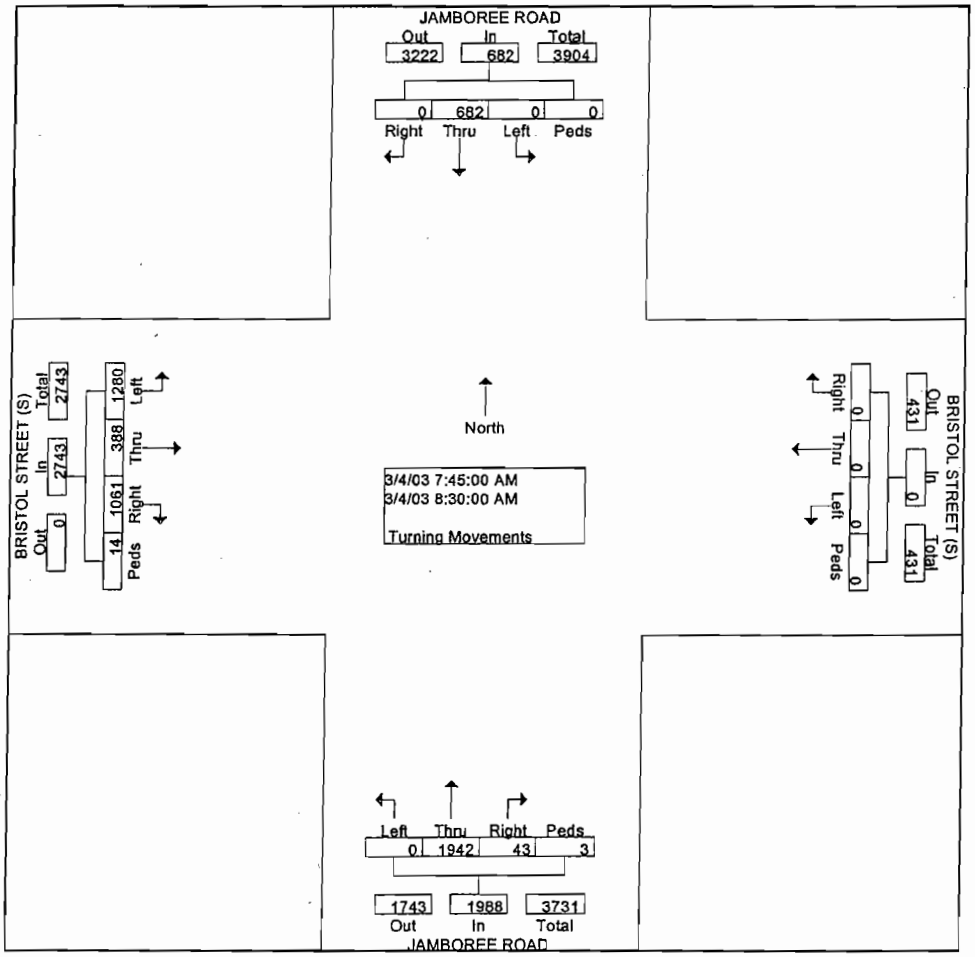
Groups Printed- Turning Movements

	JAMBOREE ROAD Southbound				BRISTOL STREET (S) Westbound				JAMBOREE ROAD Northbound				BRISTOL STREET (S) Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	0	136	0	0	0	0	0	0	3	382	0	5	187	63	151	0	927
07:30 AM	0	157	0	0	0	0	0	0	8	389	0	2	231	64	225	1	1077
07:45 AM	0	188	0	0	0	0	0	0	9	462	0	0	280	84	278	2	1303
Total	0	481	0	0	0	0	0	0	20	1233	0	7	698	211	654	3	3307
08:00 AM	0	201	0	0	0	0	0	0	11	525	0	2	278	108	307	6	1438
08:15 AM	0	143	0	0	0	0	0	0	13	481	0	0	251	95	368	1	1352
08:30 AM	0	150	0	0	0	0	0	0	10	474	0	1	252	101	327	5	1320
08:45 AM	0	137	0	0	0	0	0	0	16	439	0	0	236	93	300	0	1221
Total	0	631	0	0	0	0	0	0	50	1919	0	3	1017	397	1302	12	5331
09:00 AM	0	139	0	0	0	0	0	0	13	466	0	0	319	85	268	1	1291
*** BREAK ***																	
Total	0	139	0	0	0	0	0	0	13	466	0	0	319	85	268	1	1291
*** BREAK ***																	
11:30 AM	0	144	0	0	0	0	0	0	20	341	0	0	187	92	194	0	978
11:45 AM	0	149	0	0	0	0	0	0	21	351	0	0	193	97	223	0	1034
Total	0	293	0	0	0	0	0	0	41	692	0	0	380	189	417	0	2012
12:00 PM	0	132	0	0	0	0	0	0	13	351	0	0	208	94	210	1	1009
12:15 PM	0	158	0	0	0	0	0	0	16	398	0	2	215	81	221	0	1091
12:30 PM	0	166	0	0	0	0	0	0	15	391	0	0	213	91	222	0	1098
12:45 PM	0	152	0	0	0	0	0	0	19	404	0	0	225	87	219	0	1106
Total	0	608	0	0	0	0	0	0	63	1544	0	2	861	353	872	1	4304
01:00 PM	0	156	0	0	0	0	0	0	15	382	0	1	202	95	193	0	1044
01:15 PM	0	144	0	0	0	0	0	0	17	368	0	0	209	84	191	0	1013
*** BREAK ***																	
Total	0	300	0	0	0	0	0	0	32	750	0	1	411	179	384	0	2057
*** BREAK ***																	
03:30 PM	0	166	0	0	0	0	0	0	22	432	0	0	254	120	125	1	1120
03:45 PM	0	174	0	0	0	0	0	0	18	434	0	0	260	108	144	1	1139
Total	0	340	0	0	0	0	0	0	40	866	0	0	514	228	269	2	2259
04:00 PM	0	153	0	0	0	0	0	0	17	451	0	0	220	130	147	0	1118
04:15 PM	0	178	0	0	0	0	0	0	33	491	0	0	243	153	182	2	1282
04:30 PM	0	174	0	0	0	0	0	0	19	453	0	0	202	149	163	2	1162
04:45 PM	0	213	0	0	0	0	0	0	24	527	0	0	263	156	189	2	1374
Total	0	718	0	0	0	0	0	0	93	1922	0	0	928	588	681	6	4936
05:00 PM	0	200	0	0	0	0	0	0	22	391	0	0	204	180	193	1	1191
05:15 PM	0	308	0	0	0	0	0	0	38	522	0	1	235	236	331	5	1676
05:30 PM	0	297	0	0	0	0	0	0	30	475	0	0	230	227	246	0	1505
05:45 PM	0	269	0	0	0	0	0	0	31	456	0	0	211	202	234	1	1404
Total	0	1074	0	0	0	0	0	0	121	1844	0	1	880	845	1004	7	5776
06:00 PM	0	237	0	0	0	0	0	0	26	404	0	1	200	188	227	0	1283
06:15 PM	0	233	0	0	0	0	0	0	23	379	0	0	198	184	222	0	1239
Grand Total	0	5054	0	0	0	0	0	0	522	12019	0	15	6406	3447	6300	32	33795
Apprch %	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	4.2	95.7	0.0	0.1	39.6	21.3	38.9	0.2	
Total %	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	35.6	0.0	0.0	19.0	10.2	18.6	0.1	

Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0303019
Site Code : 00001944
Start Date : 03/04/2003
Page No : 3

	JAMBOREE ROAD Southbound					BRISTOL STREET (S) Westbound					JAMBOREE ROAD Northbound					BRISTOL STREET (S) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	0	682	0	0	682	0	0	0	0	0	43	1942	0	3	1988	1061	388	1280	14	2743	5413
Percent	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		2.2	97.7	0.0	0.2		38.7	14.1	46.7	0.5		
08:00 Volume	0	201	0	0	201	0	0	0	0	0	11	525	0	2	538	278	108	307	6	699	1438
Peak Factor																					0.941
High Int.	08:00 AM					7:00:00 AM					08:00 AM					08:15 AM					
Volume	0	201	0	0	201	0	0	0	0	0	11	525	0	2	538	251	95	368	1	715	
Peak Factor					0.848										0.924					0.959	



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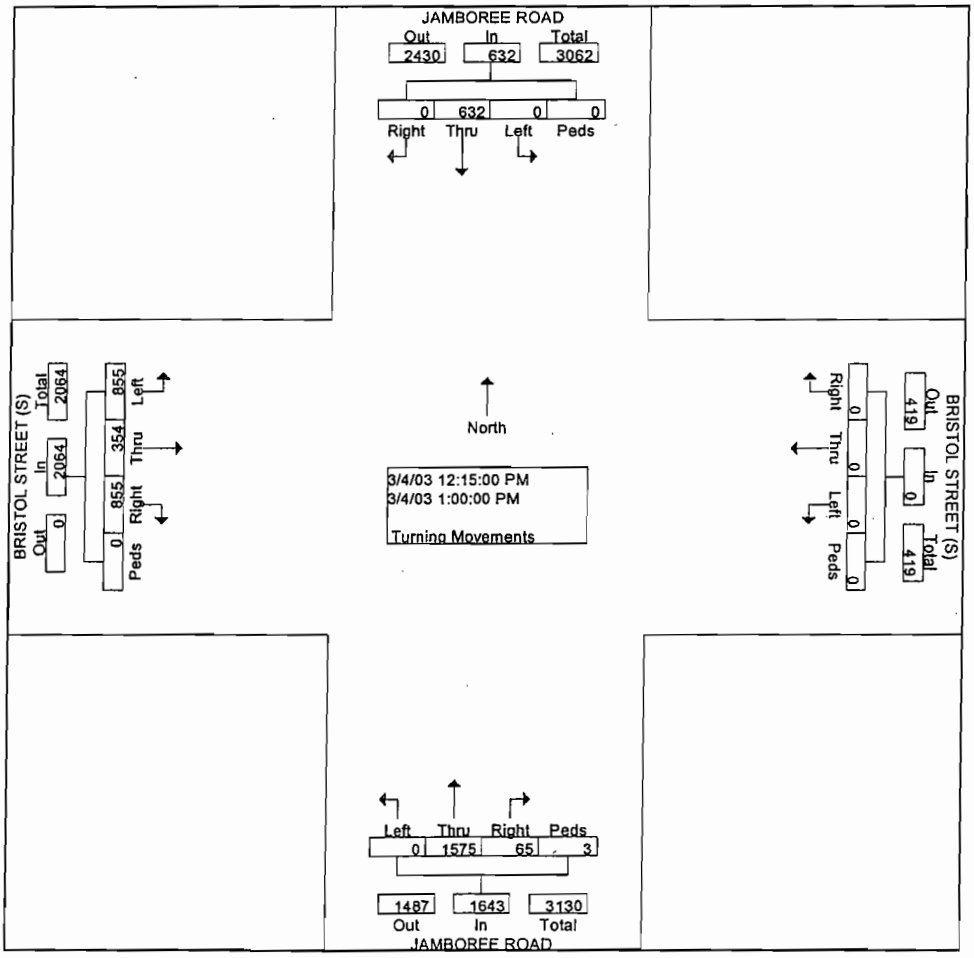
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0303019
Site Code : 00001944
Start Date : 03/04/2003
Page No : 4

	JAMBOREE ROAD Southbound					BRISTOL STREET (S) Westbound					JAMBOREE ROAD Northbound					BRISTOL STREET (S) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Intersection	12:15 PM																				
Volume	0	632	0	0	632	0	0	0	0	0	65	1575	0	3	1643	855	354	855	0	2064	4339
Percent	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		4.0	95.9	0.0	0.2		41.4	17.2	41.4	0.0		
12:45 Volume	0	152	0	0	152	0	0	0	0	0	19	404	0	0	423	225	87	219	0	531	1106
Peak Factor																					0.981
High Int.	12:30 PM										12:45 PM					12:45 PM					
Volume	0	166	0	0	166	0	0	0	0	0	19	404	0	0	423	225	87	219	0	531	
Peak Factor					0.952										0.971					0.972	



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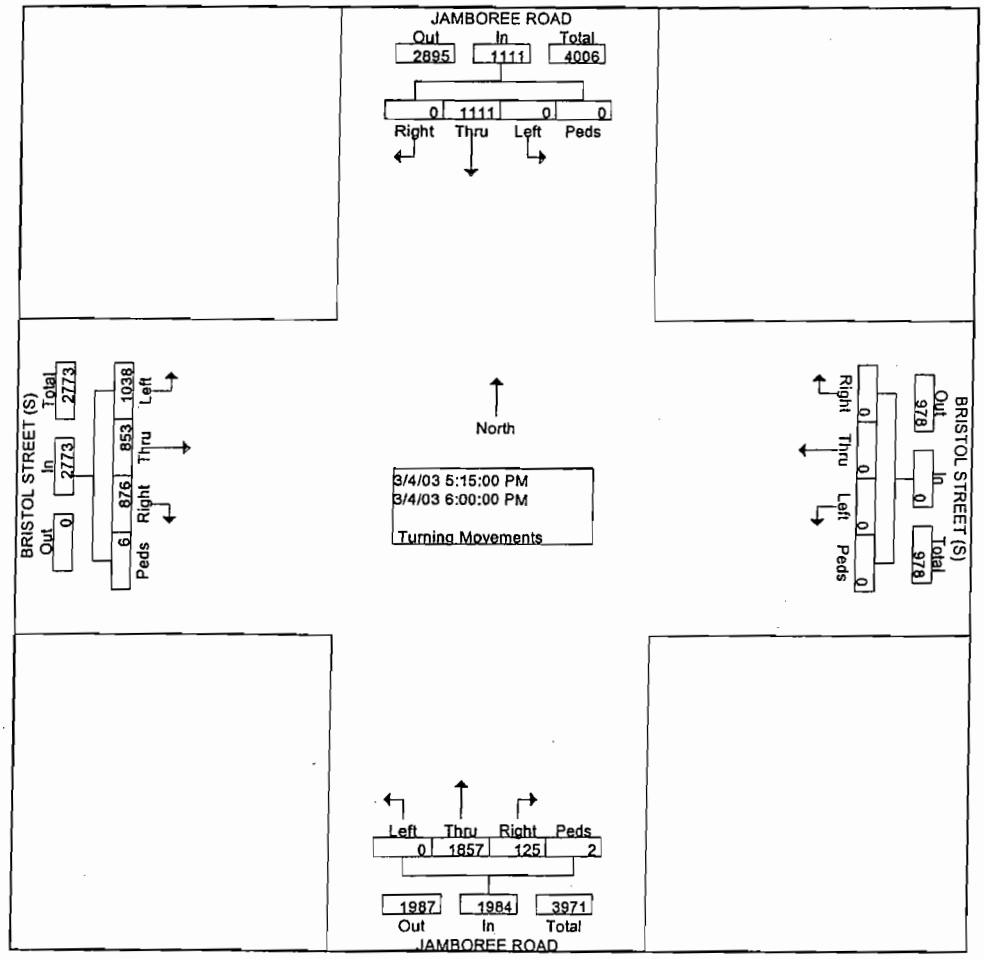
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0303019
Site Code : 00001944
Start Date : 03/04/2003
Page No : 5

	JAMBOREE ROAD Southbound					BRISTOL STREET (S) Westbound					JAMBOREE ROAD Northbound					BRISTOL STREET (S) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:15 PM																				
Volume	0	1111	0	0	1111	0	0	0	0	0	125	1857	0	2	1984	876	853	1038	6	2773	5868
Percent	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		6.3	93.6	0.0	0.1		31.6	30.8	37.4	0.2		
05:15 Volume	0	308	0	0	308	0	0	0	0	0	38	522	0	1	561	235	236	331	5	807	1676
Peak Factor																					0.875
High Int.	05:15 PM										05:15 PM					05:15 PM					
Volume	0	308	0	0	308	0	0	0	0	0	38	522	0	1	561	235	236	331	5	807	
Peak Factor					0.902										0.884					0.859	



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Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: IRVINE AVENUE
E-W Direction: BRISTOL STREET (N)

File Name : H0304028
Site Code : 00000975
Start Date : 05/08/2003
Page No : 1

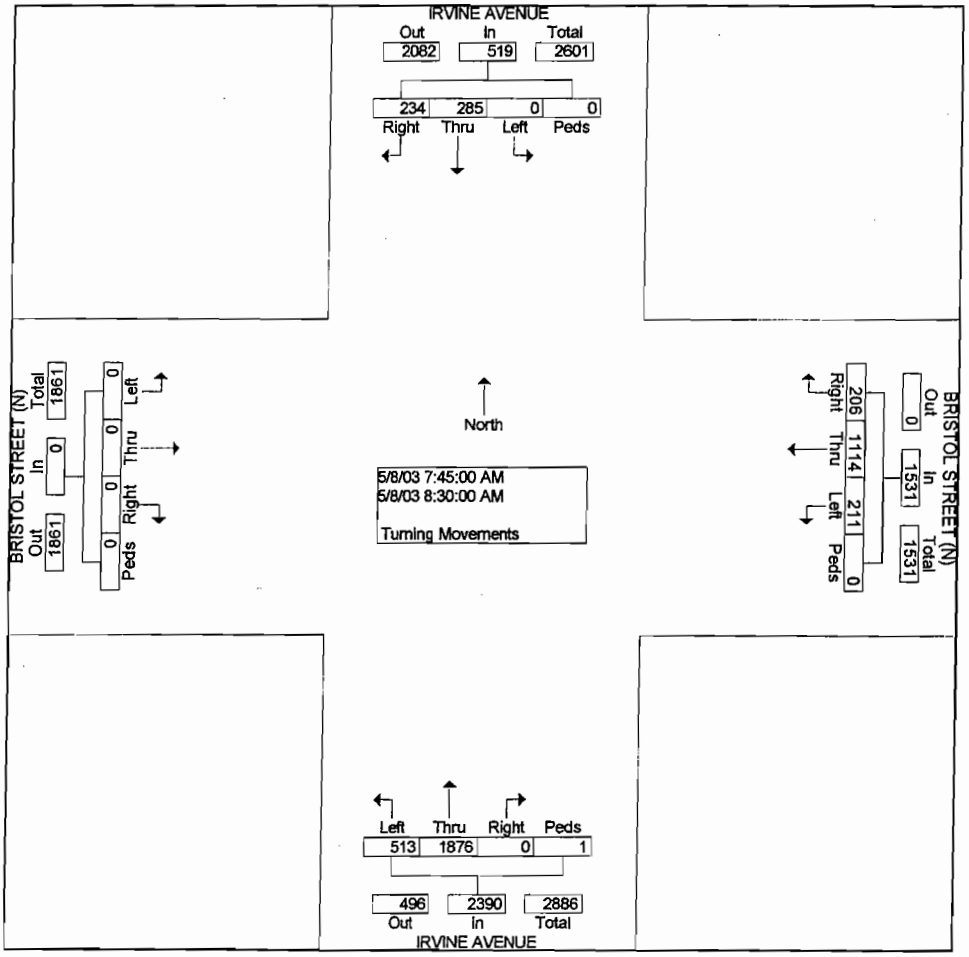
Groups Printed- Turning Movements

	IRVINE AVENUE Southbound				BRISTOL STREET (N) Westbound				IRVINE AVENUE Northbound				BRISTOL STREET (N) Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	26	41	0	0	44	140	27	0	0	304	90	0	0	0	0	0	672
07:30 AM	49	58	0	0	46	241	47	0	0	355	118	1	0	0	0	0	915
07:45 AM	51	64	0	0	51	303	47	0	0	465	146	1	0	0	0	0	1128
Total	126	163	0	0	141	684	121	0	0	1124	354	2	0	0	0	0	2715
08:00 AM	60	75	0	0	50	268	41	0	0	436	134	0	0	0	0	0	1064
08:15 AM	61	80	0	0	60	275	73	0	0	414	121	0	0	0	0	0	1084
08:30 AM	62	66	0	0	45	268	50	0	0	561	112	0	0	0	0	0	1164
08:45 AM	81	62	0	1	45	234	68	0	0	363	116	0	0	0	0	0	970
Total	264	283	0	1	200	1045	232	0	0	1774	483	0	0	0	0	0	4282
09:00 AM	76	73	0	0	36	220	65	0	0	327	102	0	0	0	0	0	899
*** BREAK ***																	
Total	76	73	0	0	36	220	65	0	0	327	102	0	0	0	0	0	899
*** BREAK ***																	
11:30 AM	117	103	0	0	22	315	73	1	0	160	142	0	0	0	0	0	933
11:45 AM	133	128	0	0	27	336	68	0	0	202	137	0	0	0	0	0	1031
Total	250	231	0	0	49	651	141	1	0	362	279	0	0	0	0	0	1964
12:00 PM	152	116	0	0	38	458	86	0	0	207	151	1	0	0	0	0	1209
12:15 PM	140	122	0	0	28	379	69	0	0	209	136	0	0	0	0	0	1083
12:30 PM	127	119	0	0	35	360	98	0	0	246	145	2	0	0	0	0	1132
12:45 PM	122	133	0	0	45	319	57	0	0	259	136	2	0	0	0	0	1073
Total	541	490	0	0	146	1516	310	0	0	921	568	5	0	0	0	0	4497
01:00 PM	141	94	0	0	49	344	69	0	0	250	137	1	0	0	0	0	1085
01:15 PM	128	128	0	0	36	279	65	0	0	288	135	0	0	0	0	0	1059
*** BREAK ***																	
Total	269	222	0	0	85	623	134	0	0	538	272	1	0	0	0	0	2144
*** BREAK ***																	
03:30 PM	187	74	0	0	20	351	64	0	0	94	144	1	0	0	0	0	935
03:45 PM	154	93	0	0	39	362	65	0	0	89	89	0	0	0	0	0	891
Total	341	167	0	0	59	713	129	0	0	183	233	1	0	0	0	0	1826
04:00 PM	227	86	0	0	33	413	59	3	0	68	141	0	0	0	0	1	1031
04:15 PM	200	118	0	2	39	428	45	0	0	40	130	0	0	0	0	0	1002
04:30 PM	246	132	0	0	36	514	63	0	0	65	132	0	0	0	0	0	1188
04:45 PM	242	175	0	0	46	551	95	0	0	87	93	0	0	0	0	0	1289
Total	915	511	0	2	154	1906	262	3	0	260	496	0	0	0	0	1	4510
05:00 PM	278	201	0	0	37	601	91	0	0	119	173	2	0	0	0	0	1502
05:15 PM	272	218	0	0	30	625	79	0	0	84	137	1	0	0	0	0	1446
05:30 PM	286	207	0	0	29	604	94	0	0	103	143	0	0	0	0	0	1466
05:45 PM	263	206	0	0	32	544	77	0	0	101	112	0	0	0	0	0	1335
Total	1099	832	0	0	128	2374	341	0	0	407	565	3	0	0	0	0	5749
06:00 PM	242	223	0	0	21	455	105	0	0	106	108	1	0	0	0	0	1261
06:15 PM	210	197	0	0	24	359	58	0	0	74	121	0	0	0	0	0	1043
Grand Total	4333	3392	0	3	1043	10546	1898	4	0	6076	3581	13	0	0	0	1	30890
Apprch %	56.1	43.9	0.0	0.0	7.7	78.2	14.1	0.0	0.0	62.8	37.0	0.1	0.0	0.0	0.0	100.0	
Total %	14.0	11.0	0.0	0.0	3.4	34.1	6.1	0.0	0.0	19.7	11.6	0.0	0.0	0.0	0.0	0.0	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304028
Site Code : 00000975
Start Date : 05/08/2003
Page No : 2

	IRVINE AVENUE Southbound					BRISTOL STREET (N) Westbound					IRVINE AVENUE Northbound					BRISTOL STREET (N) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	234	285	0	0	519	206	1114	211	0	1531	0	1876	513	1	2390	0	0	0	0	0	4440
Percent	45.1	54.9	0.0	0.0		13.5	72.8	13.8	0.0		0.0	78.5	21.5	0.0		0.0	0.0	0.0	0.0		
08:30 Volume	62	66	0	0	128	45	268	50	0	363	0	561	112	0	673	0	0	0	0	0	1164
Peak Factor																					0.954
High Int.	08:15 AM					08:15 AM					08:30 AM					7:00:00 AM					
Volume	61	80	0	0	141	60	275	73	0	408	0	561	112	0	673						
Peak Factor					0.920					0.938					0.888						



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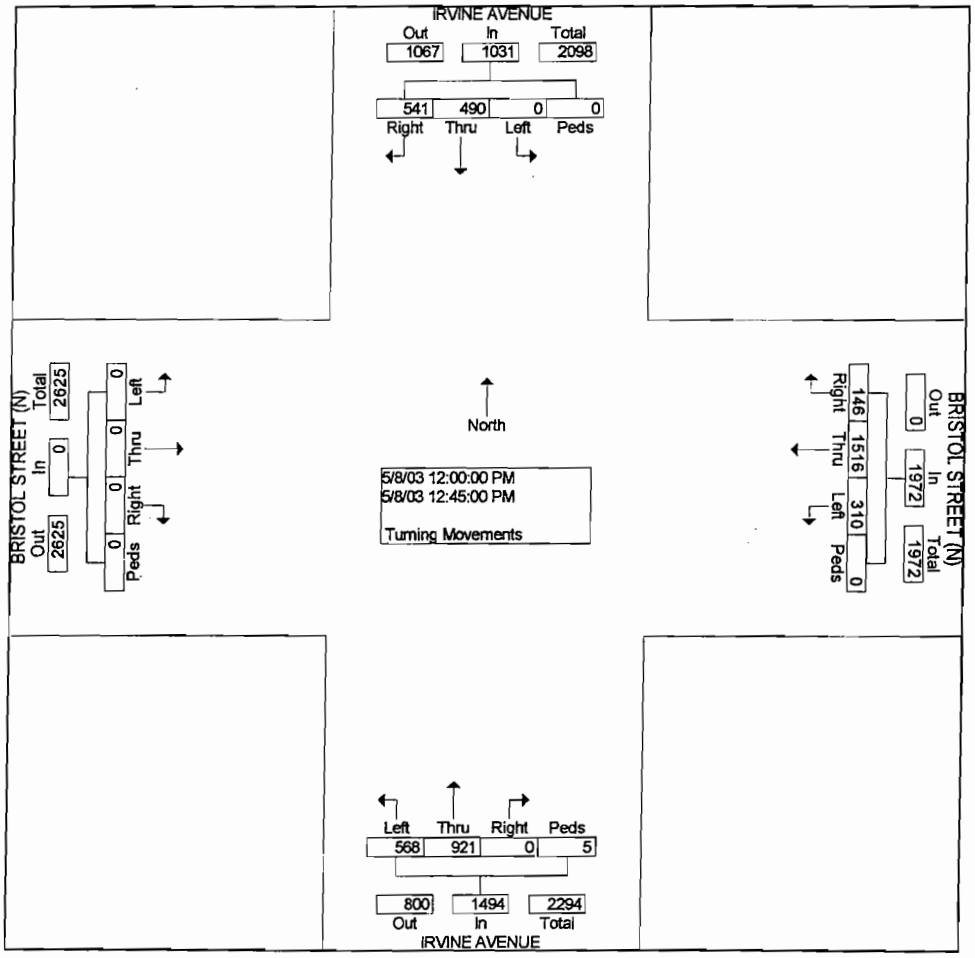
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304028
Site Code : 00000975
Start Date : 05/08/2003
Page No : 3

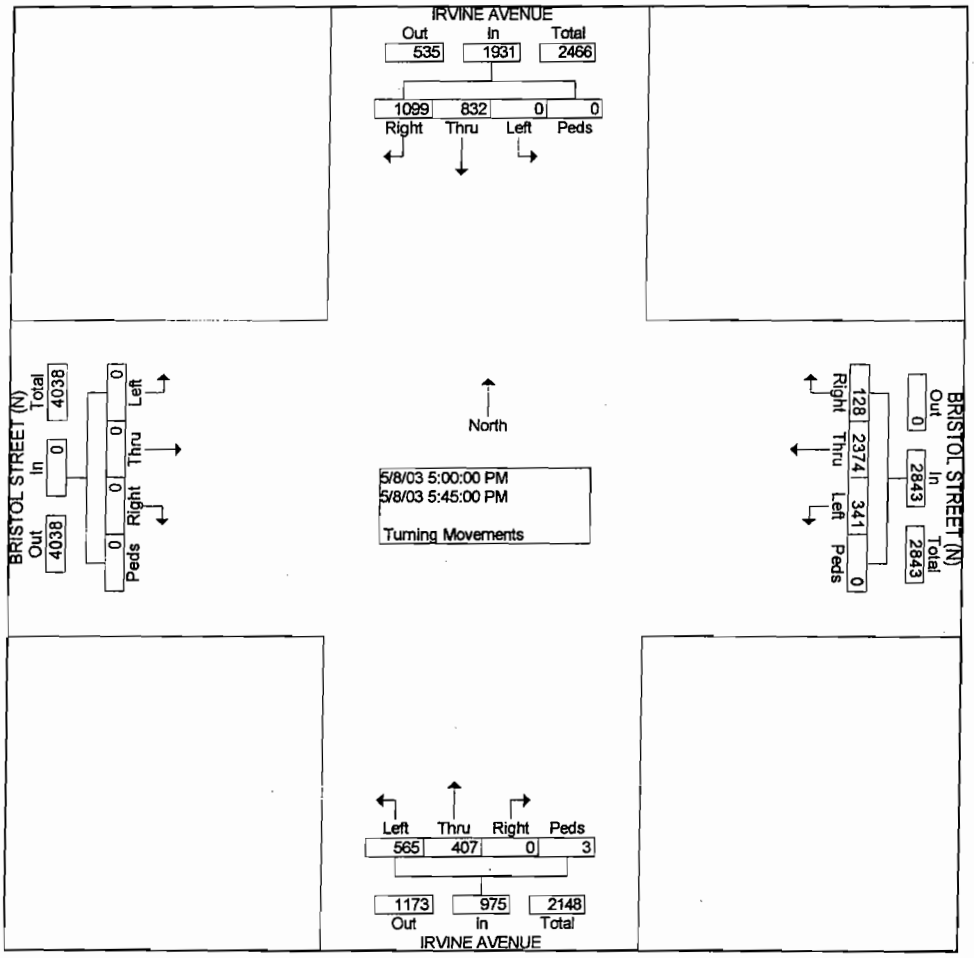
	IRVINE AVENUE Southbound					BRISTOL STREET (N) Westbound					IRVINE AVENUE Northbound					BRISTOL STREET (N) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Intersection	12:00 PM																				
Volume	541	490	0	0	1031	146	1516	310	0	1972	0	921	568	5	1494	0	0	0	0	0	4497
Percent	52.5	47.5	0.0	0.0		7.4	76.9	15.7	0.0		0.0	61.6	38.0	0.3		0.0	0.0	0.0	0.0		
12:00 Volume	152	116	0	0	268	38	458	86	0	582	0	207	151	1	359	0	0	0	0	0	1209
Peak Factor																					0.930
High Int.	12:00 PM					12:00 PM					12:45 PM										
Volume	152	116	0	0	268	38	458	86	0	582	0	259	136	2	397						
Peak Factor					0.962					0.847					0.941						



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304028
Site Code : 00000975
Start Date : 05/08/2003
Page No : 4

	IRVINE AVENUE Southbound					BRISTOL STREET (N) Westbound					IRVINE AVENUE Northbound					BRISTOL STREET (N) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	1099	832	0	0	1931	128	2374	341	0	2843	0	407	565	3	975	0	0	0	0	0	5749
Percent	56.9	43.1	0.0	0.0		4.5	83.5	12.0	0.0		0.0	41.7	57.9	0.3		0.0	0.0	0.0	0.0		
05:00 Volume	278	201	0	0	479	37	601	91	0	729	0	119	173	2	294	0	0	0	0	0	1502
Peak Factor																					0.957
High Int.	05:30 PM					05:15 PM					05:00 PM										
Volume	286	207	0	0	493	30	625	79	0	734	0	119	173	2	294						
Peak Factor					0.979					0.968					0.829						



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Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
-S Direction: BIRCH STREET
-W Direction: BRISTOL STREET (N)

File Name : H0304035
Site Code : 00000919
Start Date : 05/01/2003
Page No : 1

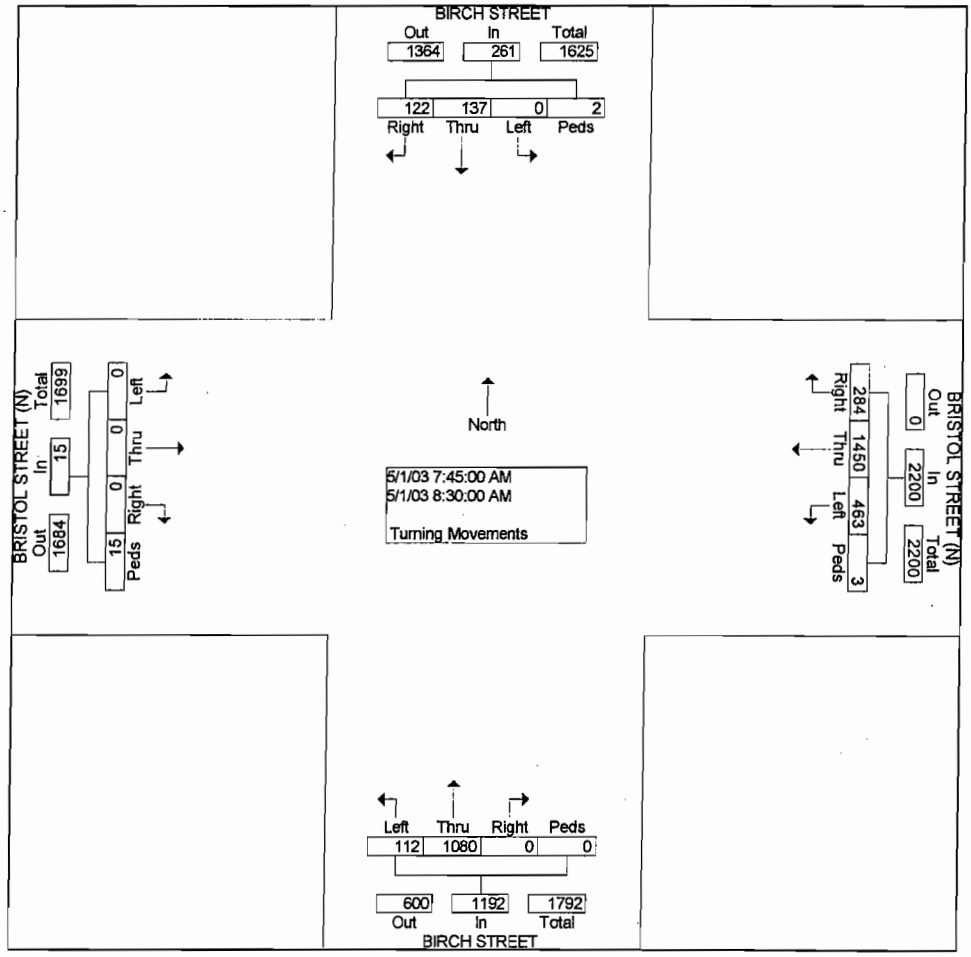
Groups Printed- Turning Movements

	BIRCH STREET Southbound				BRISTOL STREET (N) Westbound				BIRCH STREET Northbound				BRISTOL STREET (N) Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	12	21	0	0	31	224	70	1	0	130	20	0	0	0	0	2	511
07:30 AM	21	25	0	0	43	283	66	1	0	196	8	0	0	0	0	7	650
07:45 AM	22	22	0	0	49	364	119	3	0	283	25	0	0	0	0	2	889
Total	55	68	0	0	123	871	255	5	0	609	53	0	0	0	0	11	2050
08:00 AM	35	29	0	0	80	400	119	0	0	279	30	0	0	0	0	7	979
08:15 AM	34	50	0	2	80	343	97	0	0	286	28	0	0	0	0	5	925
08:30 AM	31	36	0	0	75	343	128	0	0	232	29	0	0	0	0	1	875
08:45 AM	35	50	0	0	70	305	109	0	0	220	33	0	0	0	0	3	825
Total	135	165	0	2	305	1391	453	0	0	1017	120	0	0	0	0	16	3604
09:00 AM	40	48	0	0	77	301	107	1	0	206	38	0	0	0	0	0	818
*** BREAK ***																	
Total	40	48	0	0	77	301	107	1	0	206	38	0	0	0	0	0	818
*** BREAK ***																	
11:30 AM	110	80	0	0	48	297	101	2	0	84	27	0	0	0	0	2	751
11:45 AM	130	81	0	0	50	340	113	1	0	131	45	0	0	0	0	0	891
Total	240	161	0	0	98	637	214	3	0	215	72	0	0	0	0	2	1642
12:00 PM	179	128	0	0	38	372	179	0	0	119	50	0	0	0	0	1	1066
12:15 PM	140	102	0	2	68	313	132	4	0	142	52	0	0	0	0	2	957
12:30 PM	140	100	0	0	53	356	150	0	0	151	40	0	0	0	0	4	994
12:45 PM	113	92	0	1	49	333	156	4	0	180	50	0	0	0	0	5	983
Total	572	422	0	3	208	1374	617	8	0	592	192	0	0	0	0	12	4000
01:00 PM	110	107	0	1	53	332	132	2	0	210	55	0	0	0	0	3	1005
01:15 PM	106	90	0	0	56	300	131	2	0	182	46	0	0	0	0	4	917
*** BREAK ***																	
Total	216	197	0	1	109	632	263	4	0	392	101	0	0	0	0	7	1922
*** BREAK ***																	
03:30 PM	116	76	0	1	33	276	73	1	0	89	24	0	0	0	0	1	690
03:45 PM	107	61	0	0	28	330	78	1	0	84	28	0	0	0	0	0	717
Total	223	137	0	1	61	606	151	2	0	173	52	0	0	0	0	1	1407
04:00 PM	142	72	0	2	32	341	98	2	0	82	30	0	0	0	0	3	804
04:15 PM	115	116	0	1	36	316	95	0	0	86	40	0	0	0	0	1	806
04:30 PM	170	112	0	0	28	362	118	1	0	86	33	1	0	0	0	1	912
04:45 PM	143	110	0	0	30	397	113	0	0	76	23	0	0	0	0	1	893
Total	570	410	0	3	126	1416	424	3	0	330	126	1	0	0	0	6	3415
05:00 PM	276	174	0	0	27	438	122	2	0	86	40	0	0	0	0	1	1166
05:15 PM	234	158	0	0	35	501	144	0	0	85	40	0	0	0	0	2	1199
05:30 PM	228	140	0	2	38	551	157	1	0	78	32	0	0	0	0	0	1227
05:45 PM	220	143	0	0	36	400	121	1	0	86	27	0	0	0	0	0	1034
Total	958	615	0	2	136	1890	544	4	0	335	139	0	0	0	0	3	4626
06:00 PM	165	119	0	0	15	373	152	2	0	69	34	0	0	0	0	0	929
06:15 PM	143	82	0	0	16	321	94	0	0	50	45	0	0	0	0	0	751
Grand Total	3317	2424	0	12	1274	9812	3274	32	0	3988	972	1	0	0	0	58	25164
Apprch %	57.7	42.1	0.0	0.2	8.9	68.2	22.7	0.2	0.0	80.4	19.6	0.0	0.0	0.0	0.0	100.0	
Total %	13.2	9.6	0.0	0.0	5.1	39.0	13.0	0.1	0.0	15.8	3.9	0.0	0.0	0.0	0.0	0.2	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304035
Site Code : 00000919
Start Date : 05/01/2003
Page No : 2

	BIRCH STREET Southbound					BRISTOL STREET (N) Westbound					BIRCH STREET Northbound					BRISTOL STREET (N) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	122	137	0	2	261	284	1450	463	3	2200	0	1080	112	0	1192	0	0	0	15	15	3668
Percent	46.7	52.5	0.0	0.8		12.9	65.9	21.0	0.1		0.0	90.6	9.4	0.0		0.0	0.0	0.0	100.0		
08:00 Volume	35	29	0	0	64	80	400	119	0	599	0	279	30	0	309	0	0	0	7	7	979
Peak Factor																					0.937
High Int.	08:15 AM					08:00 AM					08:15 AM					08:00 AM					
Volume	34	50	0	2	86	80	400	119	0	599	0	286	28	0	314	0	0	0	7	7	
Peak Factor					0.759					0.918					0.949					0.536	



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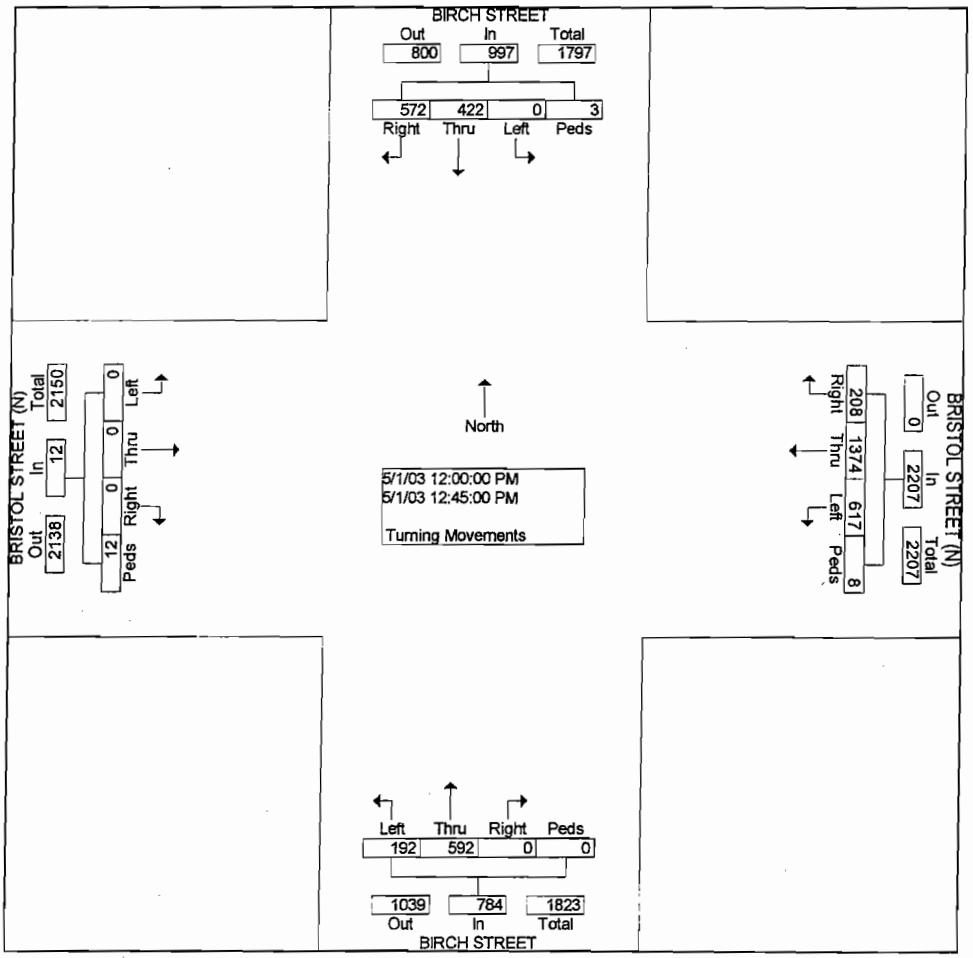
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304035
Site Code : 00000919
Start Date : 05/01/2003
Page No : 3

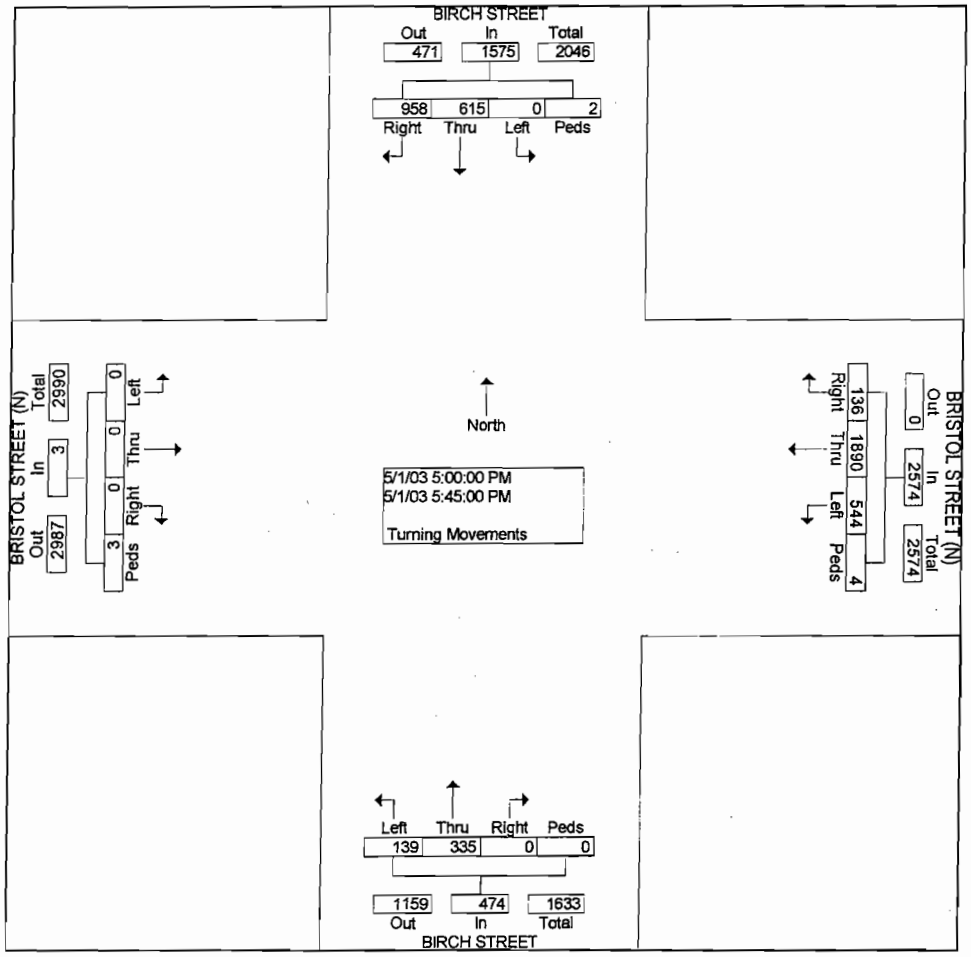
	BIRCH STREET Southbound					BRISTOL STREET (N) Westbound					BIRCH STREET Northbound					BRISTOL STREET (N) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Intersection	12:00 PM																				
Volume	572	422	0	3	997	208	1374	617	8	2207	0	592	192	0	784	0	0	0	12	12	4000
Percent	57.4	42.3	0.0	0.3		9.4	62.3	28.0	0.4		0.0	75.5	24.5	0.0		0.0	0.0	0.0	100.0		
12:00 Volume	179	128	0	0	307	38	372	179	0	589	0	119	50	0	169	0	0	0	1	1	1066
Peak Factor																					0.938
High Int.	12:00 PM					12:00 PM					12:45 PM					12:45 PM					
Volume	179	128	0	0	307	38	372	179	0	589	0	180	50	0	230	0	0	0	5	5	
Peak Factor					0.812					0.937					0.852					0.600	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304035
Site Code : 00000919
Start Date : 05/01/2003
Page No : 4

	BIRCH STREET Southbound					BRISTOL STREET (N) Westbound					BIRCH STREET Northbound					BRISTOL STREET (N) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	958	615	0	2	1575	136	1890	544	4	2574	0	335	139	0	474	0	0	0	3	3	4626
Percent	60.8	39.0	0.0	0.1		5.3	73.4	21.1	0.2		0.0	70.7	29.3	0.0		0.0	0.0	0.0	100.0		
05:30 Volume	228	140	0	2	370	38	551	157	1	747	0	78	32	0	110	0	0	0	0	0	1227
Peak Factor																					0.943
High Int.	05:00 PM					05:30 PM					05:00 PM					05:15 PM					
Volume	276	174	0	0	450	38	551	157	1	747	0	86	40	0	126	0	0	0	2	2	
Peak Factor					0.875					0.861					0.940					0.375	



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Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

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

File Name : H0303016
Site Code : 00001883
Start Date : 03/06/2003
Page No : 1

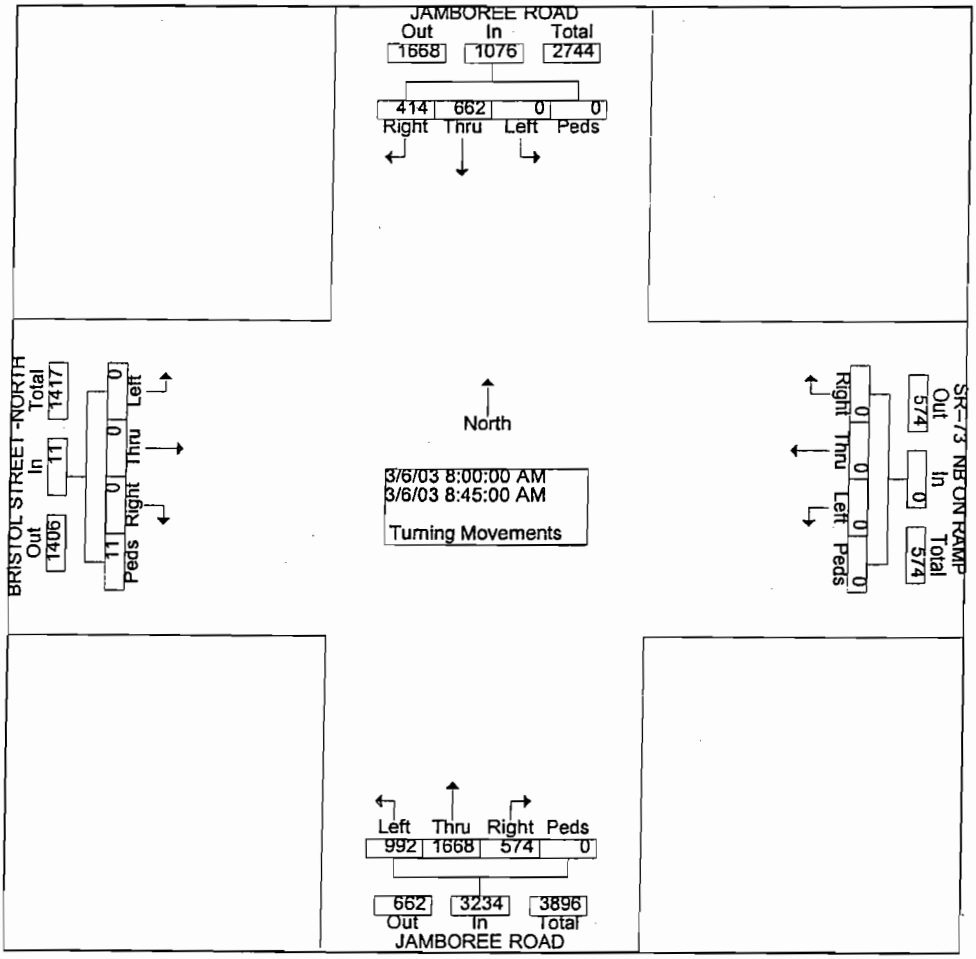
Groups Printed- Turning Movements

	JAMBOREE ROAD Southbound				SR--73 NB ON RAMP Westbound				JAMBOREE ROAD Northbound				BRISTOL STREET -NORTH Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	67	129	0	0	0	0	0	0	147	245	127	0	0	0	0	0	715
07:30 AM	67	123	0	0	0	0	0	0	180	290	155	0	0	0	0	0	815
07:45 AM	78	169	0	0	0	0	0	0	142	344	206	0	0	0	0	1	940
Total	212	421	0	0	0	0	0	0	469	879	488	0	0	0	0	1	2470
08:00 AM	102	197	0	0	0	0	0	0	161	400	253	0	0	0	0	6	1119
08:15 AM	94	134	0	0	0	0	0	0	164	441	262	0	0	0	0	1	1096
08:30 AM	119	143	0	0	0	0	0	0	117	424	236	0	0	0	0	1	1040
08:45 AM	99	188	0	0	0	0	0	0	132	403	241	0	0	0	0	3	1066
Total	414	662	0	0	0	0	0	0	574	1668	992	0	0	0	0	11	4321
09:00 AM	99	134	0	0	0	0	0	0	110	381	214	0	0	0	0	3	941
*** BREAK ***																	
Total	99	134	0	0	0	0	0	0	110	381	214	0	0	0	0	3	941
*** BREAK ***																	
11:30 AM	110	132	0	0	0	0	0	0	149	212	180	0	0	0	0	0	783
11:45 AM	136	163	0	0	0	0	0	0	162	249	195	0	0	0	0	2	907
Total	246	295	0	0	0	0	0	0	311	461	375	0	0	0	0	2	1690
12:00 PM	150	156	0	0	0	0	0	0	131	214	195	0	0	0	0	0	846
12:15 PM	188	150	0	0	0	0	0	0	163	260	252	0	0	0	0	12	1025
12:30 PM	146	171	0	0	0	0	0	0	118	285	242	0	0	0	0	1	963
12:45 PM	139	164	0	0	0	0	0	0	136	252	229	0	0	0	0	0	920
Total	623	641	0	0	0	0	0	0	548	1011	918	0	0	0	0	13	3754
01:00 PM	133	160	0	0	0	0	0	0	130	267	216	0	0	0	0	1	907
01:15 PM	142	151	0	0	0	0	0	0	111	247	213	0	0	0	0	0	864
*** BREAK ***																	
Total	275	311	0	0	0	0	0	0	241	514	429	0	0	0	0	1	1771
*** BREAK ***																	
03:30 PM	91	178	0	0	0	0	0	0	165	243	187	0	0	0	0	0	864
03:45 PM	106	184	0	0	0	0	0	0	161	228	194	0	0	0	0	3	876
Total	197	362	0	0	0	0	0	0	326	471	381	0	0	0	0	3	1740
04:00 PM	115	163	0	0	0	0	0	0	197	301	177	0	0	0	0	1	954
04:15 PM	122	160	0	0	0	0	0	0	138	278	198	0	0	0	0	4	900
04:30 PM	132	162	0	0	0	0	0	0	175	288	181	0	0	0	0	4	942
04:45 PM	145	212	0	0	0	0	0	0	174	270	193	0	0	0	0	4	998
Total	514	697	0	0	0	0	0	0	684	1137	749	0	0	0	0	13	3794
05:00 PM	187	243	0	0	0	0	0	0	212	317	189	0	0	0	0	4	1152
05:15 PM	190	270	0	0	0	0	0	0	171	322	216	0	0	0	0	3	1172
05:30 PM	204	298	0	0	0	0	0	0	177	341	207	0	0	0	0	0	1227
05:45 PM	200	291	0	0	0	0	0	0	164	355	197	0	0	0	0	0	1207
Total	781	1102	0	0	0	0	0	0	724	1335	809	0	0	0	0	7	4758
06:00 PM	191	240	0	0	0	0	0	0	156	287	178	0	0	0	0	0	1052
06:15 PM	183	219	0	0	0	0	0	0	147	281	173	0	0	0	0	2	1005
Grand Total	3735	5084	0	0	0	0	0	0	4290	8425	5706	0	0	0	0	56	27296
Apprch %	42.4	57.6	0.0	0.0	0.0	0.0	0.0	0.0	23.3	45.7	31.0	0.0	0.0	0.0	0.0	100.0	
Total %	13.7	18.6	0.0	0.0	0.0	0.0	0.0	0.0	15.7	30.9	20.9	0.0	0.0	0.0	0.0	0.2	

Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0303016
Site Code : 00001883
Start Date : 03/06/2003
Page No : 2

	JAMBOREE ROAD Southbound					SR--73 NB ON RAMP Westbound					JAMBOREE ROAD Northbound					BRISTOL STREET -NORTH Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	414	662	0	0	1076	0	0	0	0	0	574	1668	992	0	3234	0	0	0	11	11	4321
Percent	38.5	61.5	0.0	0.0		0.0	0.0	0.0	0.0		17.7	51.6	30.7	0.0		0.0	0.0	0.0	100.0		
08:00 Volume	102	197	0	0	299	0	0	0	0	0	161	400	253	0	814	0	0	0	6	6	1119
Peak Factor																					0.965
High Int.	08:00 AM					7:00:00 AM					08:15 AM					08:00 AM					
Volume	102	197	0	0	299	0	0	0	0	0	164	441	262	0	867	0	0	0	6	6	
Peak Factor					0.900										0.933					0.458	



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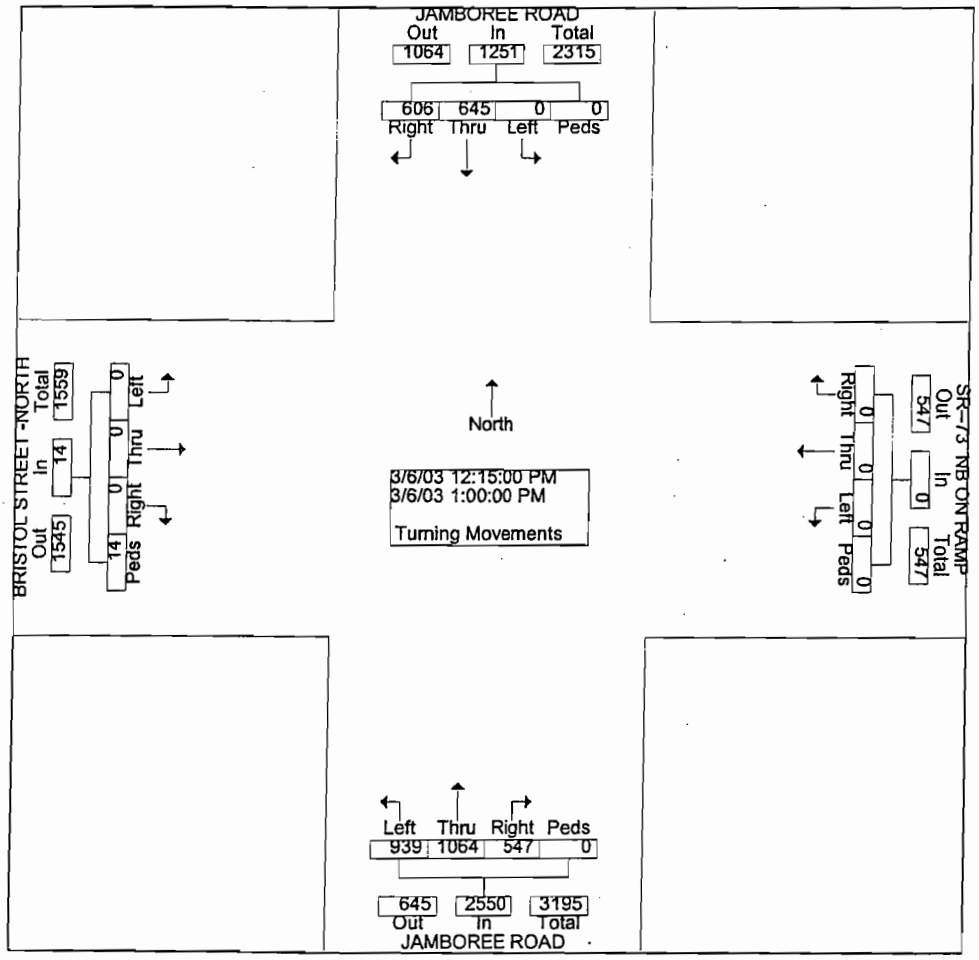
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0303016
Site Code : 00001883
Start Date : 03/06/2003
Page No : 3

	JAMBOREE ROAD Southbound					SR--73 NB ON RAMP Westbound					JAMBOREE ROAD Northbound					BRISTOL STREET -NORTH Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Intersection	12:15 PM																				
Volume	606	645	0	0	1251	0	0	0	0	0	547	1064	939	0	2550	0	0	0	14	14	3815
Percent	48.4	51.6	0.0	0.0		0.0	0.0	0.0	0.0		21.5	41.7	36.8	0.0		0.0	0.0	0.0	100.0		
12:15 Volume	188	150	0	0	338	0	0	0	0	0	163	260	252	0	675	0	0	0	12	12	1025
Peak Factor																					0.930
High Int.	12:15 PM										12:15 PM					12:15 PM					
Volume	188	150	0	0	338	0	0	0	0	0	163	260	252	0	675	0	0	0	12	12	
Peak Factor					0.925										0.944					0.292	



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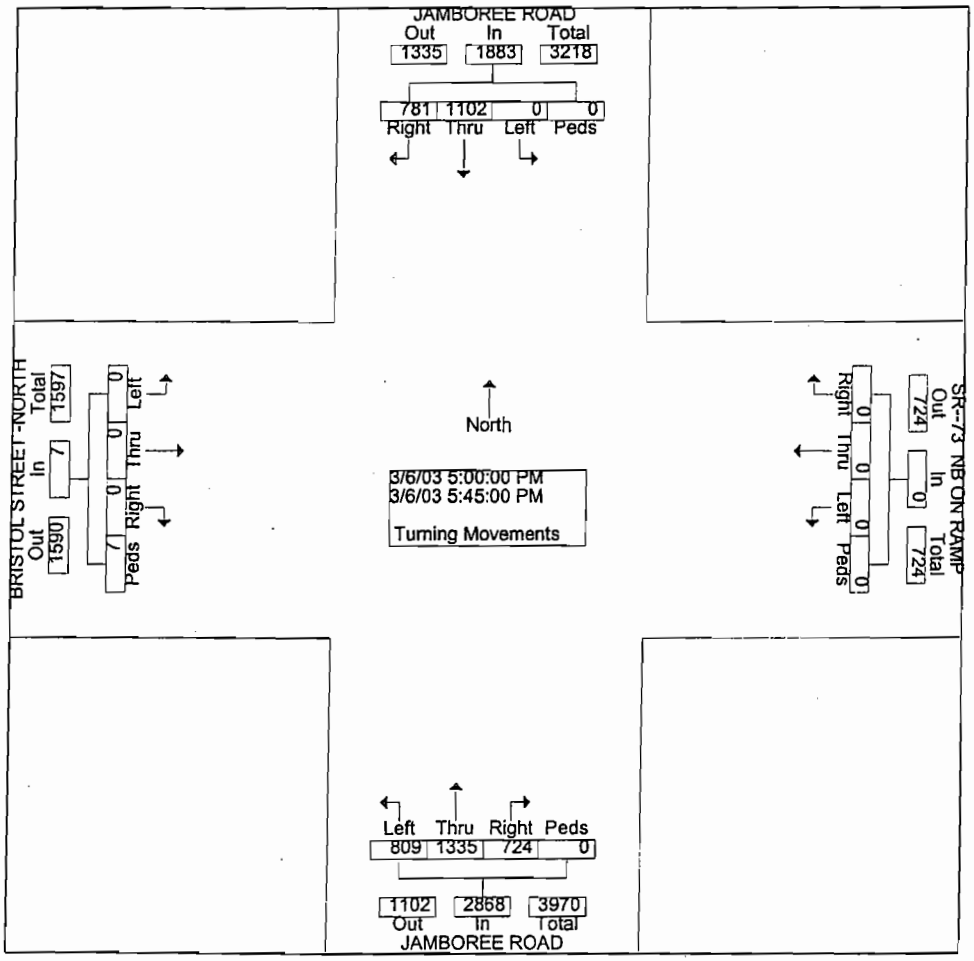
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0303016
Site Code : 00001883
Start Date : 03/06/2003
Page No : 4

	JAMBOREE ROAD Southbound					SR--73 NB ON RAMP Westbound					JAMBOREE ROAD Northbound					BRISTOL STREET -NORTH Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	781	1102	0	0	1883	0	0	0	0	0	724	1335	809	0	2868	0	0	0	7	7	4758
Percent	41.5	58.5	0.0	0.0		0.0	0.0	0.0	0.0		25.2	46.5	28.2	0.0		0.0	0.0	0.0	100.0		
05:30 Volume	204	298	0	0	502	0	0	0	0	0	177	341	207	0	725	0	0	0	0	0	1227
Peak Factor																					0.969
High Int.	05:30 PM										05:30 PM					05:00 PM					
Volume	204	298	0	0	502	0	0	0	0	0	177	341	207	0	725	0	0	0	4	4	
Peak Factor					0.938										0.989					0.438	



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Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: BALBOA / SUPERIOR
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0303090
Site Code : 00000921
Start Date : 04/02/2003
Page No : 1

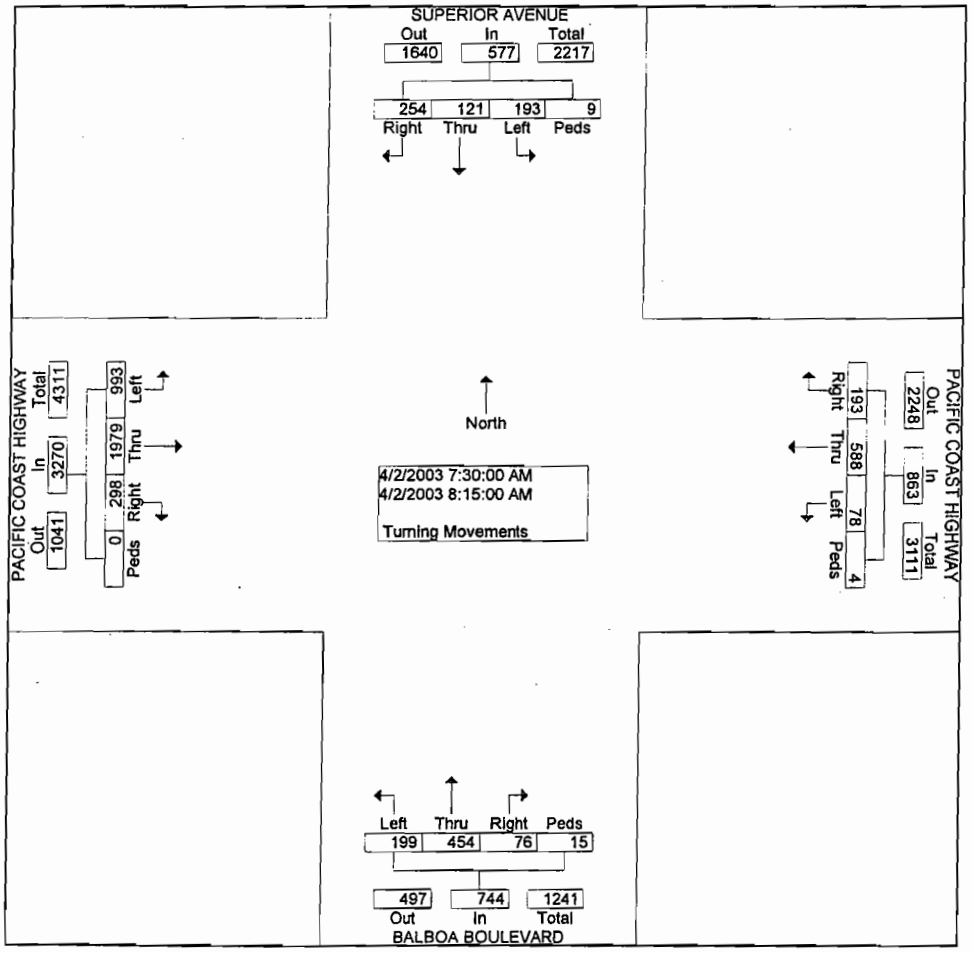
Groups Printed- Turning Movements

	SUPERIOR AVENUE Southbound				PACIFIC COAST HIGHWAY Westbound				BALBOA BOULEVARD Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	35	31	48	3	36	118	8	2	27	137	46	5	73	380	148	3	1100
07:30 AM	63	29	60	2	51	151	23	1	17	110	50	4	70	490	205	0	1326
07:45 AM	68	25	49	3	57	160	14	2	19	112	45	4	80	484	252	0	1374
Total	166	85	157	8	144	429	45	5	63	359	141	13	223	1354	605	3	3800
08:00 AM	56	33	46	2	48	159	18	1	22	110	55	1	89	550	292	0	1482
08:15 AM	67	34	38	2	37	118	23	0	18	122	49	6	59	455	244	0	1272
08:30 AM	61	35	41	2	48	144	23	0	17	137	60	1	66	416	180	0	1231
08:45 AM	76	40	48	3	59	134	21	0	17	145	39	1	107	420	224	0	1334
Total	260	142	173	9	192	555	85	1	74	514	203	9	321	1841	940	0	5319
09:00 AM	56	38	57	0	48	143	21	0	28	148	37	3	103	337	187	0	1206
*** BREAK ***																	
Total	56	38	57	0	48	143	21	0	28	148	37	3	103	337	187	0	1206
*** BREAK ***																	
11:30 AM	72	37	39	1	36	166	29	0	22	67	48	1	36	181	66	0	801
11:45 AM	67	62	36	3	47	235	31	0	17	71	44	0	50	223	73	1	960
Total	139	99	75	4	83	401	60	0	39	138	92	1	86	404	139	1	1761
12:00 PM	85	53	44	0	37	178	25	0	18	86	34	2	45	202	65	0	874
12:15 PM	67	67	50	0	34	202	37	0	12	71	45	1	44	149	60	0	839
12:30 PM	74	59	46	0	31	202	38	0	15	87	45	0	51	186	67	0	901
12:45 PM	46	68	46	2	31	212	37	2	16	97	56	0	55	223	77	0	968
Total	272	247	186	2	133	794	137	2	61	341	180	3	195	760	269	0	3582
01:00 PM	75	66	54	0	43	214	26	0	19	71	52	2	63	224	80	0	989
01:15 PM	94	43	45	1	43	208	31	0	22	69	42	1	41	173	68	0	881
*** BREAK ***																	
Total	169	109	99	1	86	422	57	0	41	140	94	3	104	397	148	0	1870
*** BREAK ***																	
03:30 PM	128	51	38	3	49	337	36	2	18	67	62	1	56	211	94	0	1153
03:45 PM	127	70	37	5	70	398	28	3	16	68	49	2	46	216	77	0	1212
Total	255	121	75	8	119	735	64	5	34	135	111	3	102	427	171	0	2365
04:00 PM	141	59	42	2	61	360	35	1	17	73	53	0	43	164	106	0	1157
04:15 PM	113	77	43	3	63	361	20	0	13	53	54	2	51	160	70	0	1083
04:30 PM	164	59	49	0	50	387	19	1	14	60	49	6	50	192	63	3	1166
04:45 PM	153	77	51	0	45	428	35	0	22	40	45	0	78	208	75	0	1257
Total	571	272	185	5	219	1536	109	2	66	226	201	8	222	724	314	3	4663
05:00 PM	209	69	40	3	44	395	33	0	11	80	84	3	65	248	69	0	1353
05:15 PM	179	87	47	5	53	310	27	0	14	44	51	0	74	255	64	1	1211
05:30 PM	184	77	50	2	37	326	64	0	15	65	83	4	85	290	81	0	1363
05:45 PM	163	82	46	6	33	376	44	0	18	50	53	0	63	268	73	1	1276
Total	735	315	183	16	167	1407	168	0	58	239	271	7	287	1061	287	2	5203
06:00 PM	148	83	30	5	18	470	45	1	7	76	85	4	63	228	91	1	1355
06:15 PM	123	88	42	3	32	456	29	0	15	79	72	9	66	198	66	1	1279
Grand Total	2894	1599	1262	61	1241	7348	820	16	486	2395	1487	63	1772	7731	3217	11	32403
Apprch %	49.8	27.5	21.7	1.0	13.2	78.0	8.7	0.2	11.0	54.1	33.6	1.4	13.9	60.7	25.3	0.1	
Total %	8.9	4.9	3.9	0.2	3.8	22.7	2.5	0.0	1.5	7.4	4.6	0.2	5.5	23.9	9.9	0.0	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0303090
Site Code : 00000921
Start Date : 04/02/2003
Page No : 2

	SUPERIOR AVENUE Southbound					PACIFIC COAST HIGHWAY Westbound					BALBOA BOULEVARD Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	254	121	193	9	577	193	588	78	4	863	76	454	199	15	744	298	1979	993	0	3270	5454
Percent	44.0	21.0	33.4	1.6		22.4	68.1	9.0	0.5		10.2	61.0	26.7	2.0		9.1	60.5	30.4	0.0		
08:00 Volume	56	33	46	2	137	48	159	18	1	226	22	110	55	1	188	89	550	292	0	931	1482
Peak Factor																					0.920
High Int.	07:30 AM					07:45 AM					08:15 AM					08:00 AM					
Volume	63	29	60	2	154	57	160	14	2	233	18	122	49	6	195	89	550	292	0	931	
Peak Factor					0.937					0.926					0.954					0.878	



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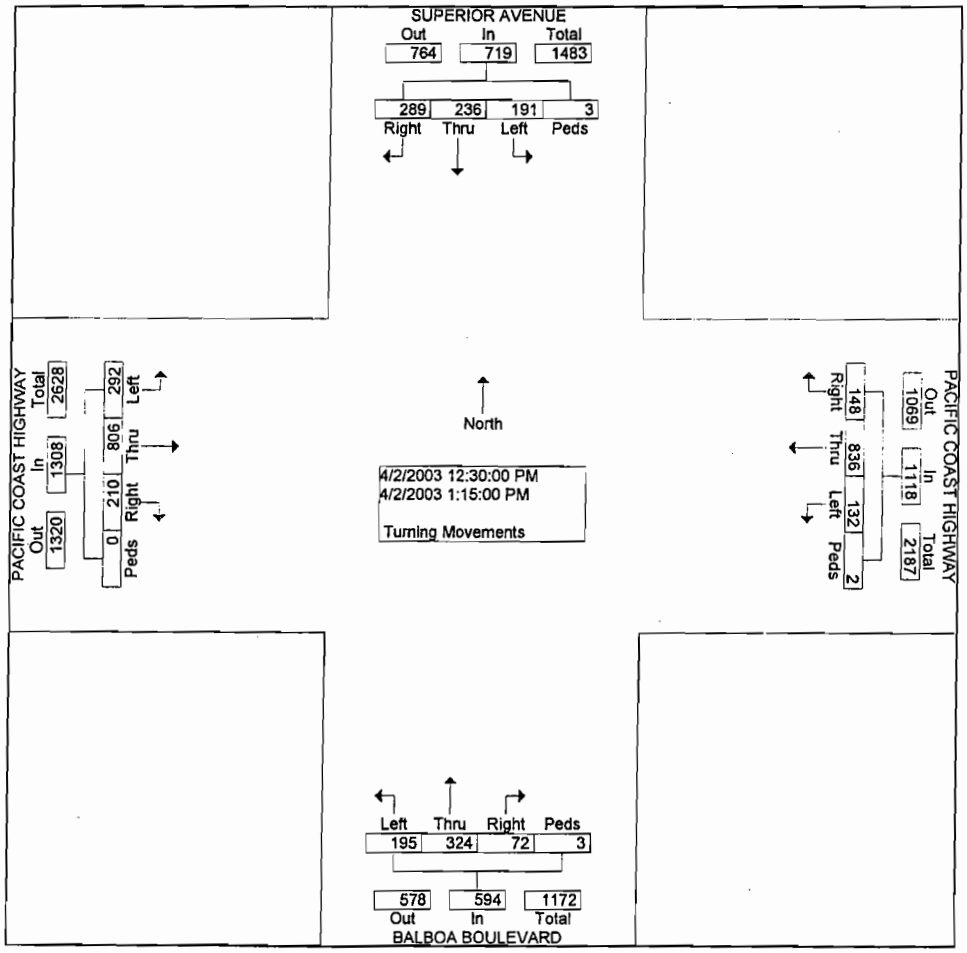
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0303090
Site Code : 00000921
Start Date : 04/02/2003
Page No : 3

	SUPERIOR AVENUE Southbound					PACIFIC COAST HIGHWAY Westbound					BALBOA BOULEVARD Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Intersection	12:30 PM																				
Volume	289	236	191	3	719	148	836	132	2	1118	72	324	195	3	594	210	806	292	0	1308	3739
Percent	40.2	32.8	26.6	0.4		13.2	74.8	11.8	0.2		12.1	54.5	32.8	0.5		16.1	61.6	22.3	0.0		
01:00 Volume	75	66	54	0	195	43	214	26	0	283	19	71	52	2	144	63	224	80	0	367	989
Peak Factor																					0.945
High Int.	01:00 PM					01:00 PM					12:45 PM					01:00 PM					
Volume	75	66	54	0	195	43	214	26	0	283	16	97	56	0	169	63	224	80	0	367	
Peak Factor					0.922					0.988					0.879					0.891	



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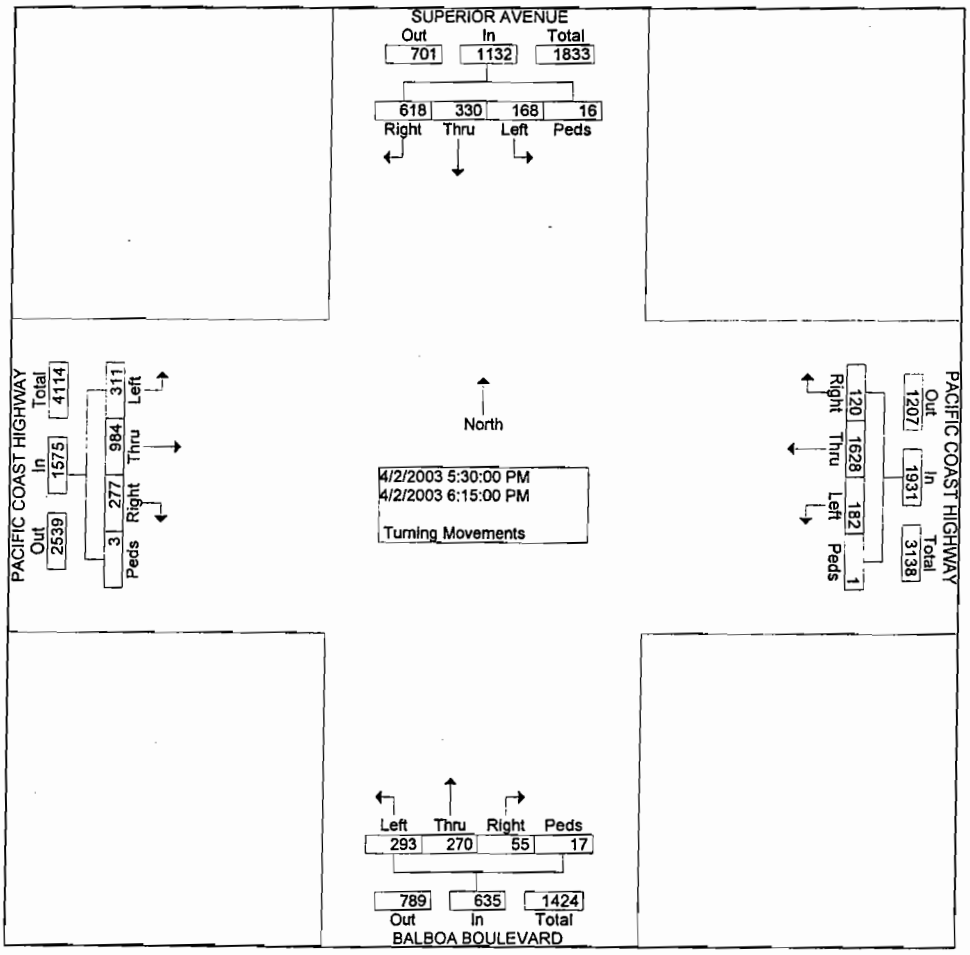
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0303090
Site Code : 00000921
Start Date : 04/02/2003
Page No : 4

	SUPERIOR AVENUE Southbound					PACIFIC COAST HIGHWAY Westbound					BALBOA BOULEVARD Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:30 PM																				
Volume	618	330	168	16	1132	120	1628	182	1	1931	55	270	293	17	635	277	984	311	3	1575	5273
Percent	54.6	29.2	14.8	1.4		6.2	84.3	9.4	0.1		8.7	42.5	46.1	2.7		17.6	62.5	19.7	0.2		
05:30 Volume	184	77	50	2	313	37	326	64	0	427	15	65	83	4	167	85	290	81	0	456	1363
Peak Factor																					0.967
High Int.	05:30 PM					06:00 PM					06:15 PM					05:30 PM					
Volume	184	77	50	2	313	18	470	45	1	534	15	79	72	9	175	85	290	81	0	456	
Peak Factor					0.904					0.904					0.907					0.863	



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Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: RIVERSIDE AVENUE
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0303092
Site Code : 00000920
Start Date : 03/27/2003
Page No : 1

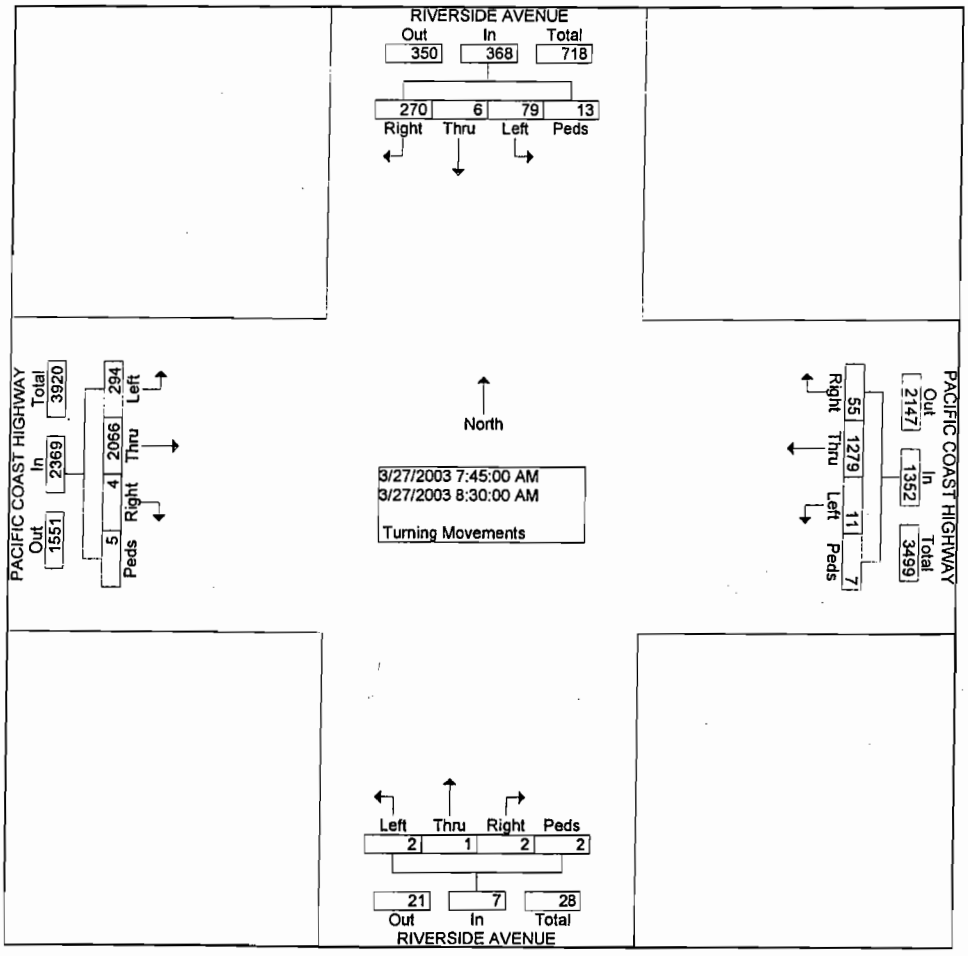
Groups Printed- Turning Movements

	RIVERSIDE AVENUE Southbound				PACIFIC COAST HIGHWAY Westbound				RIVERSIDE AVENUE Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	46	0	19	3	15	199	0	1	0	0	0	0	0	409	61	0	753
07:30 AM	78	0	16	2	21	244	2	1	1	0	1	4	2	513	105	1	991
07:45 AM	98	3	26	3	18	296	0	1	0	0	0	0	0	504	98	1	1048
Total	222	3	61	8	54	739	2	3	1	0	1	4	2	1426	264	2	2792
08:00 AM	67	1	17	5	11	283	5	1	0	0	0	0	1	543	60	0	994
08:15 AM	47	2	15	2	16	351	4	2	0	0	0	0	1	548	58	2	1048
08:30 AM	58	0	21	3	10	349	2	3	2	1	2	2	2	471	78	2	1006
08:45 AM	34	1	20	7	8	346	6	1	1	0	1	0	2	490	67	2	986
Total	206	4	73	17	45	1329	17	7	3	1	3	2	6	2052	263	6	4034
09:00 AM	64	1	20	1	21	324	3	2	0	0	2	1	4	406	95	2	946
*** BREAK ***																	
Total	64	1	20	1	21	324	3	2	0	0	2	1	4	406	95	2	946
*** BREAK ***																	
11:30 AM	41	1	22	4	13	326	4	2	1	0	0	1	3	508	52	5	983
11:45 AM	51	2	23	5	20	329	7	4	0	1	0	0	2	503	55	4	1006
Total	92	3	45	9	33	655	11	6	1	1	0	1	5	1011	107	9	1989
12:00 PM	55	2	22	2	20	330	4	1	0	0	1	0	3	495	46	3	984
12:15 PM	44	2	24	3	13	317	3	1	1	0	1	0	5	486	44	2	946
12:30 PM	38	3	21	6	15	320	4	0	1	0	0	0	2	494	49	4	957
12:45 PM	48	2	17	6	16	317	4	3	2	0	1	0	4	489	53	3	965
Total	185	9	84	17	64	1284	15	5	4	0	3	0	14	1964	192	12	3852
01:00 PM	42	1	18	3	15	317	5	1	1	0	1	0	2	492	48	3	949
01:15 PM	48	0	23	5	14	319	5	3	1	0	2	0	5	497	52	2	976
*** BREAK ***																	
Total	90	1	41	8	29	636	10	4	2	0	3	0	7	989	100	5	1925
*** BREAK ***																	
03:30 PM	63	2	20	3	14	435	9	2	0	1	1	0	0	361	74	3	988
03:45 PM	52	1	19	3	17	521	5	10	1	2	6	0	3	399	70	3	1112
Total	115	3	39	6	31	956	14	12	1	3	7	0	3	760	144	6	2100
04:00 PM	57	0	17	1	12	494	5	7	4	3	0	4	4	401	62	2	1073
04:15 PM	67	4	22	3	12	486	8	4	3	1	3	0	2	363	82	1	1061
04:30 PM	51	2	24	2	20	531	7	2	2	1	8	3	3	404	69	0	1129
04:45 PM	66	1	29	1	13	573	8	4	2	3	5	0	4	370	73	0	1152
Total	241	7	92	7	57	2084	28	17	11	8	16	7	13	1538	286	3	4415
05:00 PM	67	1	20	1	10	565	13	1	4	3	2	3	4	382	52	1	1129
05:15 PM	67	1	28	1	9	558	13	1	4	4	3	0	6	379	59	1	1134
05:30 PM	69	2	33	2	10	560	10	5	2	3	2	1	5	380	62	2	1148
05:45 PM	69	2	28	2	13	560	14	2	3	3	2	4	5	363	60	2	1132
Total	272	6	109	6	42	2243	50	9	13	13	9	8	20	1504	233	6	4543
06:00 PM	66	1	28	3	12	551	9	5	4	5	4	2	2	348	42	2	1084
06:15 PM	59	3	25	3	9	555	9	2	3	6	5	2	5	351	54	4	1095
Grand Total	1612	41	617	85	397	11356	168	72	43	37	53	27	81	12349	1780	57	28775
Apprch %	68.5	1.7	26.2	3.6	3.3	94.7	1.4	0.6	26.9	23.1	33.1	16.9	0.6	86.6	12.5	0.4	
Total %	5.6	0.1	2.1	0.3	1.4	39.5	0.6	0.3	0.1	0.1	0.2	0.1	0.3	42.9	6.2	0.2	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0303092
Site Code : 00000920
Start Date : 03/27/2003
Page No : 2

	RIVERSIDE AVENUE Southbound					PACIFIC COAST HIGHWAY Westbound					RIVERSIDE AVENUE Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	270	6	79	13	368	55	1279	11	7	1352	2	1	2	2	7	4	2066	294	5	2369	4096
Percent	73.4	1.6	21.5	3.5		4.1	94.6	0.8	0.5		28.6	14.3	28.6	28.6		0.2	87.2	12.4	0.2		
08:15 Volume	47	2	15	2	66	16	351	4	2	373	0	0	0	0	0	1	548	58	2	609	1048
Peak Factor																					0.977
High Int.	07:45 AM					08:15 AM					08:30 AM					08:15 AM					
Volume	98	3	26	3	130	16	351	4	2	373	2	1	2	2	7	1	548	58	2	609	
Peak Factor					0.708					0.906					0.250					0.972	



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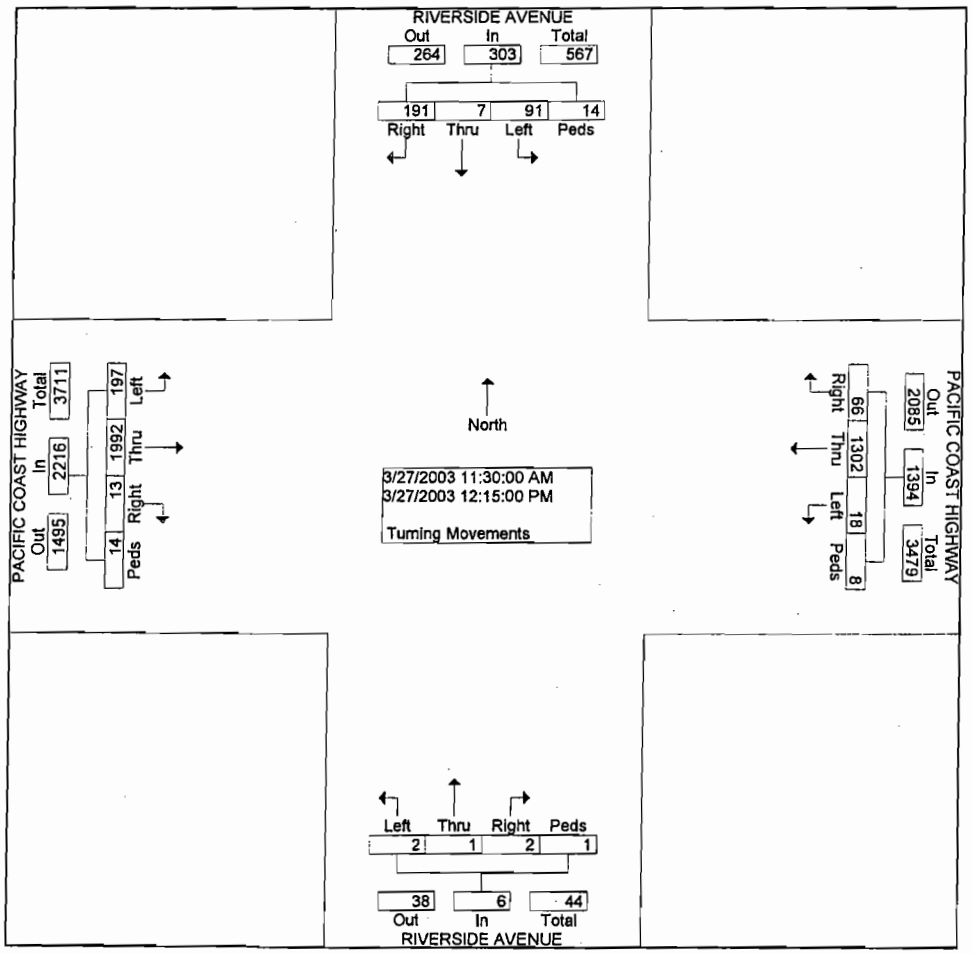
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0303092
Site Code : 00000920
Start Date : 03/27/2003
Page No : 3

	RIVERSIDE AVENUE Southbound					PACIFIC COAST HIGHWAY Westbound					RIVERSIDE AVENUE Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Intersection	11:30 AM																				
Volume	191	7	91	14	303	66	1302	18	8	1394	2	1	2	1	6	13	1992	197	14	2216	3919
Percent	63.0	2.3	30.0	4.6		4.7	93.4	1.3	0.6		33.3	16.7	33.3	16.7		0.6	89.9	8.9	0.6		
11:45 Volume	51	2	23	5	81	20	329	7	4	360	0	1	0	0	1	2	503	55	4	564	1006
Peak Factor																					0.974
High Int.	11:45 AM					11:45 AM					11:30 AM					11:30 AM					
Volume	51	2	23	5	81	20	329	7	4	360	1	0	0	1	2	3	508	52	5	568	
Peak Factor					0.935					0.968					0.750					0.975	



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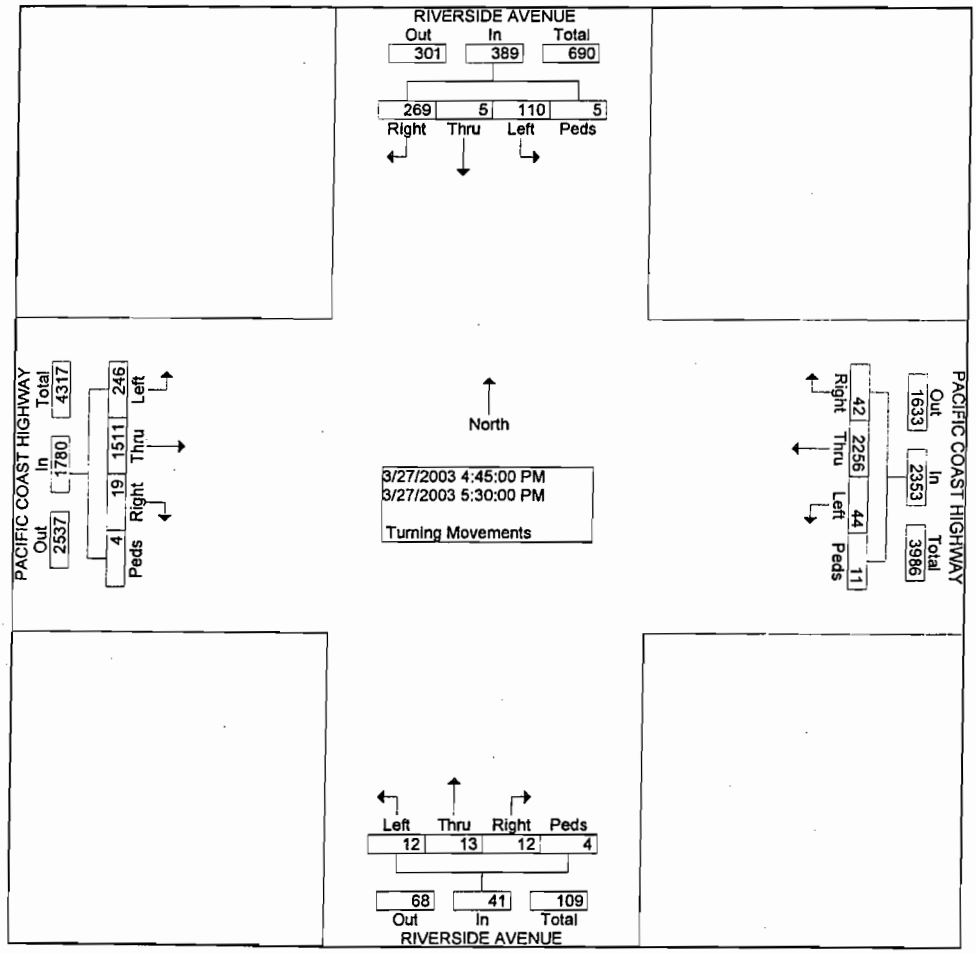
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0303092
Site Code : 00000920
Start Date : 03/27/2003
Page No : 4

	RIVERSIDE AVENUE Southbound					PACIFIC COAST HIGHWAY Westbound					RIVERSIDE AVENUE Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	269	5	110	5	389	42	2256	44	11	2353	12	13	12	4	41	19	1511	246	4	1780	4563
Percent	69.2	1.3	28.3	1.3		1.8	95.9	1.9	0.5		29.3	31.7	29.3	9.8		1.1	84.9	13.8	0.2		
04:45 Volume	66	1	29	1	97	13	573	8	4	598	2	3	5	0	10	4	370	73	0	447	1152
Peak Factor																					0.990
High Int.	05:30 PM					04:45 PM					05:00 PM					05:30 PM					
Volume	69	2	33	2	106	13	573	8	4	598	4	3	2	3	12	5	380	62	2	449	
Peak Factor					0.917					0.984					0.854					0.991	



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Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: TUSTIN AVENUE
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0303093
Site Code : 00000920
Start Date : 03/25/2003
Page No : 1

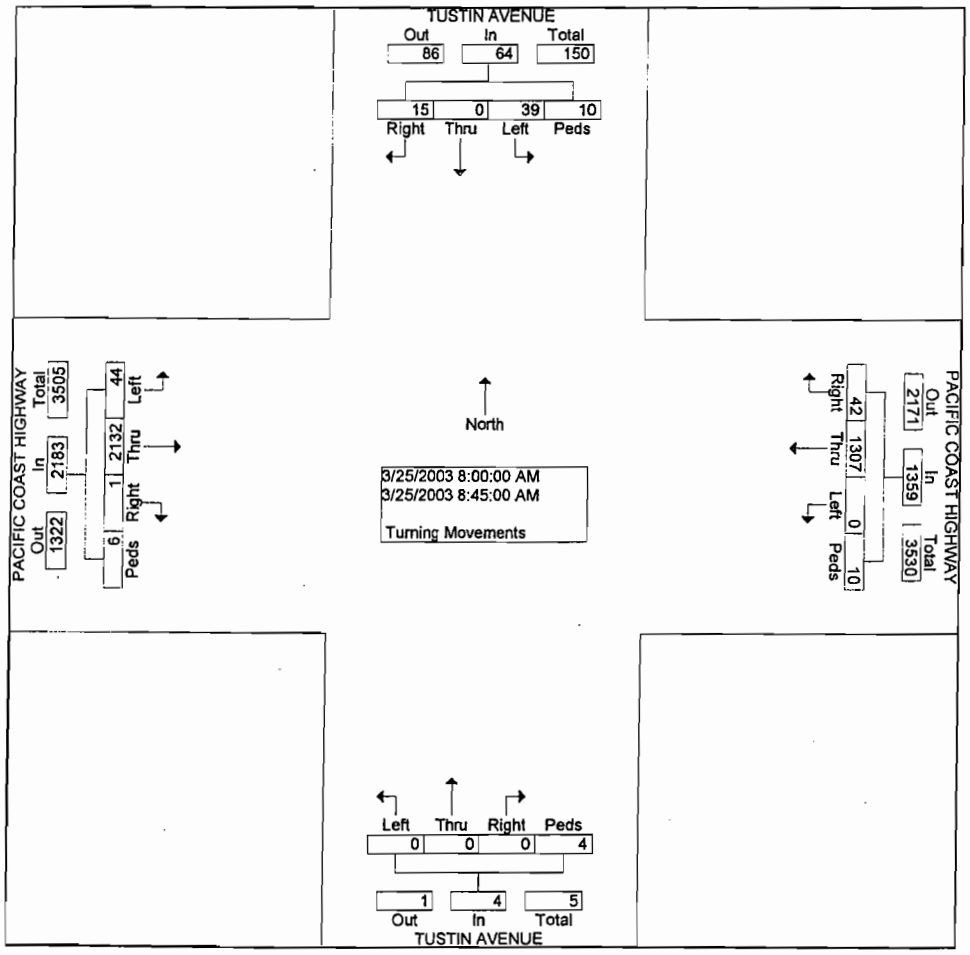
Groups Printed- Turning Movements

	TUSTIN AVENUE Southbound				PACIFIC COAST HIGHWAY Westbound				TUSTIN AVENUE Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	1	1	4	0	4	213	0	0	0	0	0	0	0	392	4	0	619
07:30 AM	3	1	6	0	8	252	0	0	0	0	0	0	0	422	7	0	699
07:45 AM	4	0	5	0	11	323	0	0	0	0	0	0	0	463	7	0	813
Total	8	2	15	0	23	788	0	0	0	0	0	0	0	1277	18	0	2131
08:00 AM	3	0	11	1	15	290	0	2	0	0	0	0	0	567	3	1	893
08:15 AM	4	0	4	0	7	357	0	3	0	0	0	1	1	521	22	0	920
08:30 AM	1	0	12	7	14	318	0	3	0	0	0	0	0	541	11	0	907
08:45 AM	7	0	12	2	6	342	0	2	0	0	0	3	0	503	8	5	890
Total	15	0	39	10	42	1307	0	10	0	0	0	4	1	2132	44	6	3610
09:00 AM	3	0	10	4	12	293	0	7	0	0	0	3	0	461	9	0	802
*** BREAK ***																	
Total	3	0	10	4	12	293	0	7	0	0	0	3	0	461	9	0	802
*** BREAK ***																	
03:30 PM	6	2	6	1	9	512	0	0	0	0	0	0	0	343	13	0	892
03:45 PM	5	0	7	2	16	536	0	1	0	0	0	4	1	444	16	1	1033
Total	11	2	13	3	25	1048	0	1	0	0	0	4	1	787	29	1	1925
04:00 PM	5	0	16	1	14	538	0	0	0	0	0	0	0	365	15	0	954
04:15 PM	1	1	17	0	13	532	0	0	1	0	1	0	0	374	6	1	947
04:30 PM	7	0	15	2	12	524	0	1	0	0	0	0	0	364	27	0	952
04:45 PM	5	1	12	2	13	527	1	1	0	0	0	1	0	374	27	1	965
Total	18	2	60	5	52	2121	1	2	1	0	1	1	0	1477	75	2	3818
05:00 PM	4	0	14	2	16	580	0	2	0	0	0	1	2	380	24	1	1026
05:15 PM	6	0	15	2	12	581	0	5	0	0	0	0	1	378	29	1	1030
05:30 PM	4	0	12	4	14	585	0	0	0	0	0	0	0	376	27	1	1023
05:45 PM	5	0	14	0	17	586	0	3	0	0	0	0	1	379	24	1	1030
Total	19	0	55	8	59	2332	0	10	0	0	0	1	4	1513	104	4	4109
06:00 PM	6	0	11	1	15	560	0	3	0	0	0	0	0	362	25	1	984
06:15 PM	7	0	12	3	16	554	1	1	0	0	1	0	0	364	22	0	981
Grand Total	87	6	215	34	244	9003	2	34	1	0	2	13	6	8373	326	14	18360
Apprch %	25.4	1.8	62.9	9.9	2.6	97.0	0.0	0.4	6.3	0.0	12.5	81.3	0.1	96.0	3.7	0.2	
Total %	0.5	0.0	1.2	0.2	1.3	49.0	0.0	0.2	0.0	0.0	0.0	0.1	0.0	45.6	1.8	0.1	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0303093
Site Code : 00000920
Start Date : 03/25/2003
Page No : 2

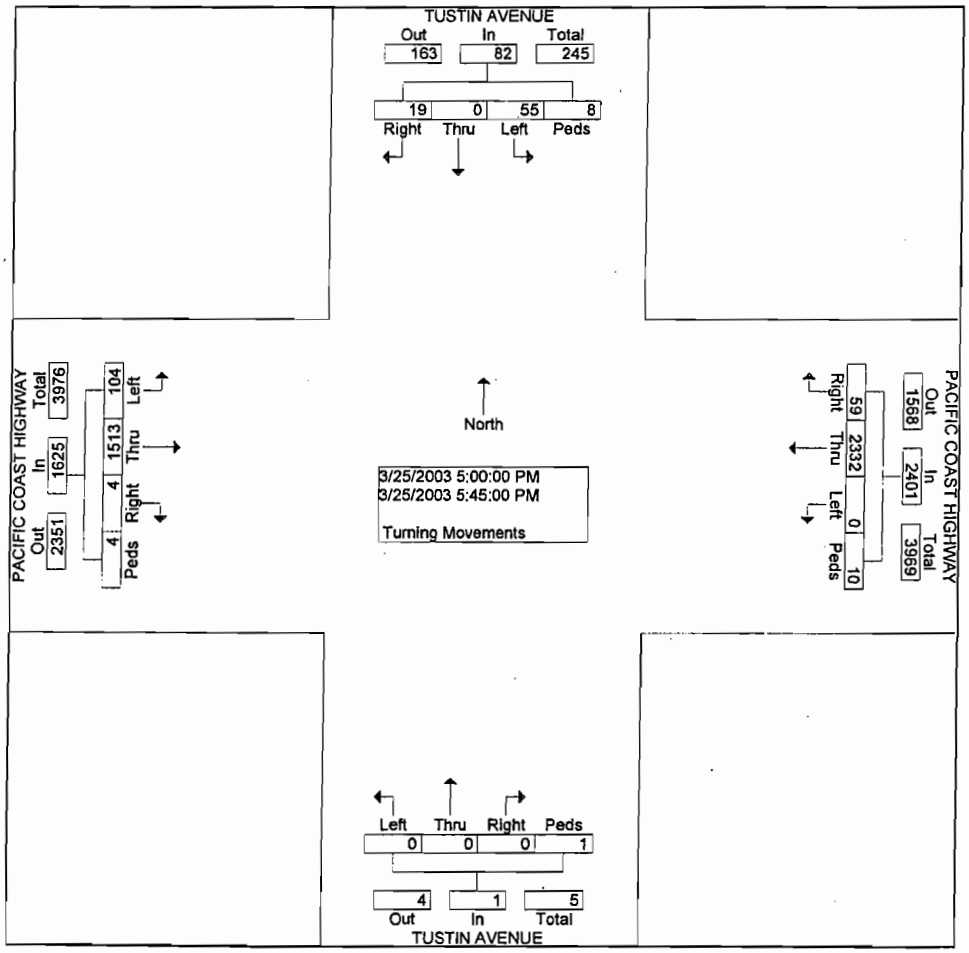
	TUSTIN AVENUE Southbound					PACIFIC COAST HIGHWAY Westbound					TUSTIN AVENUE Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	15	0	39	10	64	42	1307	0	10	1359	0	0	0	4	4	1	2132	44	6	2183	3610
Percent	23.4	0.0	60.9	15.6		3.1	96.2	0.0	0.7		0.0	0.0	0.0	100.0		0.0	97.7	2.0	0.3		
08:15 Volume	4	0	4	0	8	7	357	0	3	367	0	0	0	1	1	1	521	22	0	544	920
Peak Factor																					0.981
High Int.	08:45 AM					08:15 AM					08:45 AM					08:00 AM					
Volume	7	0	12	2	21	7	357	0	3	367	0	0	0	3	3	0	567	3	1	571	
Peak Factor					0.762					0.926					0.333					0.956	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0303093
Site Code : 00000920
Start Date : 03/25/2003
Page No : 3

	TUSTIN AVENUE Southbound					PACIFIC COAST HIGHWAY Westbound					TUSTIN AVENUE Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	19	0	55	8	82	59	2332	0	10	2401	0	0	0	1	1	4	1513	104	4	1625	4109
Percent	23.2	0.0	67.1	9.8		2.5	97.1	0.0	0.4		0.0	0.0	0.0	100.0		0.2	93.1	6.4	0.2		
05:45 Volume	5	0	14	0	19	17	586	0	3	606	0	0	0	0	0	1	379	24	1	405	1030
Peak Factor																					0.997
High Int.	05:15 PM					05:45 PM					05:00 PM					05:15 PM					
Volume	6	0	15	2	23	17	586	0	3	606	0	0	0	1	1	1	378	29	1	409	
Peak Factor					0.89					0.99					0.25					0.99	
					1					1					0					3	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: DOVER - BAYSHORES
E-W Direction: PACIFIC COAST HIGHWAY

File Name : h0303094
Site Code : 00000883
Start Date : 04/03/2003
Page No : 1

Groups Printed- Turning Movements

	DOVER-BAYSHORES Southbound				PACIFIC COAST HIGHWAY Westbound				DOVER-BAYSHORES Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	23	21	152	0	89	228	5	0	9	14	3	1	6	352	16	1	920
07:30 AM	24	6	198	0	132	248	13	0	17	18	9	1	8	422	20	3	1119
07:45 AM	40	19	263	0	147	294	8	0	18	24	11	0	7	545	30	0	1406
Total	87	46	613	0	368	770	26	0	44	56	23	2	21	1319	66	4	3445
08:00 AM	33	18	312	0	154	327	9	0	7	16	11	2	14	532	19	0	1454
08:15 AM	31	11	258	0	170	322	13	0	12	16	8	0	6	512	14	2	1375
08:30 AM	14	14	283	0	151	336	9	0	14	20	9	1	5	505	22	0	1383
08:45 AM	20	17	242	0	175	344	8	0	16	7	3	0	12	586	30	0	1460
Total	98	60	1095	0	650	1329	39	0	49	59	31	3	37	2135	85	2	5672
09:00 AM	23	14	219	0	169	337	6	0	15	8	4	1	11	561	20	0	1388
*** BREAK ***																	
Total	23	14	219	0	169	337	6	0	15	8	4	1	11	561	20	0	1388
*** BREAK ***																	
03:30 PM	38	10	244	0	296	444	14	0	14	19	10	0	4	425	28	1	1547
03:45 PM	36	17	221	0	261	485	8	0	13	16	21	1	8	412	32	1	1532
Total	74	27	465	0	557	929	22	0	27	35	31	1	12	837	60	2	3079
04:00 PM	32	16	238	0	277	463	11	0	8	10	4	1	7	388	26	3	1484
04:15 PM	35	12	257	1	340	516	13	0	5	16	4	1	4	403	36	2	1645
04:30 PM	22	15	237	1	336	487	4	0	13	15	3	0	3	408	27	0	1571
04:45 PM	50	9	244	1	314	479	14	0	13	15	11	0	3	368	21	0	1542
Total	139	52	976	3	1267	1945	42	0	39	56	22	2	17	1567	110	5	6242
05:00 PM	24	17	254	0	314	551	4	0	10	9	5	0	6	421	33	0	1648
05:15 PM	38	17	253	0	340	610	7	0	7	10	5	1	4	394	23	1	1710
05:30 PM	31	18	242	0	337	624	9	0	8	13	8	0	7	417	26	0	1740
05:45 PM	41	14	238	1	309	583	11	0	7	11	6	0	5	404	31	2	1663
Total	134	66	987	1	1300	2368	31	0	32	43	24	1	22	1636	113	3	6761
06:00 PM	31	18	218	1	326	559	7	0	6	9	7	1	16	391	24	0	1614
06:15 PM	27	14	231	0	305	553	8	0	9	8	6	0	13	384	27	0	1585
Grand Total	613	297	4804	5	4942	8790	181	0	221	274	148	11	149	8830	505	16	29786
Apprch %	10.7	5.2	84.0	0.1	35.5	63.2	1.3	0.0	33.8	41.9	22.6	1.7	1.6	92.9	5.3	0.2	
Total %	2.1	1.0	16.1	0.0	16.6	29.5	0.6	0.0	0.7	0.9	0.5	0.0	0.5	29.6	1.7	0.1	

Transportation Studies, Inc.
1350 Reynolds Avenue
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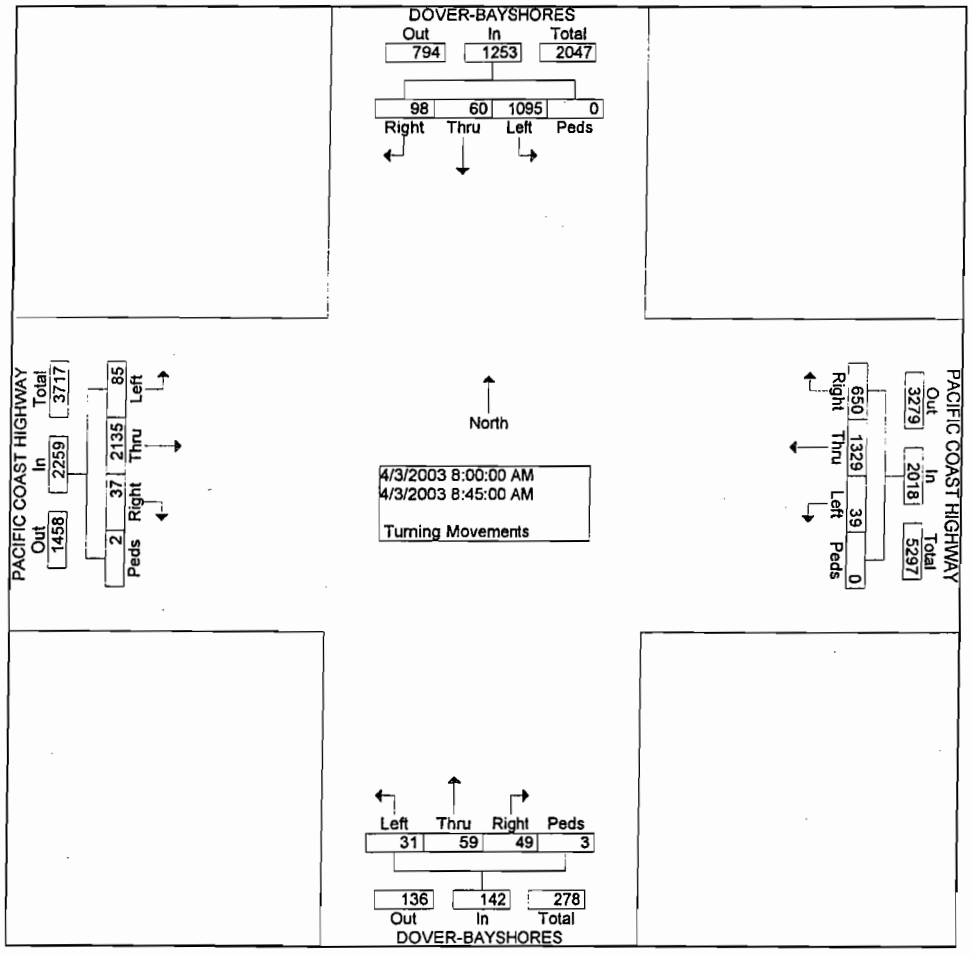
Irvine, CA. 92614

File Name : h0303094
Site Code : 00000883
Start Date : 04/03/2003
Page No : 2

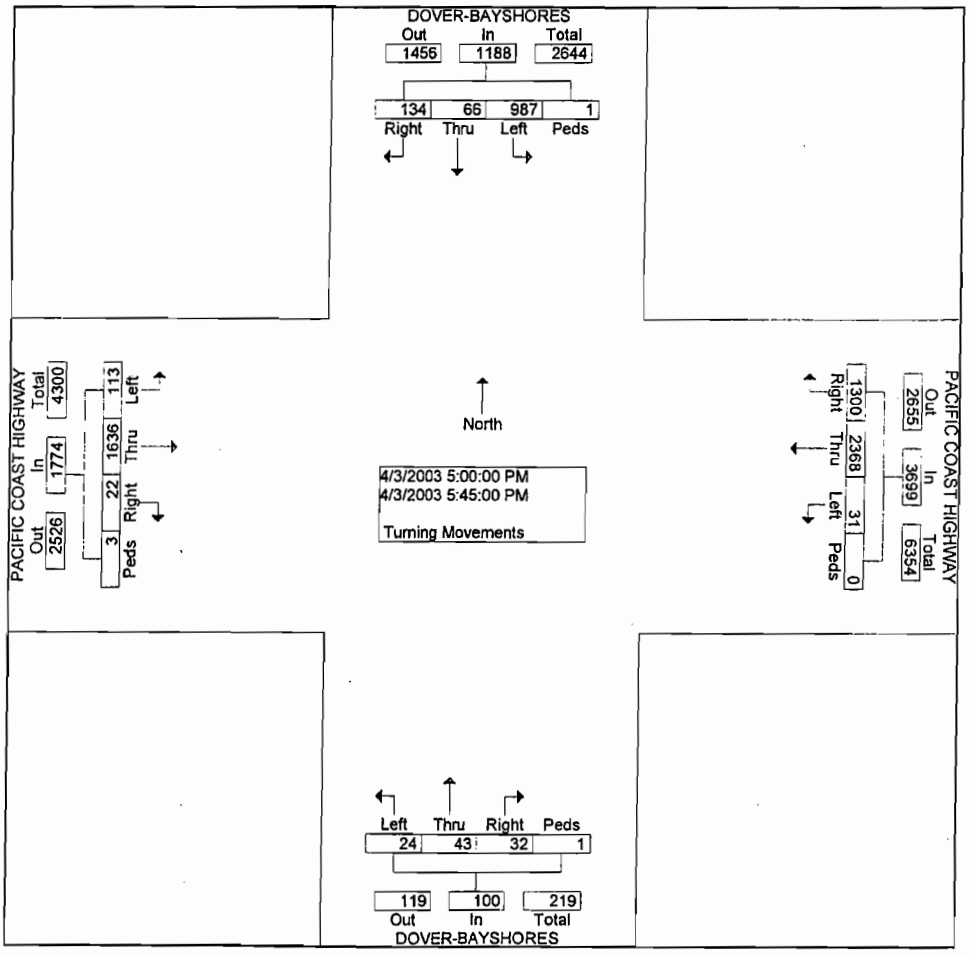
	DOVER-BAYSHORES Southbound					PACIFIC COAST HIGHWAY Westbound					DOVER-BAYSHORES Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	98	60	1095	0	1253	650	1329	39	0	2018	49	59	31	3	142	37	2135	85	2	2259	5672
Percent	7.8	4.8	87.4	0.0		32.2	65.9	1.9	0.0		34.5	41.5	21.8	2.1		1.6	94.5	3.8	0.1		
08:45 Volume	20	17	242	0	279	175	344	8	0	527	16	7	3	0	26	12	586	30	0	628	1460
Peak Factor																					0.971
High Int.	08:00 AM					08:45 AM					08:30 AM					08:45 AM					
Volume	33	18	312	0	363	175	344	8	0	527	14	20	9	1	44	12	586	30	0	628	
Peak Factor					0.863					0.957					0.807					0.899	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : h0303094
Site Code : 00000883
Start Date : 04/03/2003
Page No : 3

	DOVER-BAYSHORES Southbound					PACIFIC COAST HIGHWAY Westbound					DOVER-BAYSHORES Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	134	66	987	1	1188	1300	2368	31	0	3699	32	43	24	1	100	22	1636	113	3	1774	6761
Percent	11.3	5.6	83.1	0.1		35.1	64.0	0.8	0.0		32.0	43.0	24.0	1.0		1.2	92.2	6.4	0.2		
05:30 Volume	31	18	242	0	291	337	624	9	0	970	8	13	8	0	29	7	417	26	0	450	1740
Peak Factor																					0.971
High Int.	05:15 PM					05:30 PM					05:30 PM					05:00 PM					
Volume	38	17	253	0	308	337	624	9	0	970	8	13	8	0	29	6	421	33	0	460	
Peak Factor					0.964					0.953					0.862					0.964	



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Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: BAYSIDE DRIVE
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0303095
Site Code : 00001944
Start Date : 03/27/2003
Page No : 1

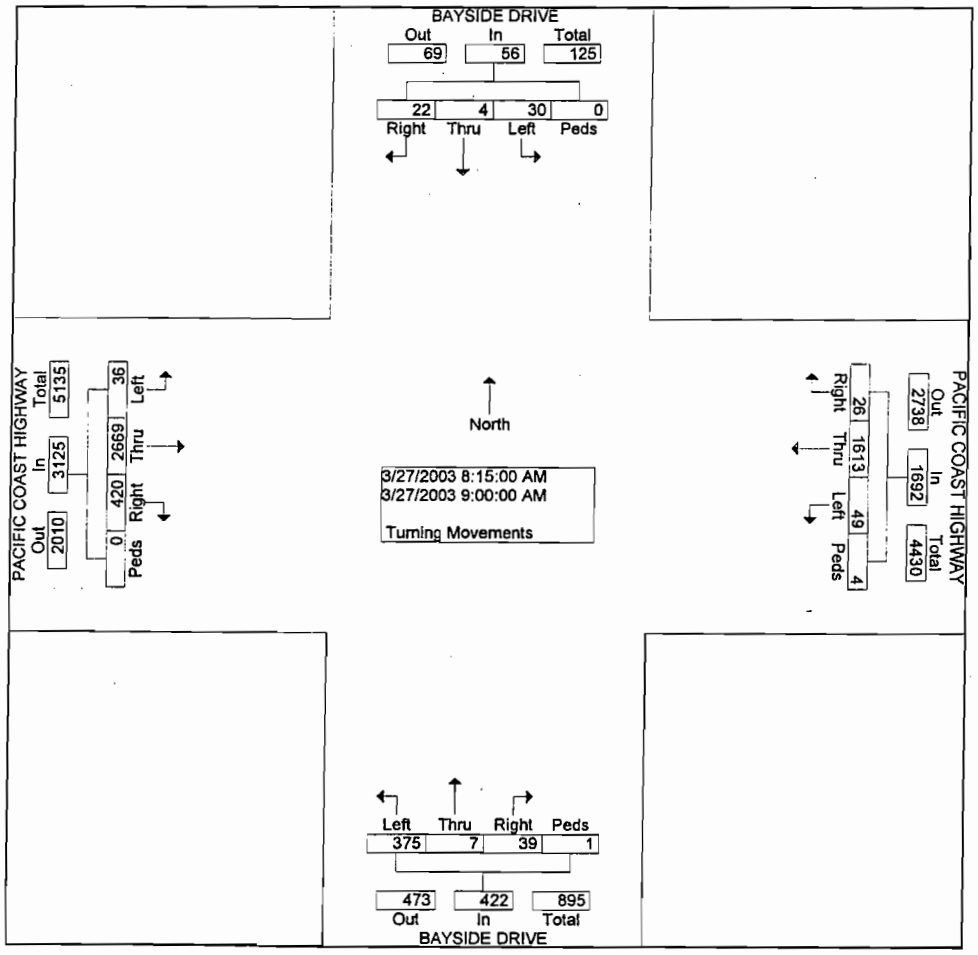
Groups Printed- Turning Movements

	BAYSIDE DRIVE Southbound				PACIFIC COAST HIGHWAY Westbound				BAYSIDE DRIVE Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	5	1	7	0	2	227	9	0	2	1	65	0	53	425	6	0	803
07:30 AM	13	3	8	0	4	323	10	1	8	2	60	1	86	562	7	0	1088
07:45 AM	11	2	7	0	3	361	9	4	8	1	83	0	81	657	4	0	1231
Total	29	6	22	0	9	911	28	5	18	4	208	1	220	1644	17	0	3122
08:00 AM	8	1	6	0	1	387	7	2	7	5	94	0	74	776	1	0	1369
08:15 AM	2	1	6	0	4	353	15	1	8	1	89	1	98	702	6	0	1287
08:30 AM	5	1	11	0	8	393	6	2	8	3	73	0	112	699	15	0	1336
08:45 AM	7	1	7	0	6	396	16	1	17	2	98	0	93	632	8	0	1284
Total	22	4	30	0	19	1529	44	6	40	11	354	1	377	2809	30	0	5276
09:00 AM	8	1	6	0	8	471	12	0	6	1	115	0	117	636	7	0	1388
*** BREAK ***																	
Total	8	1	6	0	8	471	12	0	6	1	115	0	117	636	7	0	1388
*** BREAK ***																	
03:30 PM	9	4	1	0	6	627	13	0	13	1	124	0	91	567	18	0	1474
03:45 PM	11	0	8	0	9	632	15	4	13	5	125	0	115	537	14	0	1488
Total	20	4	9	0	15	1259	28	4	26	6	249	0	206	1104	32	0	2962
04:00 PM	16	0	4	0	6	660	13	1	11	2	126	0	129	482	13	0	1463
04:15 PM	16	6	7	0	6	610	8	2	8	5	123	0	95	532	10	0	1428
04:30 PM	11	1	4	0	3	660	23	2	8	4	115	3	104	515	20	0	1473
04:45 PM	10	6	12	0	8	786	17	1	8	2	113	3	121	524	12	0	1623
Total	53	13	27	0	23	2716	61	6	35	13	477	6	449	2053	55	0	5987
05:00 PM	11	3	6	0	7	790	19	3	7	1	109	2	121	521	12	0	1612
05:15 PM	8	0	5	0	4	765	13	2	10	3	121	0	123	555	10	0	1619
05:30 PM	8	0	4	0	10	735	18	4	8	0	134	0	108	515	16	0	1560
05:45 PM	9	2	4	0	8	793	21	4	7	1	130	2	103	521	12	0	1617
Total	36	5	19	0	29	3083	71	13	32	5	494	4	455	2112	50	0	6408
06:00 PM	11	6	6	0	6	766	17	2	5	0	122	0	120	501	16	0	1578
06:15 PM	8	3	6	0	5	714	19	1	5	3	108	0	115	486	14	0	1487
Grand Total	187	42	125	0	114	1144 9	280	37	167	43	2127	12	2059	1134 5	221	0	28208
Apprch %	52.8	11.9	35.3	0.0	1.0	96.4	2.4	0.3	7.1	1.8	90.5	0.5	15.1	83.3	1.6	0.0	
Total %	0.7	0.1	0.4	0.0	0.4	40.6	1.0	0.1	0.6	0.2	7.5	0.0	7.3	40.2	0.8	0.0	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0303095
Site Code : 00001944
Start Date : 03/27/2003
Page No : 2

	BAYSIDE DRIVE Southbound					PACIFIC COAST HIGHWAY Westbound					BAYSIDE DRIVE Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	08:15 AM																				
Volume	22	4	30	0	56	26	1613	49	4	1692	39	7	375	1	422	420	2669	36	0	3125	5295
Percent	39.3	7.1	53.6	0.0		1.5	95.3	2.9	0.2		9.2	1.7	88.9	0.2		13.4	85.4	1.2	0.0		
09:00 Volume	8	1	6	0	15	8	471	12	0	491	6	1	115	0	122	117	636	7	0	760	1388
Peak Factor																					0.954
High Int.	08:30 AM					09:00 AM					09:00 AM					08:30 AM					
Volume	5	1	11	0	17	8	471	12	0	491	6	1	115	0	122	112	699	15	0	826	
Peak Factor					0.824					0.862					0.865					0.946	



Transportation Studies, Inc.
1350 Reynolds Avenue
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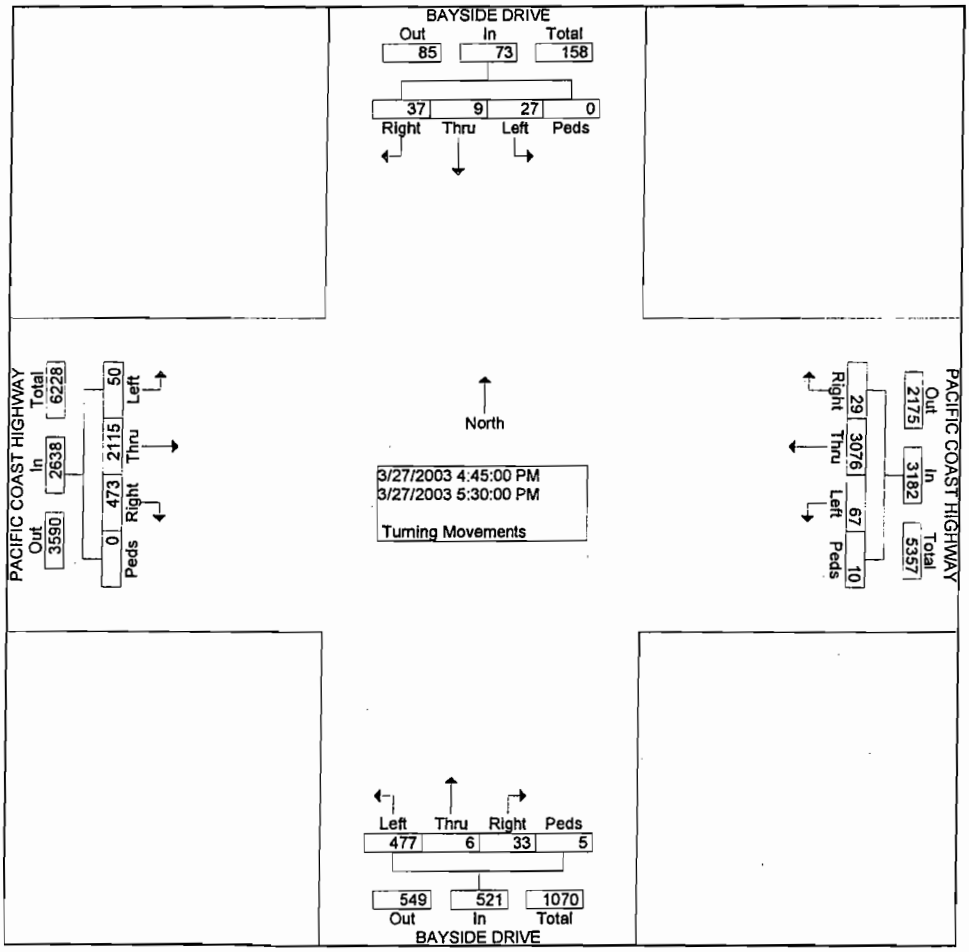
Irvine, CA. 92614

File Name : H0303095
Site Code : 00001944
Start Date : 03/27/2003
Page No : 3

	BAYSIDE DRIVE Southbound					PACIFIC COAST HIGHWAY Westbound					BAYSIDE DRIVE Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	37	9	27	0	73	29	3076	67	10	3182	33	6	477	5	521	473	2115	50	0	2638	6414
Percent	50.7	12.3	37.0	0.0		0.9	96.7	2.1	0.3		6.3	1.2	91.6	1.0		17.9	80.2	1.9	0.0		
04:45 Volume	10	6	12	0	28	8	786	17	1	812	8	2	113	3	126	121	524	12	0	657	1623
Peak Factor																					0.988
High Int.	04:45 PM					05:00 PM					05:30 PM					05:15 PM					
Volume	10	6	12	0	28	7	790	19	3	819	8	0	134	0	142	123	555	10	0	688	
Peak Factor					0.652					0.971					0.917					0.959	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0303097
Site Code : 00001944
Start Date : 03/26/2003
Page No : 1

Groups Printed- Turning Movements

	JAMBOREE ROAD Southbound				PACIFIC COAST HIGHWAY Westbound				JAMBOREE ROAD Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	83	36	28	1	12	182	9	8	18	71	1	5	2	300	153	0	909
07:30 AM	105	41	26	0	35	256	18	1	15	111	5	1	1	391	225	0	1231
07:45 AM	149	46	34	0	54	232	16	2	29	119	6	1	1	424	285	0	1398
Total	337	123	88	1	101	670	43	11	62	301	12	7	4	1115	663	0	3538
08:00 AM	149	41	44	0	27	240	22	1	26	106	5	0	6	475	285	0	1427
08:15 AM	148	51	48	0	29	274	20	2	27	88	5	0	5	471	270	0	1438
08:30 AM	142	55	25	0	26	237	23	1	23	87	4	0	3	442	216	0	1284
08:45 AM	159	56	40	0	37	273	23	1	24	87	5	0	7	440	232	0	1384
Total	598	203	157	0	119	1024	88	5	100	368	19	0	21	1828	1003	0	5533
09:00 AM	131	58	30	0	33	300	22	2	21	92	10	0	5	369	233	0	1306
*** BREAK ***																	
Total	131	58	30	0	33	300	22	2	21	92	10	0	5	369	233	0	1306
*** BREAK ***																	
11:30 AM	151	79	41	0	52	336	23	1	43	71	7	1	7	353	117	0	1282
11:45 AM	153	79	43	1	42	369	32	2	35	64	11	0	14	386	166	0	1397
Total	304	158	84	1	94	705	55	3	78	135	18	1	21	739	283	0	2679
12:00 PM	187	68	46	1	55	389	55	2	39	71	9	2	6	322	133	0	1385
12:15 PM	175	81	40	0	62	365	37	1	33	68	11	0	9	368	143	0	1393
12:30 PM	173	73	42	0	72	381	48	0	41	74	14	0	12	353	149	0	1432
12:45 PM	183	89	47	0	67	374	41	0	38	70	11	0	10	378	141	0	1449
Total	718	311	175	1	256	1509	181	3	151	283	45	2	37	1421	566	0	5659
01:00 PM	174	83	40	0	58	359	39	0	31	62	9	0	8	365	134	0	1362
01:15 PM	162	71	34	0	55	347	37	0	27	59	6	0	11	348	127	0	1284
*** BREAK ***																	
Total	336	154	74	0	113	706	76	0	58	121	15	0	19	713	261	0	2646
*** BREAK ***																	
03:30 PM	218	124	64	2	56	397	36	5	31	60	10	0	8	315	156	0	1482
03:45 PM	208	105	49	2	43	423	46	9	27	89	9	4	3	317	162	0	1496
Total	426	229	113	4	99	820	82	14	58	149	19	4	11	632	318	0	2978
04:00 PM	215	88	58	0	53	384	45	3	43	64	12	4	6	375	160	0	1510
04:15 PM	233	75	58	0	53	425	46	0	40	67	10	1	11	350	189	0	1558
04:30 PM	229	92	43	4	72	478	40	2	26	64	7	1	4	370	134	0	1566
04:45 PM	243	95	47	4	44	431	41	3	21	67	10	1	5	360	165	0	1537
Total	920	350	206	8	222	1718	172	8	130	262	39	7	26	1455	648	0	6171
05:00 PM	256	85	44	10	56	441	44	3	28	55	10	0	3	337	166	0	1538
05:15 PM	348	101	36	0	57	494	40	11	32	60	12	2	1	354	191	0	1739
05:30 PM	338	134	55	10	54	479	46	2	20	70	14	1	6	309	195	0	1733
05:45 PM	259	125	52	0	73	397	45	6	26	55	9	2	10	408	239	0	1706
Total	1201	445	187	20	240	1811	175	22	106	240	45	5	20	1408	791	0	6716
06:00 PM	232	131	51	0	76	434	40	0	29	57	8	0	12	371	219	0	1660
06:15 PM	218	124	56	0	66	407	37	0	23	54	6	0	13	354	197	0	1555
Grand Total	5421	2286	1221	35	1419	10104	971	68	816	2062	236	26	189	10405	5182	0	40441
Apprch %	60.5	25.5	13.6	0.4	11.3	80.4	7.7	0.5	26.0	65.7	7.5	0.8	1.2	66.0	32.8	0.0	
Total %	13.4	5.7	3.0	0.1	3.5	25.0	2.4	0.2	2.0	5.1	0.6	0.1	0.5	25.7	12.8	0.0	

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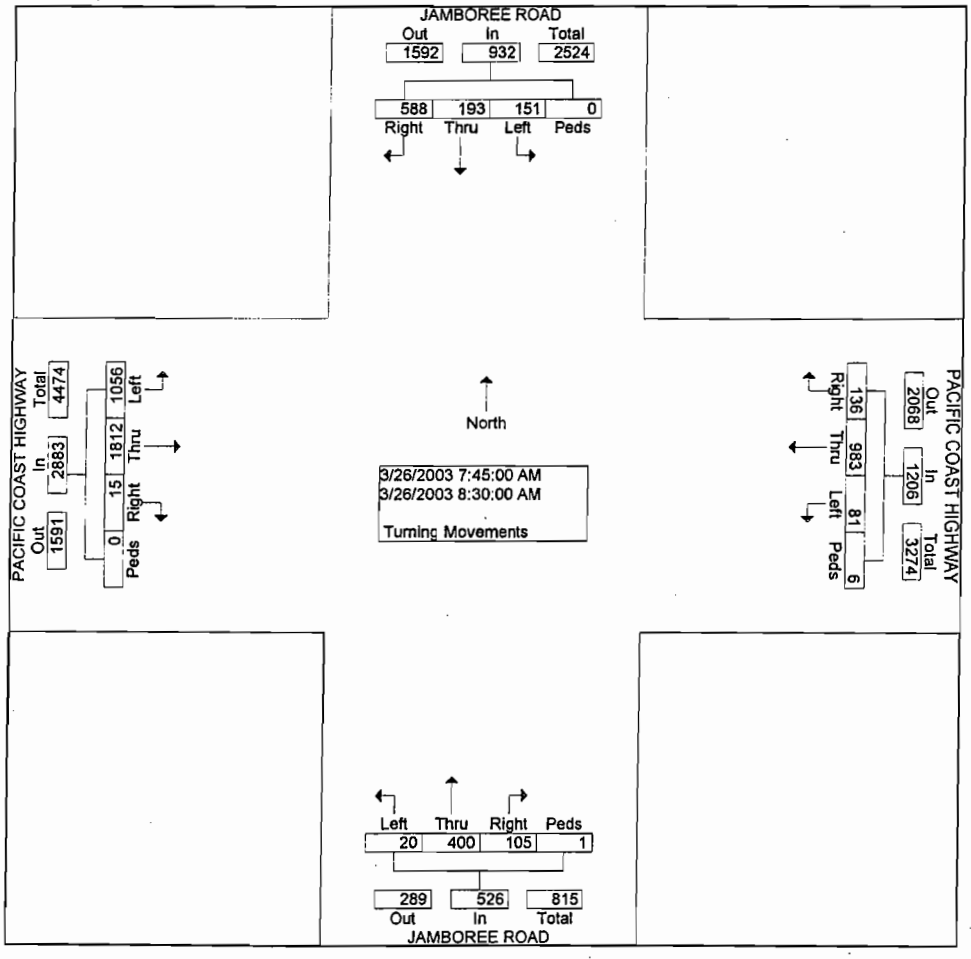
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0303097
Site Code : 00001944
Start Date : 03/26/2003
Page No : 2

	JAMBOREE ROAD Southbound					PACIFIC COAST HIGHWAY Westbound					JAMBOREE ROAD Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	588	193	151	0	932	136	983	81	6	1206	105	400	20	1	526	15	1812	1056	0	2883	5547
Percent	63.1	20.7	16.2	0.0		11.3	81.5	6.7	0.5		20.0	76.0	3.8	0.2		0.5	62.9	36.6	0.0		
08:15 Volume	148	51	48	0	247	29	274	20	2	325	27	88	5	0	120	5	471	270	0	746	1438
Peak Factor																					0.964
High Int.	08:15 AM					08:15 AM					07:45 AM					08:00 AM					
Volume	148	51	48	0	247	29	274	20	2	325	29	119	6	1	155	6	475	285	0	766	
Peak Factor					0.943					0.928					0.848					0.941	



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Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0303097
Site Code : 00001944
Start Date : 03/26/2003
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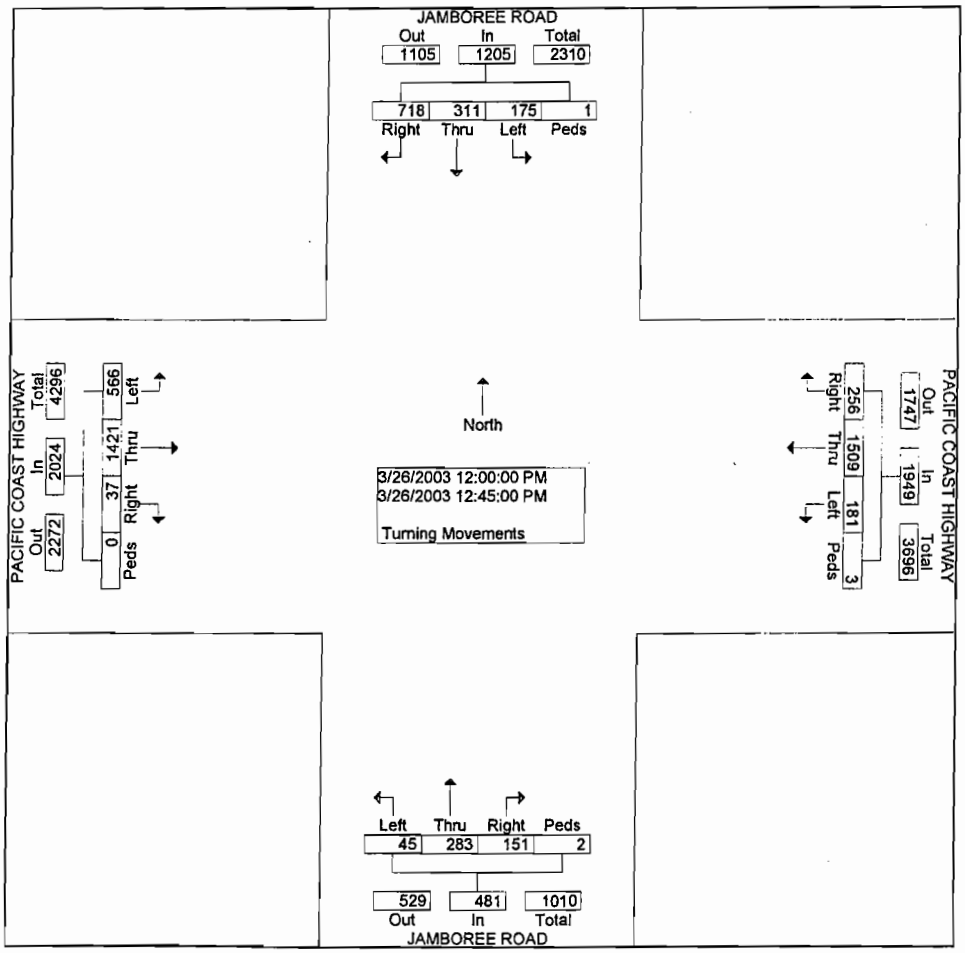
	JAMBOREE ROAD Southbound					PACIFIC COAST HIGHWAY Westbound					JAMBOREE ROAD Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Intersection	12:00 PM																				
Volume	718	311	175	1	1205	256	1509	181	3	1949	151	283	45	2	481	37	1421	566	0	2024	5659
Percent	59.6	25.8	14.5	0.1		13.1	77.4	9.3	0.2		31.4	58.8	9.4	0.4		1.8	70.2	28.0	0.0		
12:45 Volume	183	89	47	0	319	67	374	41	0	482	38	70	11	0	119	10	378	141	0	529	1449
Peak Factor																					0.976
High Int.	12:45 PM					12:00 PM					12:30 PM					12:45 PM					
Volume	183	89	47	0	319	55	389	55	2	501	41	74	14	0	129	10	378	141	0	529	
Peak Factor					0.944					0.973					0.932					0.957	



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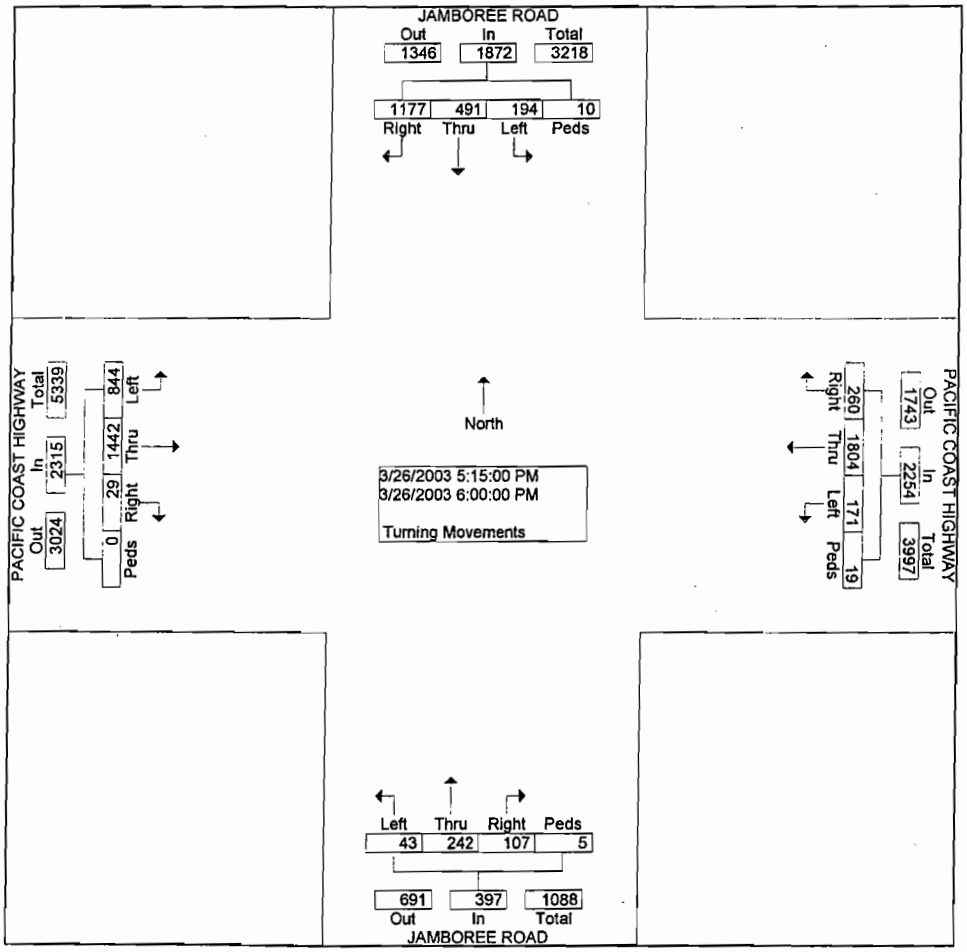
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0303097
Site Code : 00001944
Start Date : 03/26/2003
Page No : 4

	JAMBOREE ROAD Southbound					PACIFIC COAST HIGHWAY Westbound					JAMBOREE ROAD Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:15 PM																				
Volume	1177	491	194	10	1872	260	1804	171	19	2254	107	242	43	5	397	29	1442	844	0	2315	6838
Percent	62.9	26.2	10.4	0.5		11.5	80.0	7.6	0.8		27.0	61.0	10.8	1.3		1.3	62.3	36.5	0.0		
05:15 Volume	348	101	36	0	485	57	494	40	11	602	32	60	12	2	106	1	354	191	0	546	1739
Peak Factor																					0.983
High Int.	05:30 PM					05:15 PM					05:15 PM					05:45 PM					
Volume	338	134	55	10	537	57	494	40	11	602	32	60	12	2	106	10	408	239	0	657	
Peak Factor					0.872					0.936					0.936					0.881	



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Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: NEWPORT CENTER DRIVE
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0303099
Site Code : 00000919
Start Date : 04/01/2003
Page No : 1

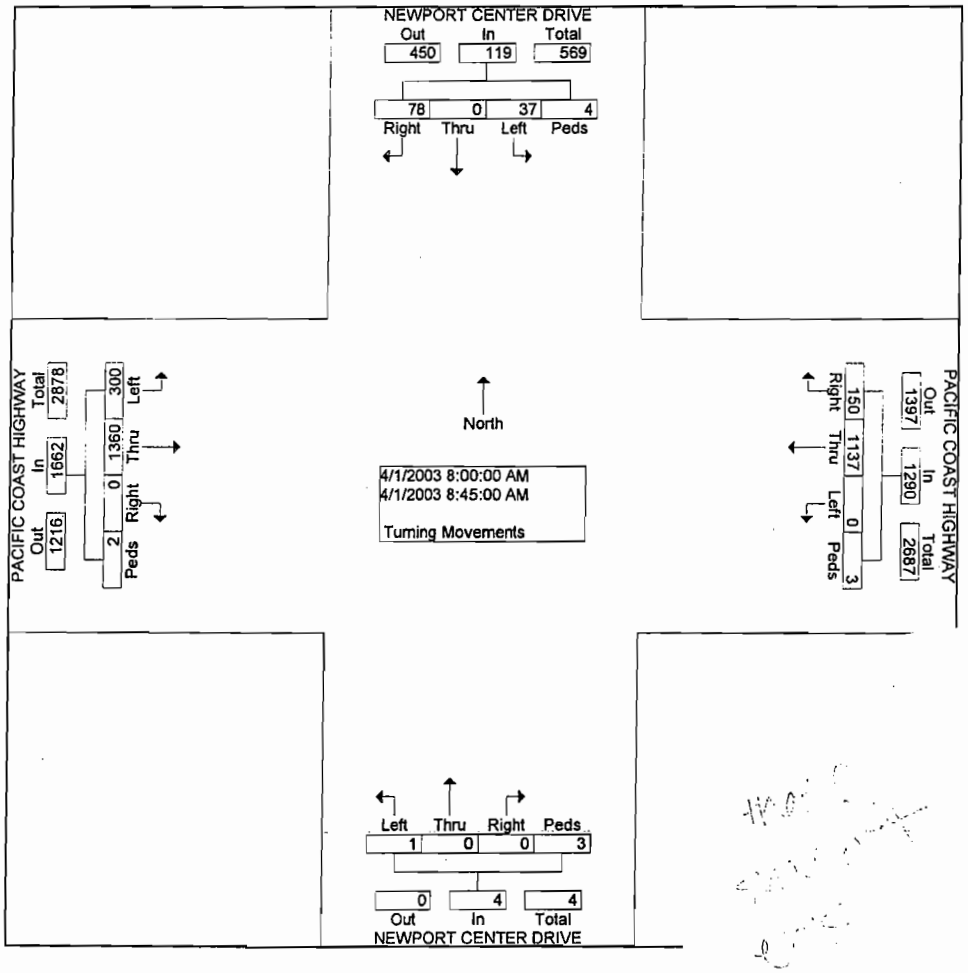
Groups Printed- Turning Movements

	NEWPORT CENTER DRIVE Southbound				PACIFIC COAST HIGHWAY Westbound				NEWPORT CENTER DRIVE Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	16	0	9	0	34	271	0	0	0	0	0	8	0	331	68	0	737
07:30 AM	19	0	7	3	36	283	0	0	0	0	0	2	0	329	72	2	753
07:45 AM	14	0	11	2	39	276	0	1	0	0	0	0	0	334	74	1	752
Total	49	0	27	5	109	830	0	1	0	0	0	10	0	994	214	3	2242
08:00 AM	12	0	13	0	31	291	0	0	0	0	1	0	0	337	80	0	765
08:15 AM	18	0	6	0	40	279	0	0	0	0	0	0	0	341	76	0	760
08:30 AM	22	0	10	2	42	287	0	0	0	0	0	1	0	339	78	1	782
08:45 AM	26	0	8	2	37	280	0	3	0	0	0	2	0	343	66	1	768
Total	78	0	37	4	150	1137	0	3	0	0	1	3	0	1360	300	2	3075
09:00 AM	24	0	4	0	33	298	0	0	0	0	0	0	0	336	69	0	764
*** BREAK ***																	
Total	24	0	4	0	33	298	0	0	0	0	0	0	0	336	69	0	764
*** BREAK ***																	
03:30 PM	97	0	45	0	23	394	0	0	0	0	0	0	0	361	74	0	994
03:45 PM	109	0	53	0	29	382	0	0	0	0	0	0	0	374	86	0	1033
Total	206	0	98	0	52	776	0	0	0	0	0	0	0	735	160	0	2027
04:00 PM	103	0	57	0	31	379	0	0	0	0	0	0	1	384	79	0	1034
04:15 PM	124	0	50	0	27	387	0	0	1	0	0	1	0	379	73	2	1044
04:30 PM	129	0	64	1	41	416	0	0	0	0	0	0	0	397	83	1	1132
04:45 PM	121	0	69	5	39	420	0	0	0	0	0	0	0	390	89	4	1137
Total	477	0	240	6	138	1602	0	0	1	0	0	1	1	1550	324	7	4347
05:00 PM	117	0	104	0	34	412	0	0	0	0	0	0	0	414	77	0	1158
05:15 PM	131	0	62	0	44	434	0	0	0	0	0	0	0	426	89	0	1186
05:30 PM	127	0	65	0	36	424	0	0	0	0	0	0	0	402	80	0	1134
05:45 PM	120	0	54	0	37	426	0	0	0	0	0	0	4	389	76	0	1106
Total	495	0	285	0	151	1696	0	0	0	0	0	0	4	1631	322	0	4584
06:00 PM	114	0	60	0	30	419	0	0	0	0	0	0	0	376	71	0	1070
06:15 PM	126	0	51	0	40	392	0	0	0	0	0	0	0	381	82	0	1072
Grand Total	1569	0	802	15	703	7150	0	4	1	0	1	14	5	7363	1542	12	19181
Apprch %	65.8	0.0	33.6	0.6	8.9	91.0	0.0	0.1	6.3	0.0	6.3	87.5	0.1	82.5	17.3	0.1	
Total %	8.2	0.0	4.2	0.1	3.7	37.3	0.0	0.0	0.0	0.0	0.0	0.1	0.0	38.4	8.0	0.1	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0303099
Site Code : 00000919
Start Date : 04/01/2003
Page No : 2

	NEWPORT CENTER DRIVE Southbound					PACIFIC COAST HIGHWAY Westbound					NEWPORT CENTER DRIVE Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	78	0	37	4	119	150	1137	0	3	1290	0	0	1	3	4	0	1360	300	2	1662	3075
Percent	65.5	0.0	31.1	3.4		11.6	88.1	0.0	0.2		0.0	0.0	25.0	75.0		0.0	81.8	18.1	0.1		
08:30 Volume	22	0	10	2	34	42	287	0	0	329	0	0	0	1	1	0	339	78	1	418	782
Peak Factor																					0.983
High Int.	08:45 AM					08:30 AM					08:45 AM					08:30 AM					
Volume	26	0	8	2	36	42	287	0	0	329	0	0	0	2	2	0	339	78	1	418	
Peak Factor					0.826					0.980					0.500					0.994	



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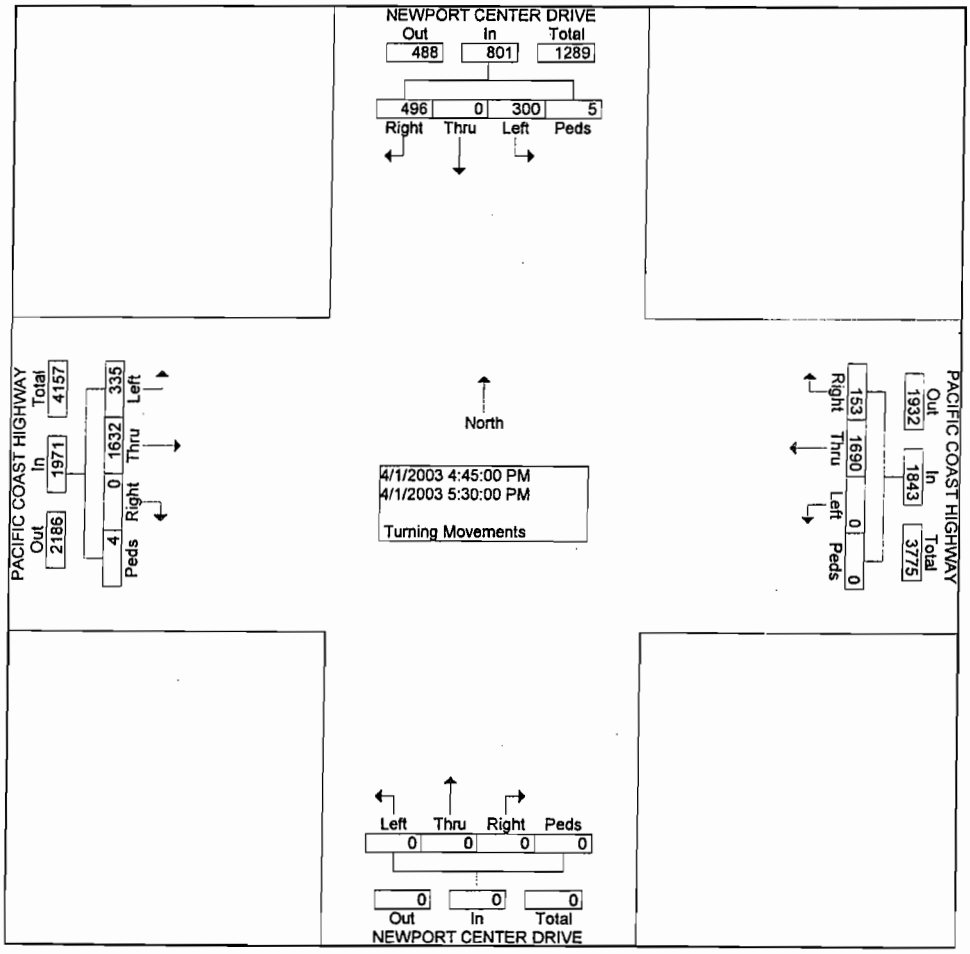
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0303099
Site Code : 00000919
Start Date : 04/01/2003
Page No : 3

	NEWPORT CENTER DRIVE Southbound					PACIFIC COAST HIGHWAY Westbound					NEWPORT CENTER DRIVE Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	496	0	300	5	801	153	1690	0	0	1843	0	0	0	0	0	0	1632	335	4	1971	4615
Percent	61.9	0.0	37.5	0.6		8.3	91.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	82.8	17.0	0.2		
05:15 Volume	131	0	62	0	193	44	434	0	0	478	0	0	0	0	0	0	426	89	0	515	1186
Peak Factor																					0.973
High Int.	05:00 PM					05:15 PM										05:15 PM					
Volume	117	0	104	0	221	44	434	0	0	478	0	0	0	0	0	0	426	89	0	515	
Peak Factor					0.906					0.964										0.957	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: AVOCADO
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0303100
Site Code : 00000919
Start Date : 04/01/2003
Page No : 1

Groups Printed- Turning Movements

	AVOCADO Southbound				PACIFIC COAST HIGHWAY Westbound				AVOCADO Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	17	9	12	0	31	192	12	1	11	16	16	5	6	301	21	0	650
07:30 AM	10	11	17	0	36	188	13	2	9	12	14	3	8	311	26	2	662
07:45 AM	9	13	14	0	34	196	16	3	13	19	12	5	11	309	24	0	678
Total	36	33	43	0	101	576	41	6	33	47	42	13	25	921	71	2	1990
08:00 AM	12	14	16	0	32	291	18	0	16	17	19	0	9	321	33	0	798
08:15 AM	7	16	17	0	37	289	12	2	12	22	13	0	13	315	29	0	784
08:30 AM	6	10	13	0	33	281	14	1	14	15	17	3	10	304	23	0	744
08:45 AM	12	8	19	0	39	296	21	0	15	23	15	1	12	319	25	0	805
Total	37	48	65	0	141	1157	65	3	57	77	64	4	44	1259	110	0	3131
09:00 AM	11	12	15	4	35	310	10	4	18	18	12	0	9	303	28	1	790
*** BREAK ***																	
Total	11	12	15	4	35	310	10	4	18	18	12	0	9	303	28	1	790
*** BREAK ***																	
03:30 PM	40	27	49	3	35	312	28	3	21	14	23	4	11	352	50	0	972
03:45 PM	47	33	53	1	32	317	25	2	28	26	31	0	13	369	46	1	1024
Total	87	60	102	4	67	629	53	5	49	40	54	4	24	721	96	1	1996
04:00 PM	51	29	47	0	43	329	33	0	26	23	29	0	17	360	54	0	1041
04:15 PM	54	31	56	0	39	326	31	1	34	21	27	0	21	372	59	0	1072
04:30 PM	50	35	59	1	46	346	39	1	31	29	33	0	19	358	61	0	1108
04:45 PM	48	30	50	0	40	339	36	0	27	20	24	0	14	349	48	0	1025
Total	203	125	212	1	168	1340	139	2	118	93	113	0	71	1439	222	0	4246
05:00 PM	41	26	46	0	38	320	29	5	23	17	25	0	15	405	42	1	1033
05:15 PM	37	25	48	0	36	322	27	0	24	19	34	0	21	397	47	1	1038
05:30 PM	39	28	45	0	31	318	35	2	22	13	26	0	9	406	52	2	1028
05:45 PM	43	24	51	1	34	310	26	2	23	18	22	0	12	384	53	0	1003
Total	160	103	190	1	139	1270	117	9	92	67	107	0	57	1592	194	4	4102
06:00 PM	36	28	44	0	33	316	24	0	25	17	24	0	13	370	42	0	972
06:15 PM	33	22	48	1	31	312	22	1	23	16	23	0	11	365	44	0	952
Grand Total	603	431	719	11	715	5910	471	30	415	375	439	21	254	6970	807	8	18179
Apprch %	34.2	24.4	40.8	0.6	10.0	82.9	6.6	0.4	33.2	30.0	35.1	1.7	3.2	86.7	10.0	0.1	
Total %	3.3	2.4	4.0	0.1	3.9	32.5	2.6	0.2	2.3	2.1	2.4	0.1	1.4	38.3	4.4	0.0	

Transportation Studies, Inc.
1350 Reynolds Avenue
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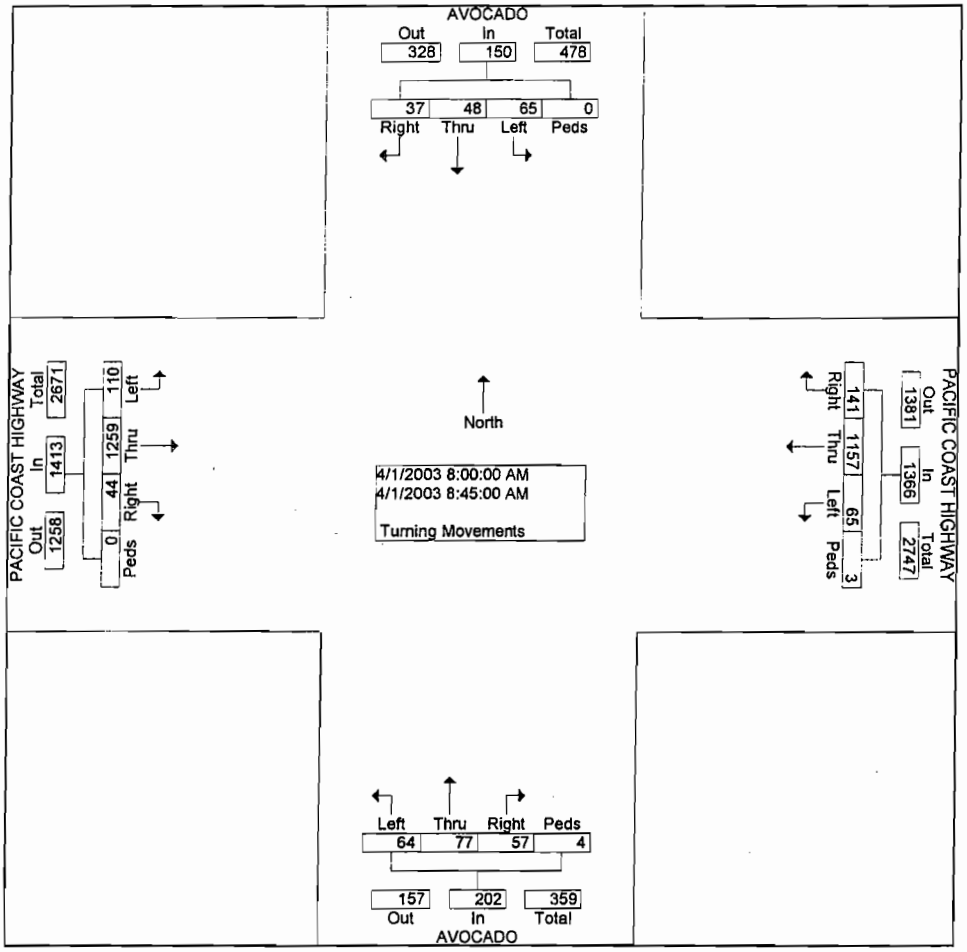
File Name : H0303100
Site Code : 00000919
Start Date : 04/01/2003
Page No : 2

	AVOCADO Southbound					PACIFIC COAST HIGHWAY Westbound					AVOCADO Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	37	48	65	0	150	141	1157	65	3	1366	57	77	64	4	202	44	1259	110	0	1413	3131
Percent	24.7	32.0	43.3	0.0		10.3	84.7	4.8	0.2		28.2	38.1	31.7	2.0		3.1	89.1	7.8	0.0		
08:45 Volume	12	8	19	0	39	39	296	21	0	356	15	23	15	1	54	12	319	25	0	356	805
Peak Factor																					0.972
High Int.	08:00 AM					08:45 AM					08:45 AM					08:00 AM					
Volume	12	14	16	0	42	39	296	21	0	356	15	23	15	1	54	9	321	33	0	363	
Peak Factor					0.893					0.959					0.935					0.973	



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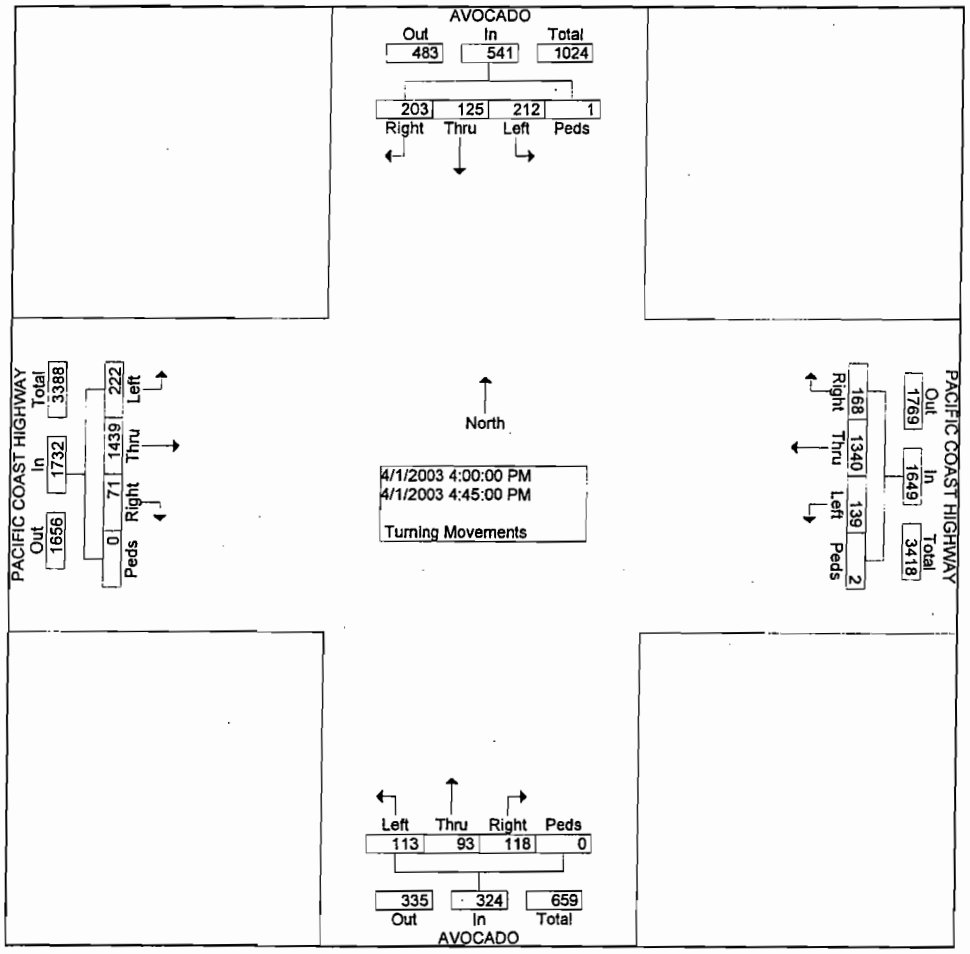
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0303100
Site Code : 00000919
Start Date : 04/01/2003
Page No : 3

	AVOCADO Southbound					PACIFIC COAST HIGHWAY Westbound					AVOCADO Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	203	125	212	1	541	168	1340	139	2	1649	118	93	113	0	324	71	1439	222	0	1732	4246
Percent	37.5	23.1	39.2	0.2		10.2	81.3	8.4	0.1		36.4	28.7	34.9	0.0		4.1	83.1	12.8	0.0		
04:30 Volume	50	35	59	1	145	46	346	39	1	432	31	29	33	0	93	19	358	61	0	438	1108
Peak Factor																					0.958
High Int.	04:30 PM					04:30 PM					04:30 PM					04:15 PM					
Volume	50	35	59	1	145	46	346	39	1	432	31	29	33	0	93	21	372	59	0	452	
Peak Factor					0.933					0.954					0.871					0.958	



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Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: MACARTHUR BOULEVARD
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0303101
Site Code : 00000921
Start Date : 04/01/2003
Page No : 1

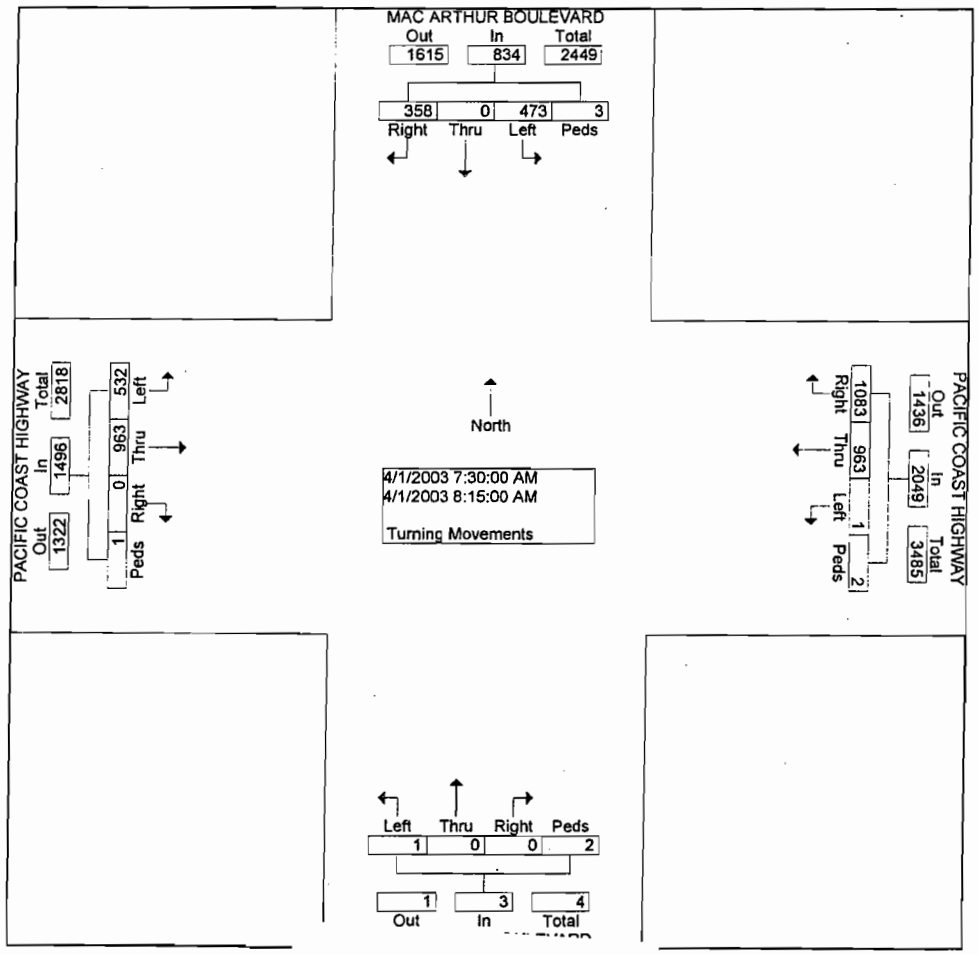
Groups Printed- Turning Movements

	MAC ARTHUR BOULEVARD Southbound				PACIFIC COAST HIGHWAY Westbound				MAC ARTHUR BOULEVARD Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	44	1	125	0	268	225	0	1	0	0	0	0	0	208	111	0	983
07:30 AM	73	0	129	0	285	260	0	1	0	0	0	0	0	239	159	0	1146
07:45 AM	106	0	122	0	262	276	0	0	0	0	0	1	0	226	133	0	1126
Total	223	1	376	0	815	761	0	2	0	0	0	1	0	673	403	0	3255
08:00 AM	85	0	116	2	265	196	1	1	0	0	1	0	0	235	124	0	1026
08:15 AM	94	0	106	1	271	231	0	0	0	0	0	1	0	263	116	1	1084
08:30 AM	72	0	115	0	248	306	0	0	0	0	0	1	0	223	111	0	1076
08:45 AM	97	0	124	1	219	269	0	1	0	0	0	0	0	227	87	0	1025
Total	348	0	461	4	1003	1002	1	2	0	0	1	2	0	948	438	1	4211
09:00 AM	92	0	136	0	197	268	0	4	0	0	0	2	0	208	99	0	1006
*** BREAK ***																	
Total	92	0	136	0	197	268	0	4	0	0	0	2	0	208	99	0	1006
*** BREAK ***																	
11:30 AM	64	0	125	0	140	246	0	1	0	0	0	0	0	285	93	0	954
11:45 AM	77	0	160	0	164	234	0	0	0	0	0	0	0	257	88	0	980
Total	141	0	285	0	304	480	0	1	0	0	0	0	0	542	181	0	1934
12:00 PM	83	0	162	0	154	273	0	0	0	0	0	0	0	262	96	0	1030
12:15 PM	90	0	147	0	119	271	0	2	0	0	0	0	0	272	92	1	994
12:30 PM	92	0	156	0	160	238	0	10	0	0	0	1	0	244	101	0	1002
12:45 PM	75	0	162	2	156	247	0	0	0	0	0	0	1	283	113	0	1039
Total	340	0	627	2	589	1029	0	12	0	0	0	1	1	1061	402	1	4065
01:00 PM	77	0	151	0	185	231	0	0	0	0	0	0	0	286	92	0	1022
01:15 PM	80	2	150	0	157	216	0	0	0	0	0	0	0	264	76	0	945
*** BREAK ***																	
Total	157	2	301	0	342	447	0	0	0	0	0	0	0	550	168	0	1967
*** BREAK ***																	
03:30 PM	75	0	102	1	117	238	0	1	0	0	0	0	0	322	125	0	981
03:45 PM	89	0	100	1	135	264	0	3	0	0	0	0	0	331	129	0	1052
Total	164	0	202	2	252	502	0	4	0	0	0	0	0	653	254	0	2033
04:00 PM	85	0	141	1	129	313	0	2	0	0	0	0	0	373	99	1	1144
04:15 PM	80	0	162	2	106	296	0	0	0	0	0	0	0	335	109	1	1091
04:30 PM	92	0	116	0	85	293	0	0	0	0	0	0	1	311	104	0	1002
04:45 PM	88	1	140	0	100	324	0	4	0	0	0	0	0	347	118	0	1122
Total	345	1	559	3	420	1226	0	6	0	0	0	0	1	1366	430	2	4359
05:00 PM	93	0	128	1	126	296	0	0	0	0	0	0	0	358	117	0	1119
05:15 PM	97	0	168	0	100	249	0	1	0	0	0	0	0	359	99	0	1073
05:30 PM	97	0	187	0	101	280	0	3	0	0	0	0	0	366	94	0	1128
05:45 PM	100	0	165	0	101	278	0	0	0	0	0	0	0	361	92	0	1097
Total	387	0	648	1	428	1103	0	4	0	0	0	0	0	1444	402	0	4417
06:00 PM	105	0	181	2	79	236	0	2	0	0	0	0	0	330	102	0	1037
06:15 PM	83	0	191	0	82	220	0	2	0	0	0	0	0	336	91	0	1005
Grand Total	2385	4	3967	14	4511	7274	1	39	0	0	1	6	2	8111	2970	4	29289
Apprch %	37.4	0.1	62.3	0.2	38.1	61.5	0.0	0.3	0.0	0.0	14.3	85.7	0.0	73.2	26.8	0.0	
Total %	8.1	0.0	13.5	0.0	15.4	24.8	0.0	0.1	0.0	0.0	0.0	0.0	0.0	27.7	10.1	0.0	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0303101
Site Code : 00000921
Start Date : 04/01/2003

	MAC ARTHUR BOULEVARD Southbound					PACIFIC COAST HIGHWAY Westbound					MAC ARTHUR BOULEVARD Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	358	0	473	3	834	1083	963	1	2	2049	0	0	1	2	3	0	963	532	1	1496	4382
Percent	42.9	0.0	56.7	0.4		52.9	47.0	0.0	0.1		0.0	0.0	33.3	66.7		0.0	64.4	35.6	0.1		
07:30 Volume	73	0	129	0	202	285	260	0	1	546	0	0	0	0	0	0	239	159	0	398	1146
Peak Factor																					0.956
High Int.	07:45 AM					07:30 AM					07:45 AM					07:30 AM					
Volume	106	0	122	0	228	285	260	0	1	546	0	0	0	1	1	0	239	159	0	398	
Peak Factor					0.914					0.938					0.750					0.940	



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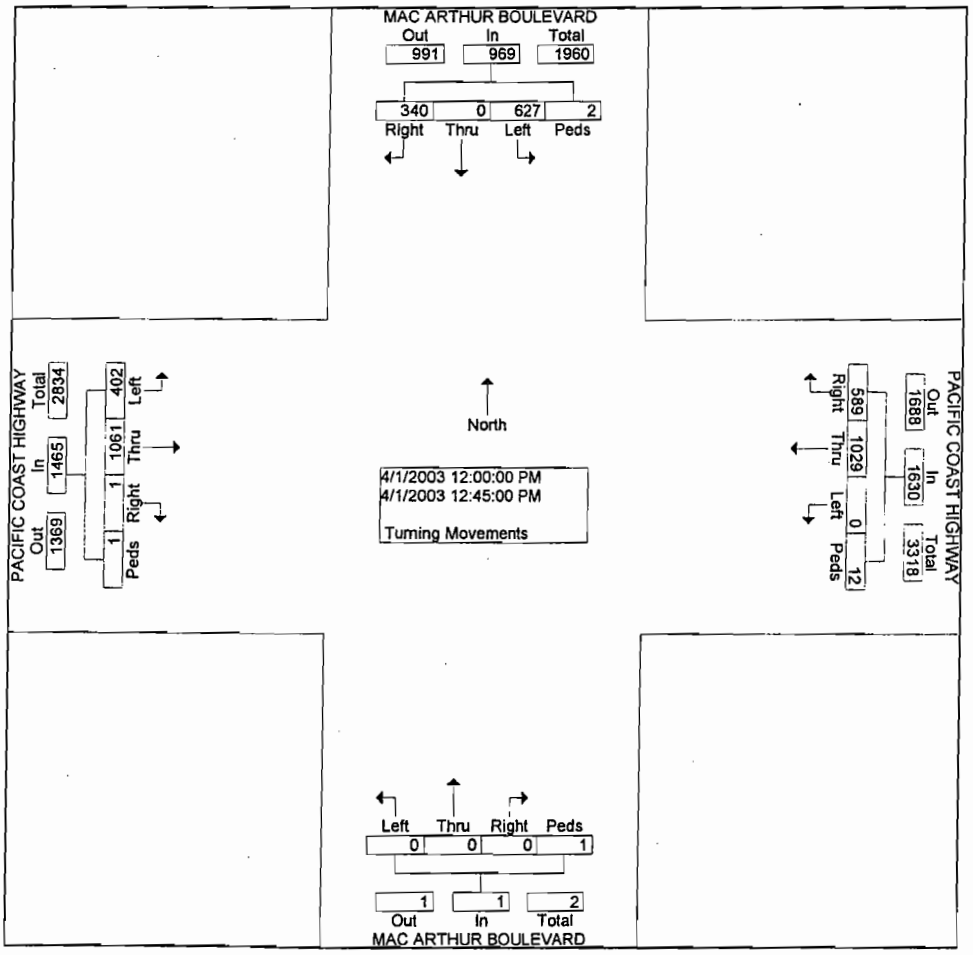
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0303101
Site Code : 00000921
Start Date : 04/01/2003
Page No : 3

	MAC ARTHUR BOULEVARD Southbound					PACIFIC COAST HIGHWAY Westbound					MAC ARTHUR BOULEVARD Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Intersection	12:00 PM																				
Volume	340	0	627	2	969	589	1029	0	12	1630	0	0	0	1	1	1	1061	402	1	1465	4065
Percent	35.1	0.0	64.7	0.2		36.1	63.1	0.0	0.7		0.0	0.0	0.0	100.0		0.1	72.4	27.4	0.1		
12:45 Volume	75	0	162	2	239	156	247	0	0	403	0	0	0	0	0	1	283	113	0	397	1039
Peak Factor																					0.978
High Int.	12:30 PM					12:00 PM					12:30 PM					12:45 PM					
Volume	92	0	156	0	248	154	273	0	0	427	0	0	0	1	1	1	283	113	0	397	
Peak Factor					0.977					0.954					0.250					0.923	



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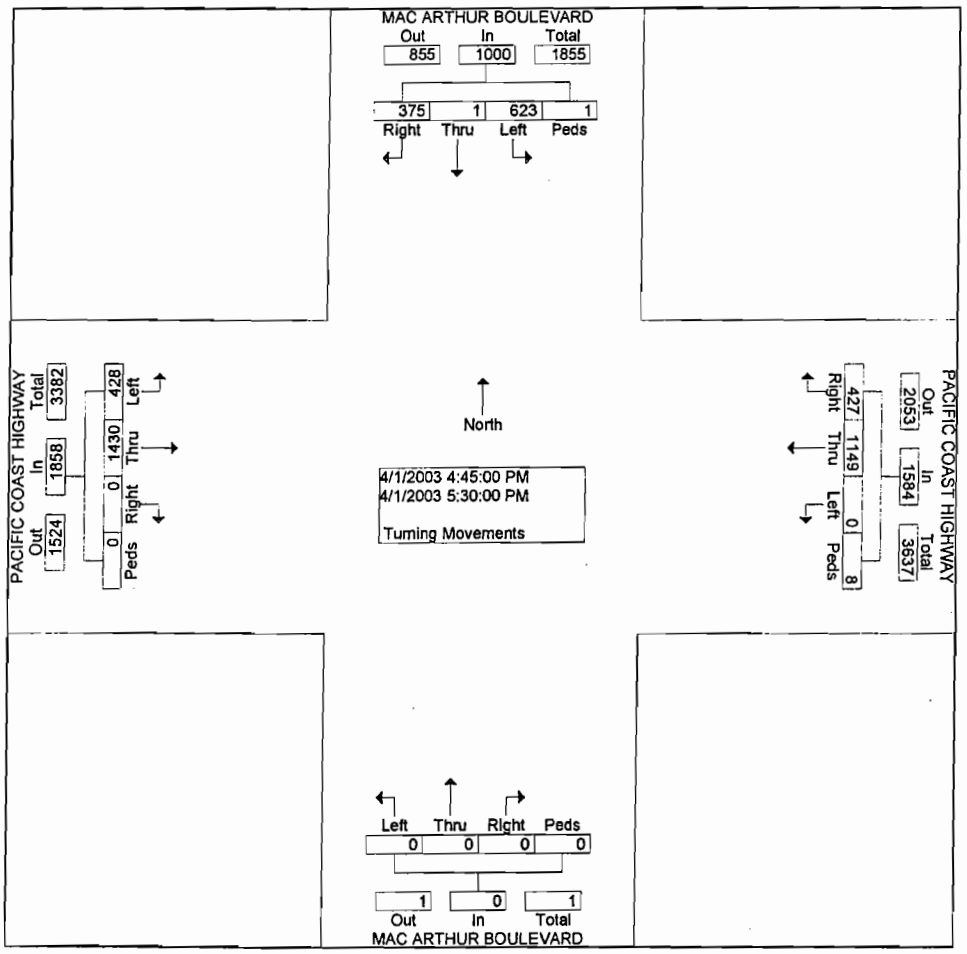
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0303101
Site Code : 00000921
Start Date : 04/01/2003
Page No : 4

	MAC ARTHUR BOULEVARD Southbound					PACIFIC COAST HIGHWAY Westbound					MAC ARTHUR BOULEVARD Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	375	1	623	1	1000	427	1149	0	8	1584	0	0	0	0	0	0	1430	428	0	1858	4442
Percent	37.5	0.1	62.3	0.1		27.0	72.5	0.0	0.5		0.0	0.0	0.0	0.0		0.0	77.0	23.0	0.0		
05:30 Volume	97	0	187	0	284	101	280	0	3	384	0	0	0	0	0	0	366	94	0	460	1128
Peak Factor																					0.984
High Int.	05:30 PM					04:45 PM										05:00 PM					
Volume	97	0	187	0	284	100	324	0	4	428	0	0	0	0	0	0	358	117	0	475	
Peak Factor					0.880					0.925										0.978	



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Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: GOLDENROD AVENUE
E-W Direction: PACIFIC COAST HIGHWAY

File Name : h0303102
Site Code : 00000919
Start Date : 03/26/2003
Page No : 1

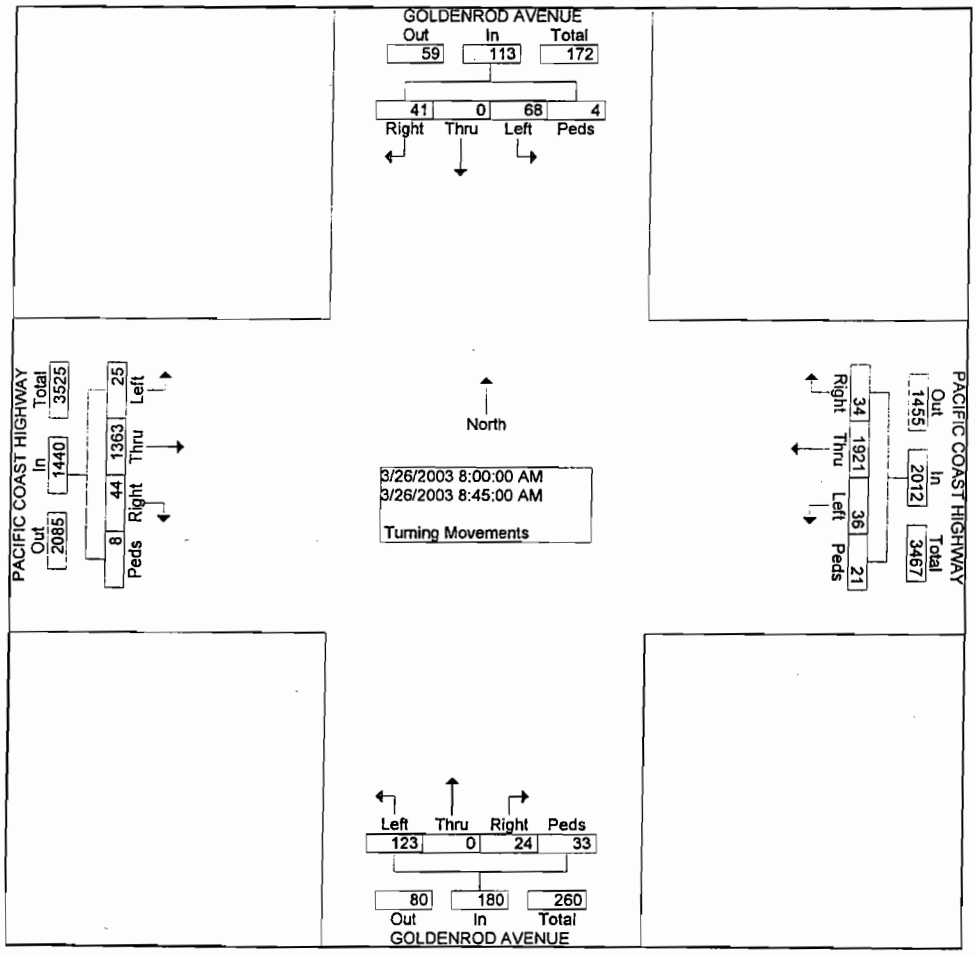
Groups Printed- Turning Movements

	GOLDENROD AVENUE Southbound				PACIFIC COAST HIGHWAY Westbound				GOLDENROD AVENUE Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	5	0	5	0	5	358	10	0	5	0	38	1	10	366	2	0	805
07:30 AM	8	0	7	0	9	512	12	0	9	0	31	5	19	313	2	2	929
07:45 AM	7	0	2	1	7	532	17	3	11	0	33	3	12	318	3	3	952
Total	20	0	14	1	21	1402	39	3	25	0	102	9	41	997	7	5	2686
08:00 AM	10	0	19	0	19	448	6	11	2	0	40	7	9	323	10	4	908
08:15 AM	12	0	24	1	9	477	12	1	9	0	28	4	9	349	8	2	945
08:30 AM	11	0	8	2	5	449	9	5	5	0	27	12	13	321	3	2	872
08:45 AM	8	0	17	1	1	547	9	4	8	0	28	10	13	370	4	0	1020
Total	41	0	68	4	34	1921	36	21	24	0	123	33	44	1363	25	8	3745
09:00 AM	5	0	3	3	1	445	9	1	8	0	32	6	8	286	7	1	815
*** BREAK ***																	
Total	5	0	3	3	1	445	9	1	8	0	32	6	8	286	7	1	815
*** BREAK ***																	
11:30 AM	1	0	9	1	5	348	10	2	8	0	18	7	9	375	10	2	805
11:45 AM	1	0	4	1	1	357	14	6	4	0	25	0	13	409	7	5	847
Total	2	0	13	2	6	705	24	8	12	0	43	7	22	784	17	7	1652
12:00 PM	1	0	2	0	1	362	10	5	9	0	28	4	11	356	10	0	799
12:15 PM	6	0	8	0	4	373	2	3	5	0	25	2	5	373	9	4	819
12:30 PM	6	0	11	0	1	373	6	6	1	0	21	7	4	436	10	5	887
12:45 PM	4	0	11	1	4	363	6	2	2	0	24	5	4	418	3	5	852
Total	17	0	32	1	10	1471	24	16	17	0	98	18	24	1583	32	14	3357
01:00 PM	9	0	7	2	3	363	4	3	0	0	26	4	8	342	14	10	795
01:15 PM	10	0	8	1	4	357	6	3	1	0	22	9	6	447	15	4	893
*** BREAK ***																	
Total	19	0	15	3	7	720	10	6	1	0	48	13	14	789	29	14	1688
*** BREAK ***																	
03:30 PM	8	0	7	1	3	334	3	6	0	0	19	0	7	365	2	1	756
03:45 PM	10	0	8	0	2	375	5	5	6	0	6	0	8	431	10	2	868
Total	18	0	15	1	5	709	8	11	6	0	25	0	15	796	12	3	1624
04:00 PM	7	0	4	0	5	383	8	2	3	0	26	0	4	418	6	2	868
04:15 PM	7	0	10	0	7	423	8	7	2	0	12	1	4	456	4	0	941
04:30 PM	9	0	13	0	1	337	4	7	4	0	25	7	10	556	7	1	981
04:45 PM	4	0	5	1	3	398	4	3	3	0	22	0	11	505	11	2	972
Total	27	0	32	1	16	1541	24	19	12	0	85	8	29	1935	28	5	3762
05:00 PM	1	0	10	0	1	374	9	2	4	0	19	4	5	499	2	2	932
05:15 PM	6	0	7	0	4	372	5	2	1	0	27	7	3	529	8	6	977
05:30 PM	1	0	4	0	2	334	7	16	1	0	20	4	8	497	2	1	897
05:45 PM	5	0	10	0	5	299	3	13	4	0	22	1	6	528	8	1	905
Total	13	0	31	0	12	1379	24	33	10	0	88	16	22	2053	20	10	3711
06:00 PM	2	0	9	0	5	321	1	2	2	0	20	1	4	475	14	0	856
06:15 PM	5	0	11	0	5	286	5	9	5	0	28	0	5	551	9	1	920
Grand Total	169	0	243	16	122	10900	204	129	122	0	692	111	228	11612	200	68	24816
Apprch %	39.5	0.0	56.8	3.7	1.1	96.0	1.8	1.1	13.2	0.0	74.8	12.0	1.9	95.9	1.7	0.6	
Total %	0.7	0.0	1.0	0.1	0.5	43.9	0.8	0.5	0.5	0.0	2.8	0.4	0.9	46.8	0.8	0.3	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : h0303102
Site Code : 00000919
Start Date : 03/26/2003
Page No : 2

	GOLDENROD AVENUE Southbound					PACIFIC COAST HIGHWAY Westbound					GOLDENROD AVENUE Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	41	0	68	4	113	34	1921	36	21	2012	24	0	123	33	180	44	1363	25	8	1440	3745
Percent	36.3	0.0	60.2	3.5		1.7	95.5	1.8	1.0		13.3	0.0	68.3	18.3		3.1	94.7	1.7	0.6		
08:45 Volume	8	0	17	1	26	1	547	9	4	561	8	0	28	10	46	13	370	4	0	387	1020
Peak Factor																					0.918
High Int.	08:15 AM					08:45 AM					08:00 AM					08:45 AM					
Volume	12	0	24	1	37	1	547	9	4	561	2	0	40	7	49	13	370	4	0	387	
Peak Factor					0.764					0.897					0.918					0.930	



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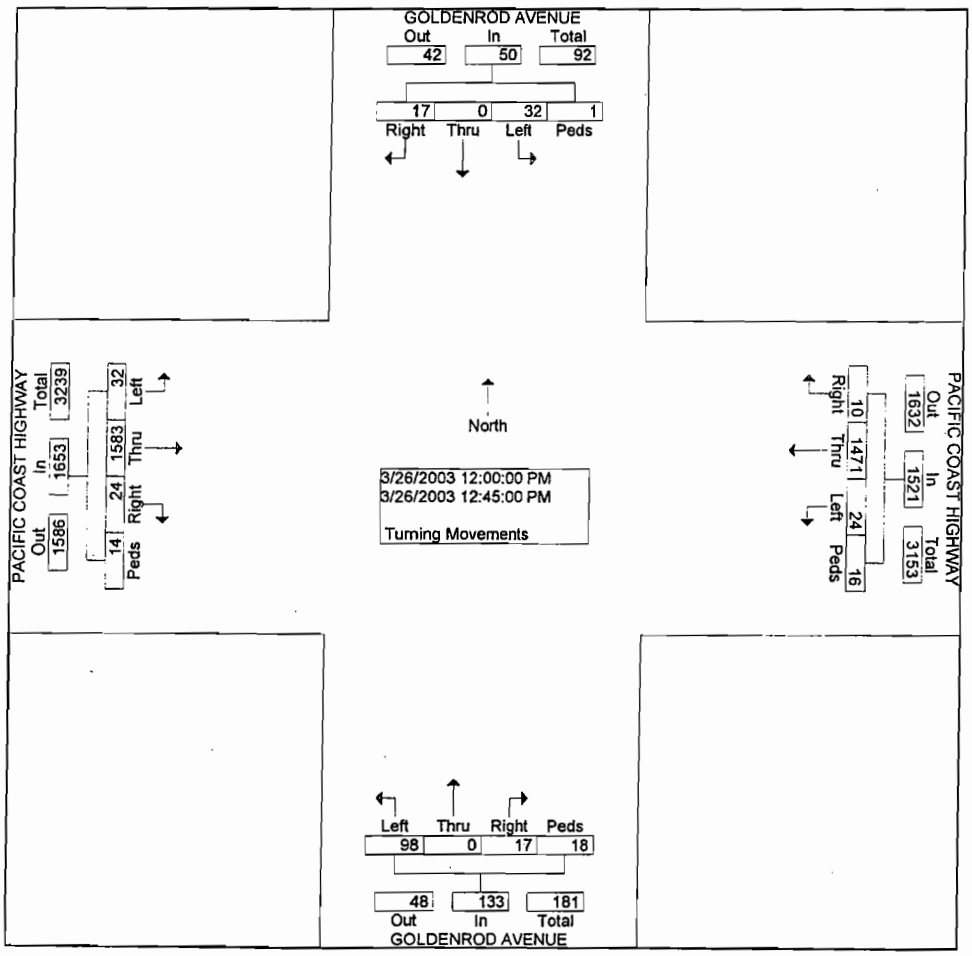
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : h0303102
Site Code : 00000919
Start Date : 03/26/2003
Page No : 3

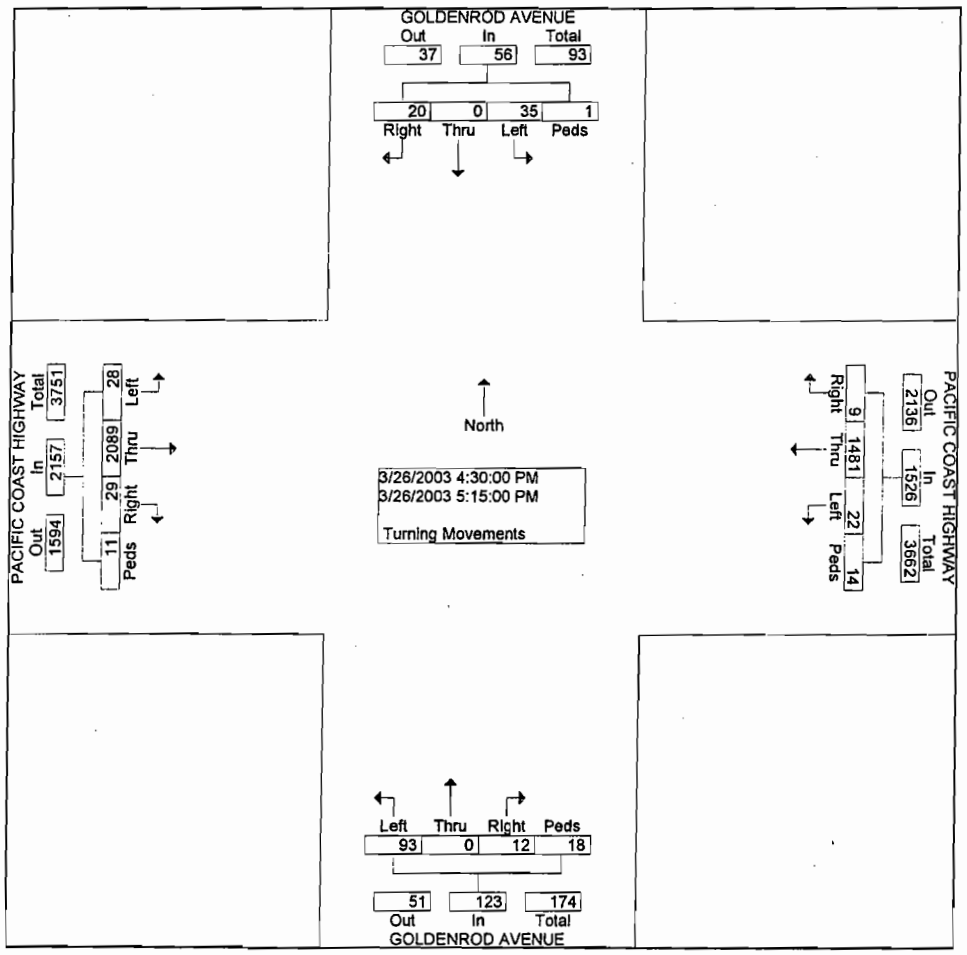
	GOLDENROD AVENUE Southbound					PACIFIC COAST HIGHWAY Westbound					GOLDENROD AVENUE Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:30 AM to 01:00 PM - Peak 1 of 1																					
Intersection	12:00 PM																				
Volume	17	0	32	1	50	10	1471	24	16	1521	17	0	98	18	133	24	1583	32	14	1653	3357
Percent	34.0	0.0	64.0	2.0		0.7	96.7	1.6	1.1		12.8	0.0	73.7	13.5		1.5	95.8	1.9	0.8		
12:30 Volume	6	0	11	0	17	1	373	6	6	386	1	0	21	7	29	4	436	10	5	455	887
Peak Factor																					0.946
High Int.	12:30 PM					12:30 PM					12:00 PM					12:30 PM					
Volume	6	0	11	0	17	1	373	6	6	386	9	0	28	4	41	4	436	10	5	455	
Peak Factor					0.735					0.985					0.811					0.908	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : h0303102
Site Code : 00000919
Start Date : 03/26/2003
Page No : 4

	GOLDENROD AVENUE Southbound					PACIFIC COAST HIGHWAY Westbound					GOLDENROD AVENUE Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	20	0	35	1	56	9	1481	22	14	1526	12	0	93	18	123	29	2089	28	11	2157	3862
Percent	35.7	0.0	62.5	1.8		0.6	97.1	1.4	0.9		9.8	0.0	75.6	14.6		1.3	96.8	1.3	0.5		
04:30 Volume	9	0	13	0	22	1	337	4	7	349	4	0	25	7	36	10	556	7	1	574	981
Peak Factor																					0.984
High Int.	04:30 PM					04:45 PM					04:30 PM					04:30 PM					
Volume	9	0	13	0	22	3	398	4	3	408	4	0	25	7	36	10	556	7	1	574	
Peak Factor					0.636					0.935					0.854					0.939	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: MARGUERITE
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0303103
Site Code : 00000919
Start Date : 04/03/2003
Page No : 1

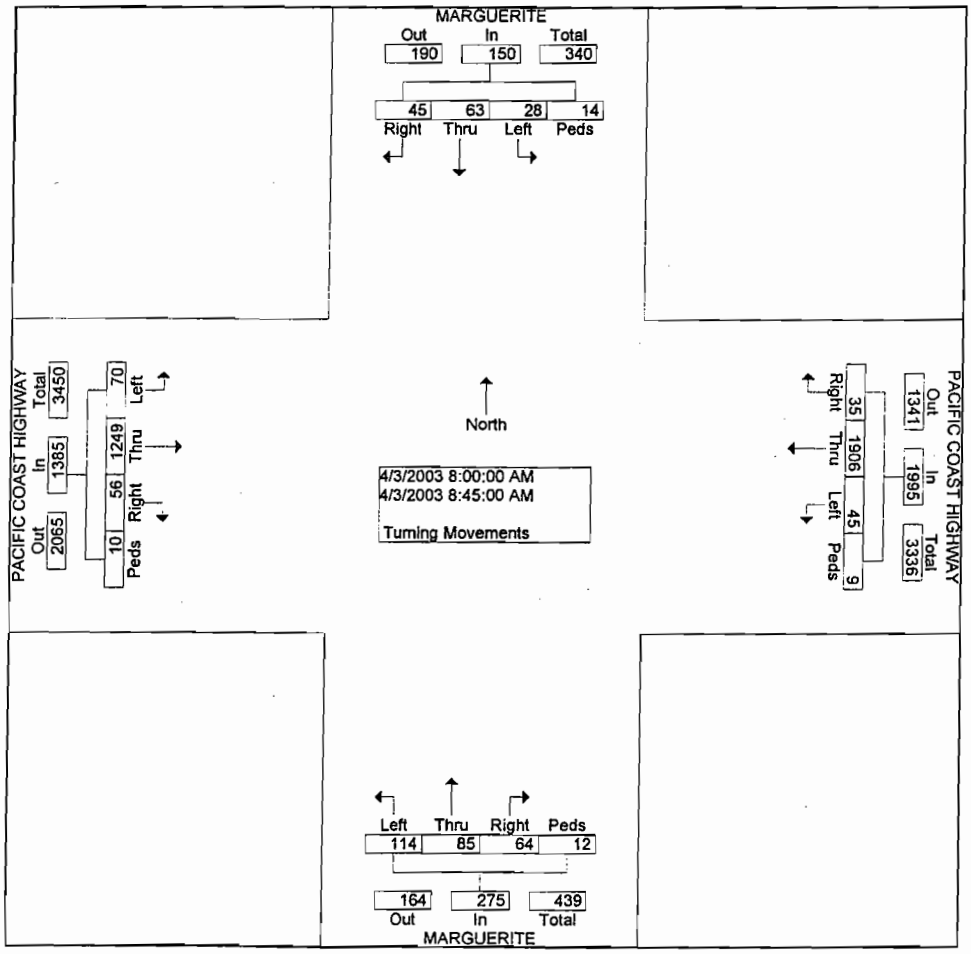
Groups Printed- Turning Movements

	MARGUERITE Southbound				PACIFIC COAST HIGHWAY Westbound				MARGUERITE Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	9	18	7	1	3	410	5	8	11	15	21	5	11	268	13	4	809
07:30 AM	14	16	6	2	4	413	8	4	10	12	24	6	9	273	11	3	815
07:45 AM	13	19	3	3	6	422	9	3	16	17	26	2	14	281	14	5	853
Total	36	53	16	6	13	1245	22	15	37	44	71	13	34	822	38	12	2477
08:00 AM	11	14	4	1	7	470	11	3	19	22	29	3	12	312	17	2	937
08:15 AM	12	13	8	3	9	474	13	2	13	20	20	5	13	304	16	4	929
08:30 AM	9	15	9	4	8	483	14	1	18	19	31	2	16	315	18	1	963
08:45 AM	13	21	7	6	11	479	7	3	14	24	34	2	15	318	19	3	976
Total	45	63	28	14	35	1906	45	9	64	85	114	12	56	1249	70	10	3805
09:00 AM	10	14	4	2	6	415	12	2	12	20	27	2	17	286	14	4	847
*** BREAK ***																	
Total	10	14	4	2	6	415	12	2	12	20	27	2	17	286	14	4	847
*** BREAK ***																	
11:30 AM	6	13	12	3	4	354	7	2	7	11	13	7	6	374	10	2	831
11:45 AM	8	12	14	1	4	362	12	5	6	16	11	4	8	369	7	4	843
Total	14	25	26	4	8	716	19	7	13	27	24	11	14	743	17	6	1674
12:00 PM	4	15	11	2	3	369	7	0	5	18	10	6	7	365	11	9	842
12:15 PM	3	17	9	4	6	371	12	1	5	13	14	6	9	379	8	3	860
12:30 PM	9	16	7	1	7	364	9	2	11	12	9	5	13	371	12	8	856
12:45 PM	7	11	13	4	6	358	10	2	8	10	12	3	11	380	14	4	853
Total	23	59	40	11	22	1462	38	5	29	53	45	20	40	1495	45	24	3411
01:00 PM	7	12	7	6	5	367	13	3	9	9	8	4	10	375	10	6	851
01:15 PM	5	14	8	2	9	374	8	4	7	12	11	3	7	377	13	7	861
*** BREAK ***																	
Total	12	26	15	8	14	741	21	7	16	21	19	7	17	752	23	13	1712
*** BREAK ***																	
03:30 PM	12	15	19	2	11	341	14	7	7	17	4	6	5	413	7	9	889
03:45 PM	14	13	21	4	9	346	17	1	5	24	3	5	6	421	9	2	900
Total	26	28	40	6	20	687	31	8	12	41	7	11	11	834	16	11	1789
04:00 PM	11	17	24	2	14	324	13	4	9	16	6	4	3	444	11	5	907
04:15 PM	8	14	23	7	8	331	15	1	7	21	4	3	7	441	13	4	907
04:30 PM	10	16	26	1	12	336	14	4	6	18	5	3	4	449	12	5	921
04:45 PM	13	18	24	2	11	330	16	2	10	20	4	6	8	450	10	4	928
Total	42	65	97	12	45	1321	58	11	32	75	19	16	22	1784	46	18	3663
05:00 PM	16	15	31	6	10	309	19	4	11	22	7	2	4	462	14	4	936
05:15 PM	12	19	28	3	14	314	17	3	8	24	6	4	5	467	11	0	935
05:30 PM	15	22	32	3	15	319	18	1	12	19	8	5	6	459	13	2	949
05:45 PM	14	20	34	4	12	322	15	2	12	18	9	1	8	463	15	3	952
Total	57	76	125	16	51	1264	69	10	43	83	30	12	23	1851	53	9	3772
06:00 PM	13	16	25	1	11	276	13	4	10	17	7	1	7	478	12	3	894
06:15 PM	12	17	28	0	10	266	12	2	12	14	10	5	7	475	9	2	881
Grand Total	290	442	444	80	235	10299	340	80	280	480	373	110	248	10769	343	112	24925
Apprch %	23.1	35.2	35.4	6.4	2.1	94.0	3.1	0.7	22.5	38.6	30.0	8.8	2.2	93.9	3.0	1.0	
Total %	1.2	1.8	1.8	0.3	0.9	41.3	1.4	0.3	1.1	1.9	1.5	0.4	1.0	43.2	1.4	0.4	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0303103
Site Code : 00000919
Start Date : 04/03/2003
Page No : 2

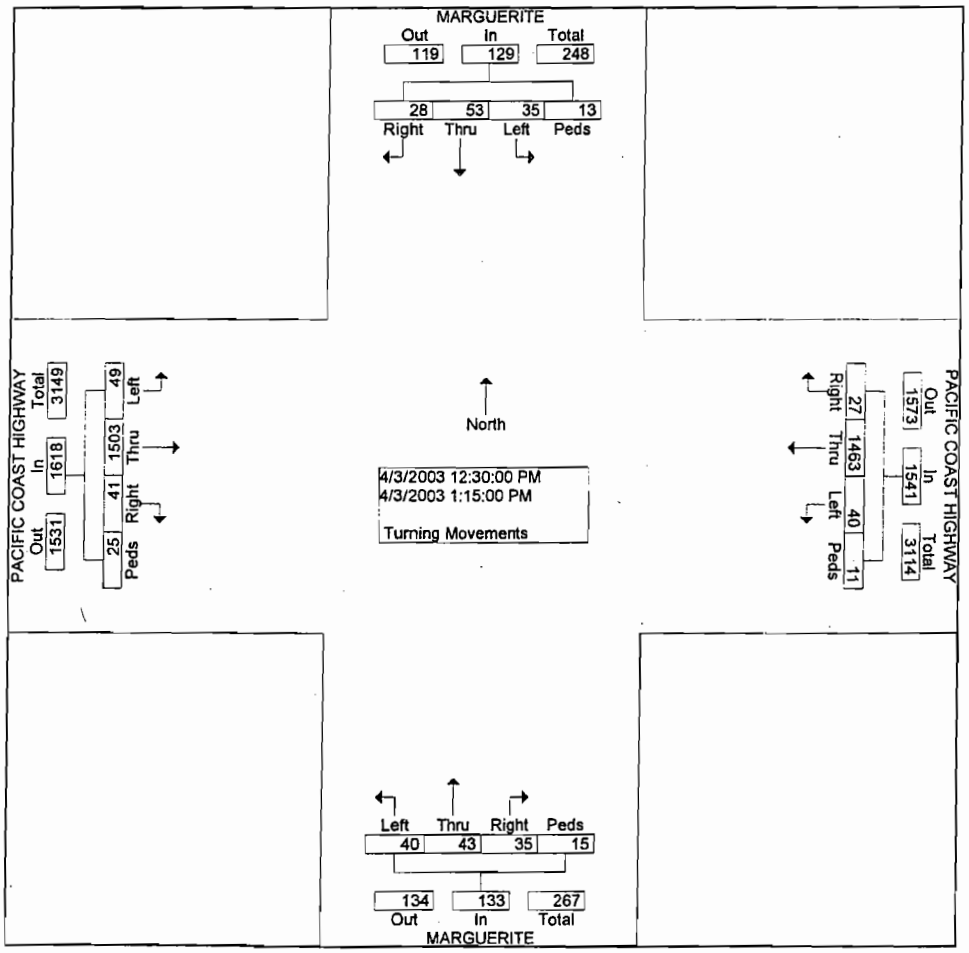
	MARGUERITE Southbound					PACIFIC COAST HIGHWAY Westbound					MARGUERITE Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	45	63	28	14	150	35	1906	45	9	1995	64	85	114	12	275	56	1249	70	10	1385	3805
Percent	30.0	42.0	18.7	9.3		1.8	95.5	2.3	0.5		23.3	30.9	41.5	4.4		4.0	90.2	5.1	0.7		
08:45 Volume	13	21	7	6	47	11	479	7	3	500	14	24	34	2	74	15	318	19	3	355	976
Peak Factor																					0.975
High Int.	08:45 AM					08:30 AM					08:45 AM					08:45 AM					
Volume	13	21	7	6	47	8	483	14	1	506	14	24	34	2	74	15	318	19	3	355	
Peak Factor					0.798					0.986					0.929					0.975	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0303103
Site Code : 00000919
Start Date : 04/03/2003
Page No : 3

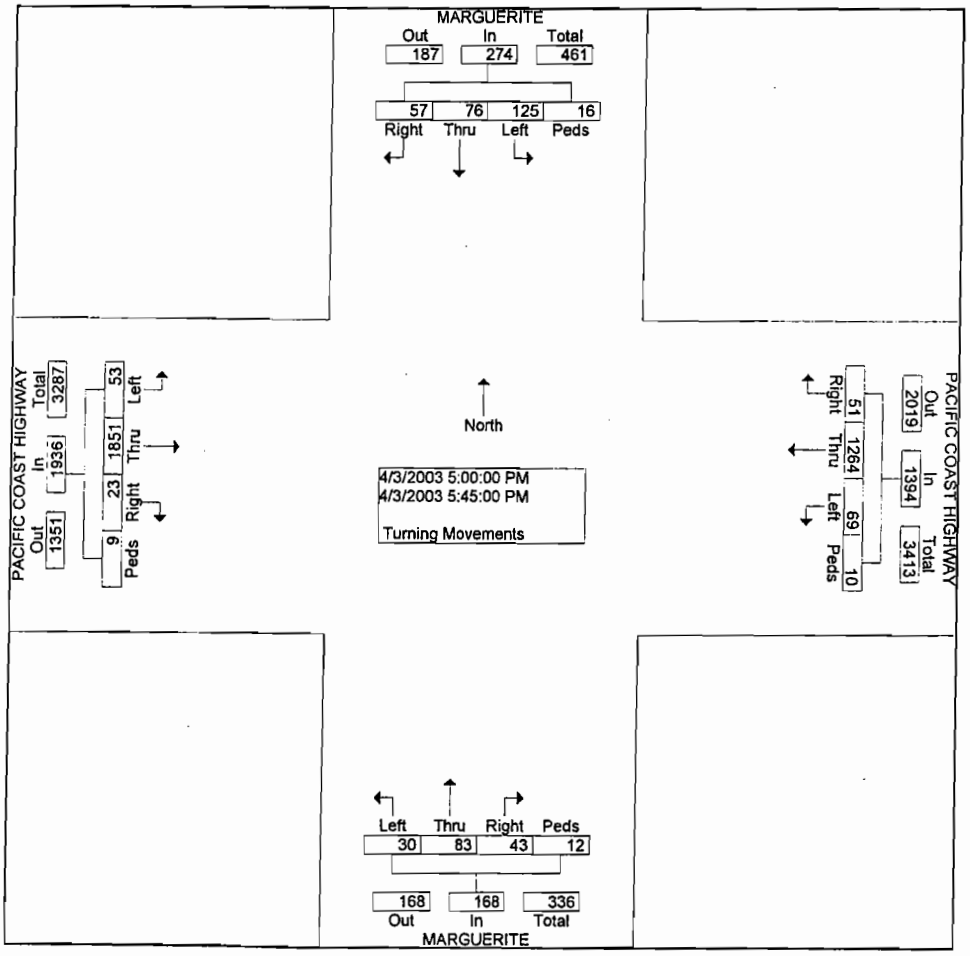
	MARGUERITE Southbound					PACIFIC COAST HIGHWAY Westbound					MARGUERITE Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Intersection	12:30 PM																				
Volume	28	53	35	13	129	27	1463	40	11	1541	35	43	40	15	133	41	1503	49	25	1618	3421
Percent	21.7	41.1	27.1	10.1		1.8	94.9	2.6	0.7		26.3	32.3	30.1	11.3		2.5	92.9	3.0	1.5		
01:15 Volume	5	14	8	2	29	9	374	8	4	395	7	12	11	3	33	7	377	13	7	404	861
Peak Factor																					0.993
High Int.	12:45 PM					01:15 PM					12:30 PM					12:45 PM					
Volume	7	11	13	4	35	9	374	8	4	395	11	12	9	5	37	11	380	14	4	409	
Peak Factor					0.921					0.975					0.899					0.989	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0303103
Site Code : 00000919
Start Date : 04/03/2003
Page No : 4

	MARGUERITE Southbound					PACIFIC COAST HIGHWAY Westbound					MARGUERITE Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	57	76	125	16	274	51	1264	69	10	1394	43	83	30	12	168	23	1851	53	9	1936	3772
Percent	20.8	27.7	45.6	5.8		3.7	90.7	4.9	0.7		25.6	49.4	17.9	7.1		1.2	95.6	2.7	0.5		
05:45 Volume	14	20	34	4	72	12	322	15	2	351	12	18	9	1	40	8	463	15	3	489	952
Peak Factor																					0.991
High Int.	05:30 PM					05:30 PM					05:30 PM					05:45 PM					
Volume	15	22	32	3	72	15	319	18	1	353	12	19	8	5	44	8	463	15	3	489	
Peak Factor					0.951					0.987					0.955					0.990	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: POPPY
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0303104
Site Code : 00000919
Start Date : 04/02/2003
Page No : 1

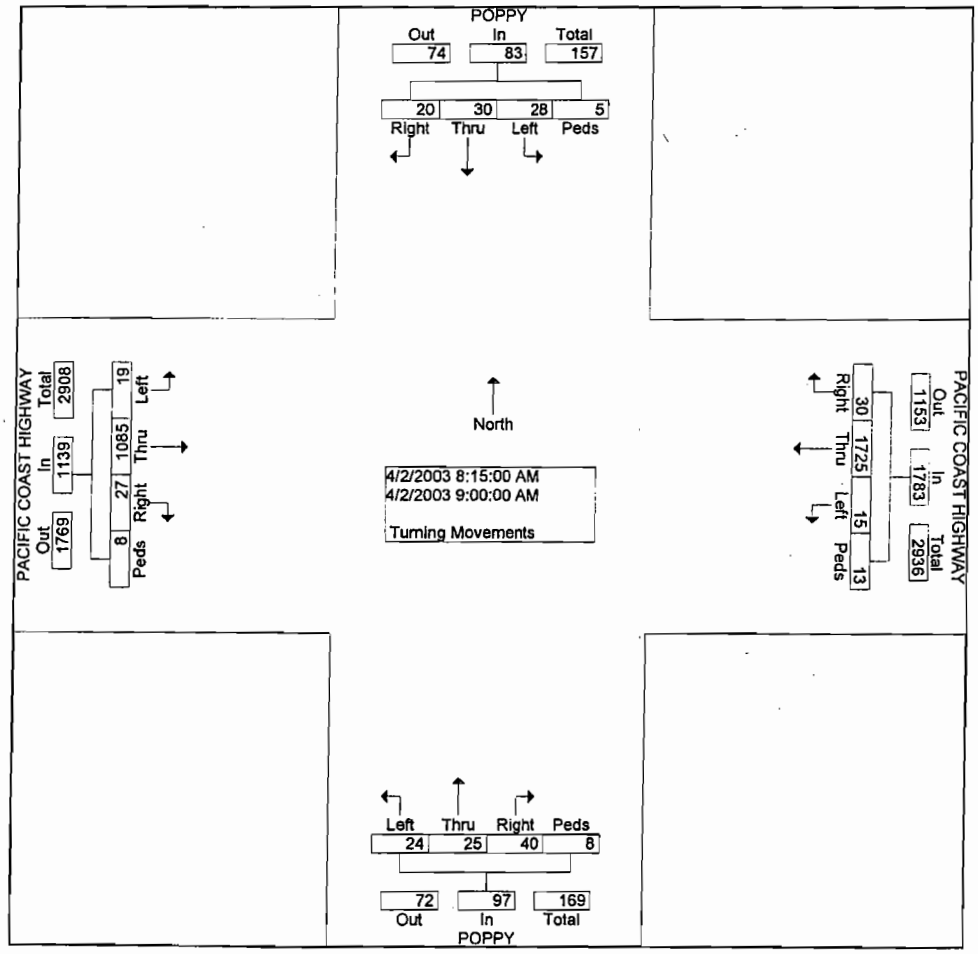
Groups Printed- Turning Movements

	POPPY Southbound				PACIFIC COAST HIGHWAY Westbound				POPPY Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	1	0	10	2	2	400	2	2	5	0	4	3	0	274	5	2	712
07:30 AM	2	3	7	3	5	392	2	3	10	1	8	1	3	290	0	3	733
07:45 AM	4	2	9	2	3	389	1	1	8	4	4	1	7	310	2	7	754
Total	7	5	26	7	10	1181	5	6	23	5	16	5	10	874	7	12	2199
08:00 AM	4	4	6	0	8	431	4	3	13	6	5	5	4	248	4	2	747
08:15 AM	6	7	6	2	7	429	3	6	12	3	2	3	6	269	4	0	765
08:30 AM	3	6	7	1	6	427	6	2	11	7	9	0	9	257	2	4	757
08:45 AM	5	8	4	0	9	436	4	3	9	9	7	4	7	246	6	1	758
Total	18	25	23	3	30	1723	17	14	45	25	23	12	26	1020	16	7	3027
09:00 AM	6	9	11	2	8	433	2	2	8	6	6	1	5	313	7	3	822
*** BREAK ***																	
Total	6	9	11	2	8	433	2	2	8	6	6	1	5	313	7	3	822
*** BREAK ***																	
11:30 AM	12	11	9	5	14	370	8	7	14	10	16	4	9	289	12	9	799
11:45 AM	10	13	11	7	13	364	7	6	17	9	14	10	6	281	13	9	790
Total	22	24	20	12	27	734	15	13	31	19	30	14	15	570	25	18	1589
12:00 PM	15	16	10	5	8	369	5	7	13	11	12	2	5	278	10	5	771
12:15 PM	13	14	14	3	9	358	4	7	12	12	15	4	4	264	9	4	746
12:30 PM	11	12	7	3	10	354	6	6	11	7	10	2	6	269	13	4	731
12:45 PM	9	11	8	3	11	363	3	2	16	8	13	5	7	276	18	7	760
Total	48	53	39	14	38	1444	18	22	52	38	50	13	22	1087	50	20	3008
01:00 PM	10	8	6	11	9	360	5	9	11	5	11	7	8	271	12	10	753
01:15 PM	8	10	9	5	7	371	4	8	14	6	12	7	5	283	11	6	766
*** BREAK ***																	
Total	18	18	15	16	16	731	9	17	25	11	23	14	13	554	23	16	1519
*** BREAK ***																	
03:30 PM	8	2	9	2	4	350	1	4	3	4	8	5	6	433	3	2	844
03:45 PM	10	3	8	2	6	386	2	3	4	6	6	1	5	459	7	4	912
Total	18	5	17	4	10	736	3	7	7	10	14	6	11	892	10	6	1756
04:00 PM	13	5	8	1	7	291	3	3	6	8	6	4	8	457	5	6	831
04:15 PM	12	6	6	3	8	293	4	1	3	7	7	5	9	453	8	4	829
04:30 PM	13	3	7	4	9	288	3	5	4	6	9	6	5	461	7	7	837
04:45 PM	11	4	10	2	8	280	4	1	7	9	8	3	8	449	4	5	813
Total	49	18	31	10	32	1152	14	10	20	30	30	18	30	1820	24	22	3310
05:00 PM	12	3	11	1	7	327	5	0	9	8	10	4	9	466	8	2	882
05:15 PM	10	5	12	3	6	332	3	1	11	7	7	3	7	464	6	1	878
05:30 PM	14	9	15	4	9	334	4	1	13	9	8	1	6	481	9	3	920
05:45 PM	11	5	10	3	8	331	6	2	12	10	9	0	8	472	7	0	894
Total	47	22	48	11	30	1324	18	4	45	34	34	8	30	1883	30	6	3574
06:00 PM	8	6	11	2	9	297	8	1	10	9	10	1	4	454	8	0	838
06:15 PM	9	7	13	0	8	299	6	2	9	11	12	2	8	450	6	1	843
Grand Total	250	192	254	81	218	10054	115	98	275	198	248	94	174	9917	206	111	22485
Apprch %	32.2	24.7	32.7	10.4	2.1	95.9	1.1	0.9	33.7	24.3	30.4	11.5	1.7	95.3	2.0	1.1	
Total %	1.1	0.9	1.1	0.4	1.0	44.7	0.5	0.4	1.2	0.9	1.1	0.4	0.8	44.1	0.9	0.5	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0303104
Site Code : 00000919
Start Date : 04/02/2003
Page No : 2

	POPPY Southbound					PACIFIC COAST HIGHWAY Westbound					POPPY Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	08:15 AM																				
Volume	20	30	28	5	83	30	1725	15	13	1783	40	25	24	8	97	27	1085	19	8	1139	3102
Percent	24.1	36.1	33.7	6.0		1.7	96.7	0.8	0.7		41.2	25.8	24.7	8.2		2.4	95.3	1.7	0.7		
09:00 Volume	6	9	11	2	28	8	433	2	2	445	8	6	6	1	21	5	313	7	3	328	822
Peak Factor																					0.943
High Int.	09:00 AM					08:45 AM					08:45 AM					09:00 AM					
Volume	6	9	11	2	28	9	436	4	3	452	9	9	7	4	29	5	313	7	3	328	
Peak Factor					0.741					0.986					0.836					0.868	



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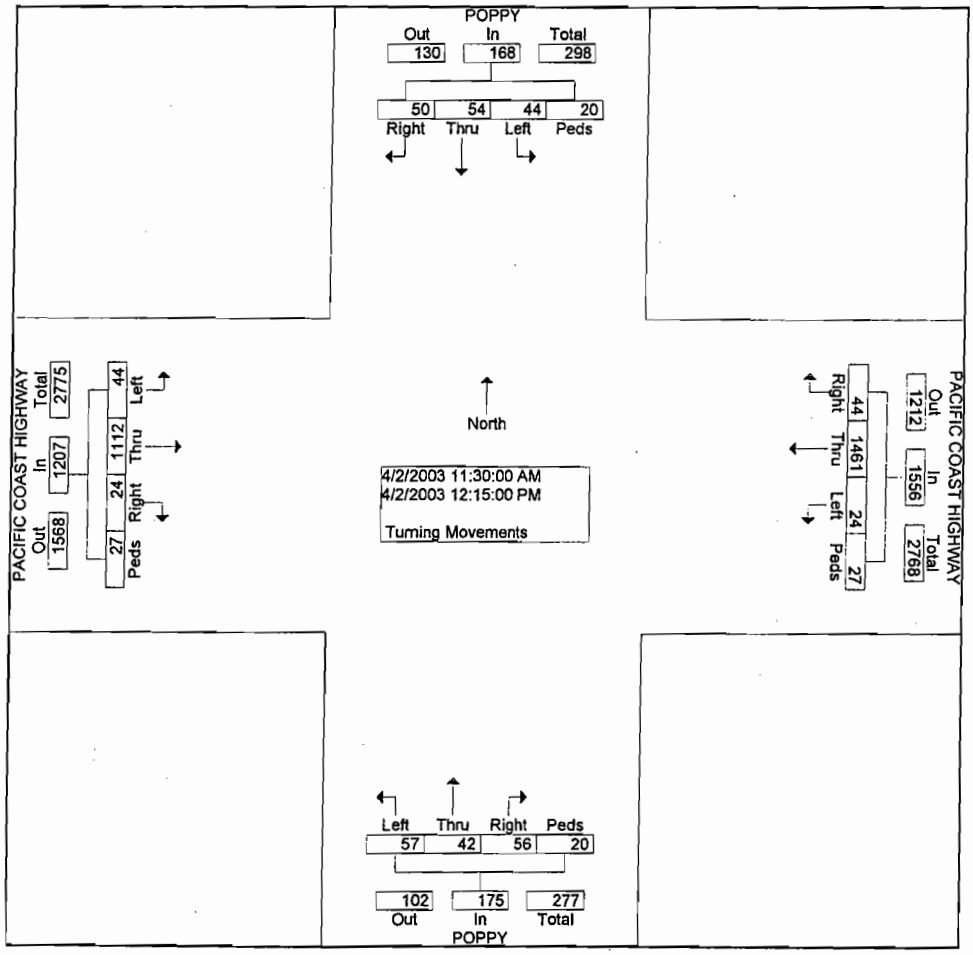
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0303104
Site Code : 00000919
Start Date : 04/02/2003
Page No : 3

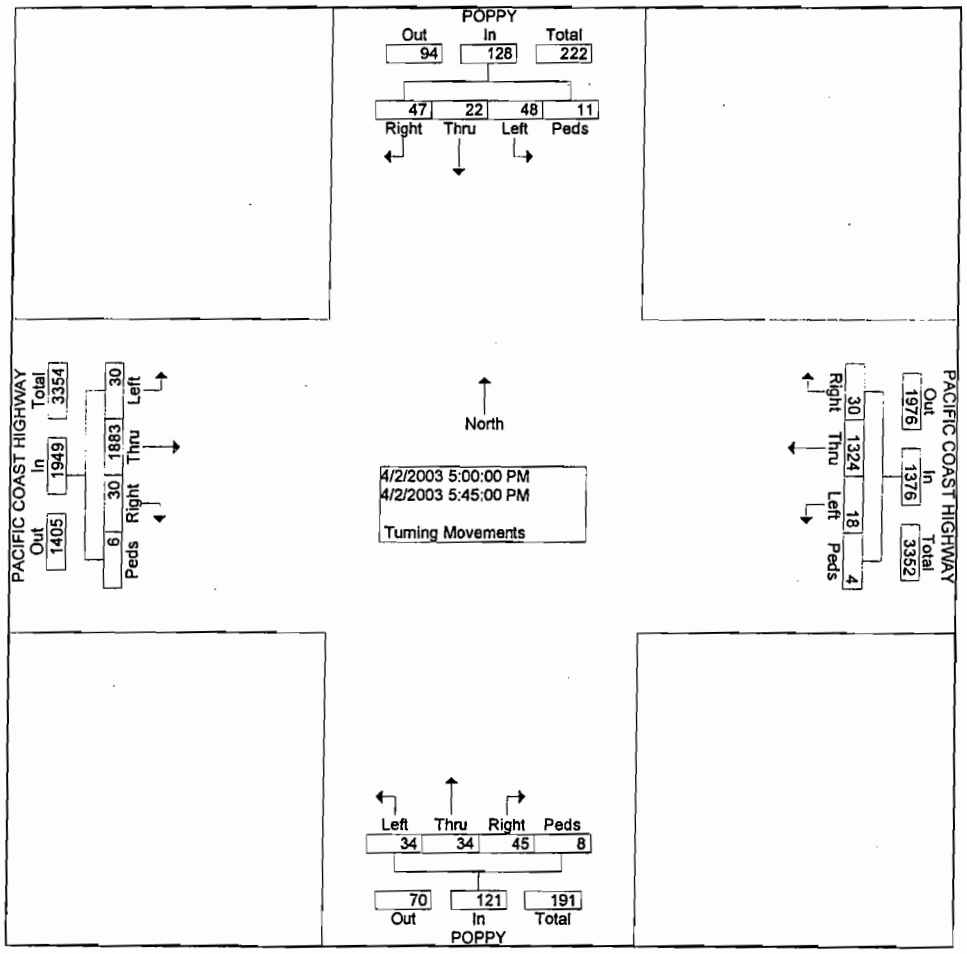
	POPPY Southbound					PACIFIC COAST HIGHWAY Westbound					POPPY Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Intersection	11:30 AM																				
Volume	50	54	44	20	168	44	1461	24	27	1556	56	42	57	20	175	24	1112	44	27	1207	3106
Percent	29.8	32.1	26.2	11.9		2.8	93.9	1.5	1.7		32.0	24.0	32.6	11.4		2.0	92.1	3.6	2.2		
11:30 Volume	12	11	9	5	37	14	370	8	7	399	14	10	16	4	44	9	289	12	9	319	799
Peak Factor																					0.972
High Int.	12:00 PM					11:30 AM					11:45 AM					11:30 AM					
Volume	15	16	10	5	46	14	370	8	7	399	17	9	14	10	50	9	289	12	9	319	
Peak Factor					0.913					0.975					0.875					0.946	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0303104
Site Code : 00000919
Start Date : 04/02/2003
Page No : 4

	POPPY Southbound					PACIFIC COAST HIGHWAY Westbound					POPPY Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	47	22	48	11	128	30	1324	18	4	1376	45	34	34	8	121	30	1883	30	6	1949	3574
Percent	36.7	17.2	37.5	8.6		2.2	96.2	1.3	0.3		37.2	28.1	28.1	6.6		1.5	96.6	1.5	0.3		
05:30 Volume	14	9	15	4	42	9	334	4	1	348	13	9	8	1	31	6	481	9	3	499	920
Peak Factor																					0.971
High Int.	05:30 PM					05:30 PM					05:00 PM					05:30 PM					
Volume	14	9	15	4	42	9	334	4	1	348	9	8	10	4	31	6	481	9	3	499	
Peak Factor					0.762					0.989					0.976					0.976	



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Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: NEWPORT COAST DRIVE
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0303108
Site Code : 00000916
Start Date : 04/01/2003
Page No : 1

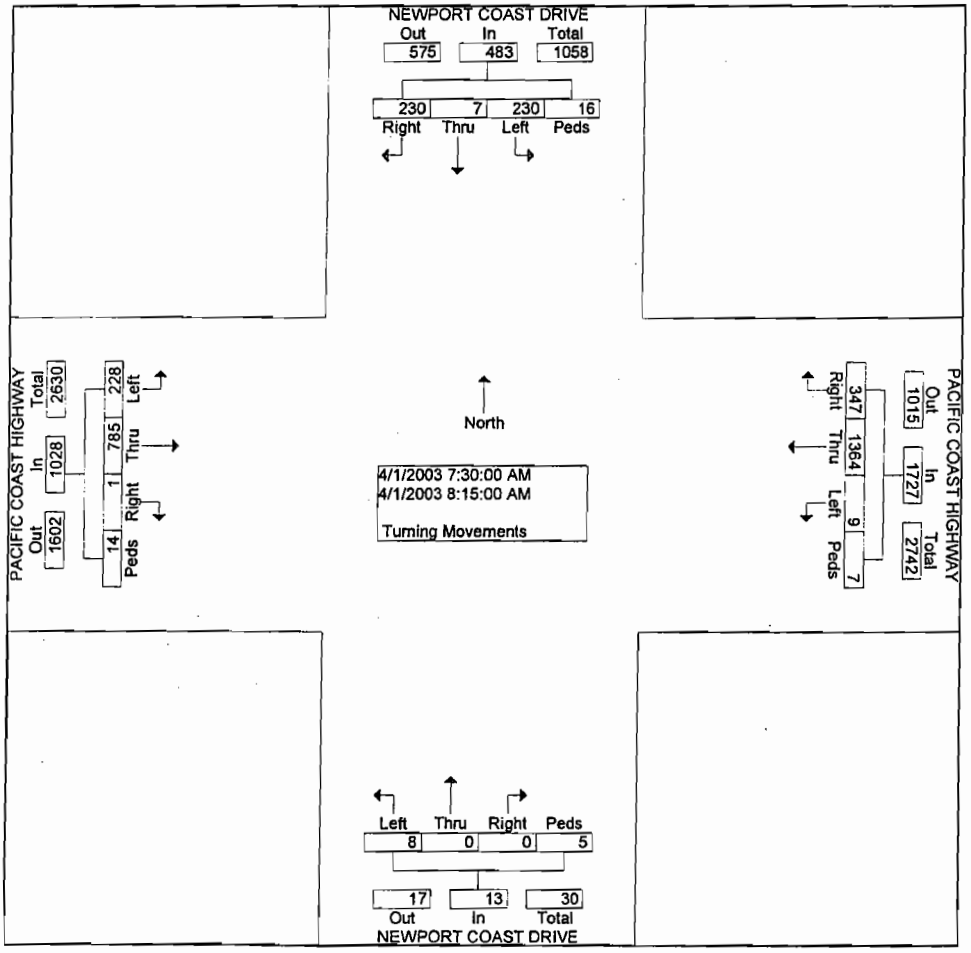
Groups Printed- Turning Movements

	NEWPORT COAST DRIVE Southbound				PACIFIC COAST HIGHWAY Westbound				NEWPORT COAST DRIVE Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	52	4	51	2	54	338	1	2	0	0	2	1	0	205	51	2	765
07:30 AM	63	2	60	9	89	336	3	3	0	0	3	2	0	208	54	4	836
07:45 AM	53	2	53	4	89	354	3	3	0	0	3	1	0	205	57	3	830
Total	168	8	164	15	232	1028	7	8	0	0	8	4	0	618	162	9	2431
08:00 AM	59	1	60	1	90	335	1	0	0	0	1	2	0	188	59	3	800
08:15 AM	55	2	57	2	79	339	2	1	0	0	1	0	1	184	58	4	785
08:30 AM	52	2	56	2	83	331	2	2	0	0	3	1	0	185	69	3	791
08:45 AM	54	0	57	4	83	321	1	4	1	0	0	2	0	197	58	1	783
Total	220	5	230	9	335	1326	6	7	1	0	5	5	1	754	244	11	3159
09:00 AM	53	2	66	2	79	394	2	2	0	0	1	1	0	185	56	3	846
*** BREAK ***																	
Total	53	2	66	2	79	394	2	2	0	0	1	1	0	185	56	3	846
*** BREAK ***																	
03:30 PM	61	0	65	2	69	255	2	2	0	0	1	4	0	301	75	2	839
03:45 PM	67	0	64	5	67	251	4	2	0	0	0	1	0	298	75	0	834
Total	128	0	129	7	136	506	6	4	0	0	1	5	0	599	150	2	1673
04:00 PM	65	0	67	0	69	181	5	4	2	0	0	1	0	315	79	3	791
04:15 PM	72	0	77	1	66	179	2	2	1	0	0	0	0	321	81	3	805
04:30 PM	78	0	81	2	65	170	3	2	0	0	2	1	0	326	84	2	816
04:45 PM	82	1	84	3	63	168	2	1	0	0	2	3	0	330	83	1	823
Total	297	1	309	6	263	698	12	9	3	0	4	5	0	1292	327	9	3235
05:00 PM	84	2	87	2	67	210	2	4	0	0	0	1	0	382	88	2	931
05:15 PM	87	0	84	3	63	210	3	4	1	0	1	3	0	381	89	3	932
05:30 PM	90	0	85	2	67	203	2	1	0	0	0	1	0	384	89	1	925
05:45 PM	88	0	89	2	64	202	1	3	0	0	2	2	0	387	90	1	931
Total	349	2	345	9	261	825	8	12	1	0	3	7	0	1534	356	7	3719
06:00 PM	85	0	81	1	60	205	0	3	0	0	1	3	0	390	80	1	910
06:15 PM	84	0	80	0	59	207	0	2	1	0	2	0	0	381	79	0	895
Grand Total	1384	18	1404	49	1425	5189	41	47	6	0	25	30	1	5753	1454	42	16868
Apprch %	48.5	0.6	49.2	1.7	21.3	77.4	0.6	0.7	9.8	0.0	41.0	49.2	0.0	79.4	20.1	0.6	
Total %	8.2	0.1	8.3	0.3	8.4	30.8	0.2	0.3	0.0	0.0	0.1	0.2	0.0	34.1	8.6	0.2	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0303108
Site Code : 00000916
Start Date : 04/01/2003
Page No : 2

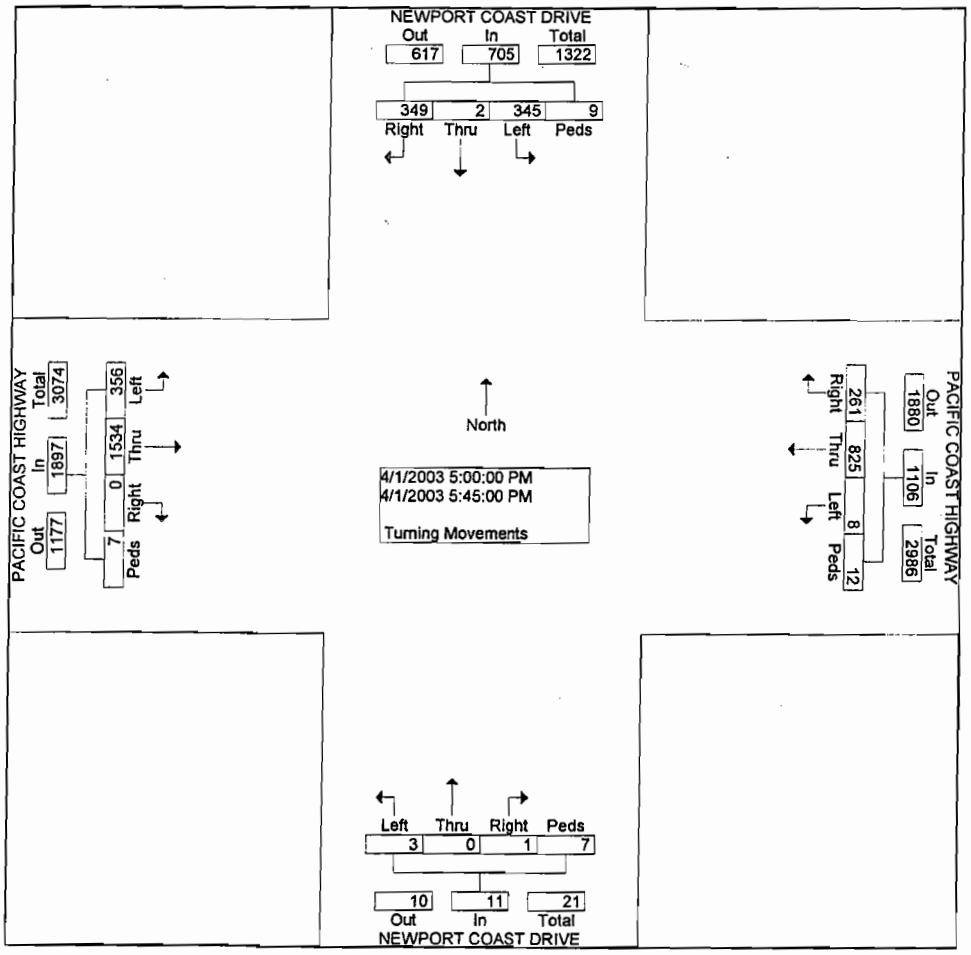
	NEWPORT COAST DRIVE Southbound					PACIFIC COAST HIGHWAY Westbound					NEWPORT COAST DRIVE Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	230	7	230	16	483	347	1364	9	7	1727	0	0	8	5	13	1	785	228	14	1028	3251
Percent	47.6	1.4	47.6	3.3		20.1	79.0	0.5	0.4		0.0	0.0	61.5	38.5		0.1	76.4	22.2	1.4		
07:30 Volume	63	2	60	9	134	89	336	3	3	431	0	0	3	2	5	0	208	54	4	266	836
Peak Factor																					0.972
High Int.	07:30 AM					07:45 AM					07:30 AM					07:30 AM					
Volume	63	2	60	9	134	89	354	3	3	449	0	0	3	2	5	0	208	54	4	266	
Peak Factor					0.901					0.962					0.650					0.966	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0303108
Site Code : 00000916
Start Date : 04/01/2003
Page No : 3

	NEWPORT COAST DRIVE Southbound					PACIFIC COAST HIGHWAY Westbound					NEWPORT COAST DRIVE Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	349	2	345	9	705	261	825	8	12	1106	1	0	3	7	11	0	1534	356	7	1897	3719
Percent	49.5	0.3	48.9	1.3		23.6	74.6	0.7	1.1		9.1	0.0	27.3	63.6		0.0	80.9	18.8	0.4		
05:15 Volume	87	0	84	3	174	63	210	3	4	280	1	0	1	3	5	0	381	89	3	473	932
Peak Factor																					0.998
High Int.	05:45 PM					05:00 PM					05:15 PM					05:45 PM					
Volume	88	0	89	2	179	67	210	2	4	283	1	0	1	3	5	0	387	90	1	478	
Peak Factor					0.985					0.977					0.550					0.992	



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Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City: NEWPORT BEACH
N-S Direction: MACARTHUR BOULEVARD
E-W Direction: BISON AVENUE

File Name : H0303024
Site Code : 00000919
Start Date : 03/06/2003
Page No : 1

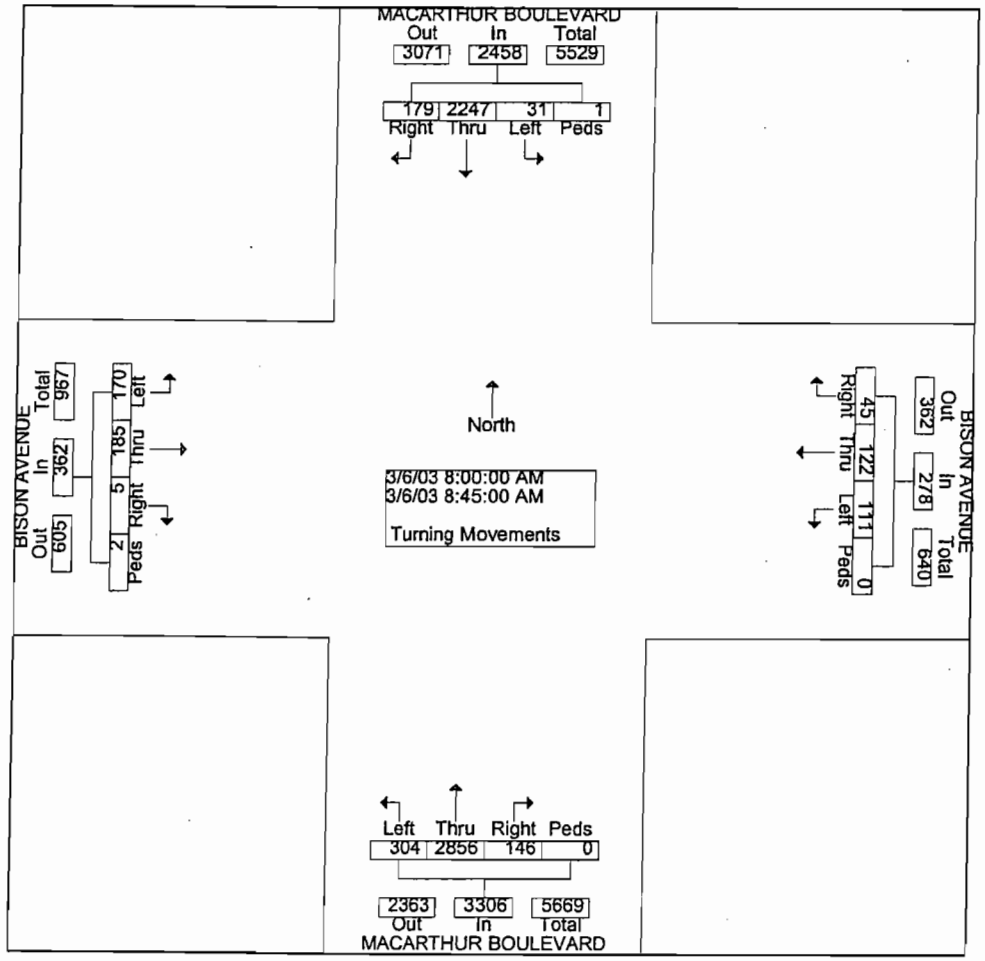
Groups Printed- Turning Movements

	MACARTHUR BOULEVARD Southbound				BISON AVENUE Westbound				MACARTHUR BOULEVARD Northbound				BISON AVENUE Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	37	443	4	0	6	26	20	0	11	478	34	0	0	11	13	0	1083
07:30 AM	41	505	8	0	0	13	27	0	19	521	43	0	0	26	47	0	1250
07:45 AM	39	631	0	1	4	25	23	0	38	662	84	0	0	39	36	1	1583
Total	117	1579	12	1	10	64	70	0	68	1661	161	0	0	76	96	1	3916
08:00 AM	49	551	2	1	17	39	12	0	44	736	90	0	2	88	69	0	1700
08:15 AM	26	457	5	0	17	27	38	0	33	771	63	0	2	17	25	1	1482
08:30 AM	61	583	16	0	7	36	26	0	35	699	84	0	1	46	29	1	1624
08:45 AM	43	656	8	0	4	20	35	0	34	650	67	0	0	34	47	0	1598
Total	179	2247	31	1	45	122	111	0	146	2856	304	0	5	185	170	2	6404
09:00 AM	67	555	13	0	22	45	13	0	41	591	78	0	0	42	45	0	1512
*** BREAK ***																	
Total	67	555	13	0	22	45	13	0	41	591	78	0	0	42	45	0	1512
*** BREAK ***																	
11:30 AM	45	467	15	0	35	30	30	0	18	557	57	0	6	69	27	0	1356
11:45 AM	25	391	33	0	9	39	81	0	10	487	71	0	0	15	55	0	1216
Total	70	858	48	0	44	69	111	0	28	1044	128	0	6	84	82	0	2572
12:00 PM	15	440	8	0	20	24	35	0	17	543	92	0	0	29	54	0	1277
12:15 PM	29	513	10	0	20	52	28	0	25	440	81	0	0	27	69	0	1294
12:30 PM	18	591	11	0	15	78	48	0	18	578	75	0	0	31	49	0	1512
12:45 PM	23	450	22	0	18	34	37	0	29	439	89	0	0	69	60	0	1270
Total	85	1994	51	0	73	188	148	0	89	2000	337	0	0	156	232	0	5353
01:00 PM	16	471	20	0	20	65	34	0	32	582	62	0	0	62	81	0	1445
01:15 PM	11	457	36	0	14	43	48	0	6	646	92	0	0	54	95	0	1502
*** BREAK ***																	
Total	27	928	56	0	34	108	82	0	38	1228	154	0	0	116	176	0	2947
*** BREAK ***																	
03:30 PM	38	459	19	3	26	32	34	0	24	584	64	0	3	20	32	0	1338
03:45 PM	42	455	14	0	9	30	36	1	25	782	62	1	1	20	38	0	1516
Total	80	914	33	3	35	62	70	1	49	1366	126	1	4	40	70	0	2854
04:00 PM	36	470	15	1	17	22	48	1	22	593	69	0	0	26	79	0	1399
04:15 PM	26	526	11	0	5	54	34	0	12	755	102	0	5	14	48	0	1592
04:30 PM	19	517	17	0	11	37	34	0	26	584	62	0	0	16	33	0	1356
04:45 PM	27	453	8	0	20	39	52	1	11	539	59	0	0	6	25	0	1240
Total	108	1966	51	1	53	152	168	2	71	2471	292	0	5	62	185	0	5587
05:00 PM	39	511	14	0	8	60	47	1	17	584	51	0	0	17	52	0	1401
05:15 PM	26	532	35	0	16	39	66	0	23	630	68	0	0	31	53	1	1520
05:30 PM	43	531	21	0	12	54	48	0	29	459	70	0	0	56	69	1	1393
05:45 PM	28	523	21	1	3	46	49	0	19	530	49	0	1	40	45	0	1355
Total	136	2097	91	1	39	199	210	1	88	2203	238	0	1	144	219	2	5669
06:00 PM	34	598	16	1	21	58	67	2	13	535	76	0	0	61	23	0	1505
06:15 PM	36	619	40	0	26	30	59	0	22	544	58	0	1	61	79	1	1576
Grand Total	939	14355	442	8	402	1097	1109	6	653	16499	1952	1	22	1027	1377	6	39895
Apprch %	6.0	91.2	2.8	0.1	15.4	42.0	42.4	0.2	3.4	86.4	10.2	0.0	0.9	42.2	56.6	0.2	
Total %	2.4	36.0	1.1	0.0	1.0	2.7	2.8	0.0	1.6	41.4	4.9	0.0	0.1	2.6	3.5	0.0	

Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0303024
Site Code : 00000919
Start Date : 03/06/2003
Page No : 3

	MACARTHUR BOULEVARD Southbound					BISON AVENUE Westbound					MACARTHUR BOULEVARD Northbound					BISON AVENUE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	179	2247	31	1	2458	45	122	111	0	278	146	2856	304	0	3306	5	185	170	2	362	6404
Percent	7.3	91.4	1.3	0.0		16.2	43.9	39.9	0.0		4.4	86.4	9.2	0.0		1.4	51.1	47.0	0.6		
08:00 Volume	49	551	2	1	603	17	39	12	0	68	44	736	90	0	870	2	88	69	0	159	1700
Peak Factor																					0.942
High Int.	08:45 AM					08:15 AM					08:00 AM					08:00 AM					
Volume	43	656	8	0	707	17	27	38	0	82	44	736	90	0	870	2	88	69	0	159	
Peak Factor					0.869					0.848					0.950					0.569	



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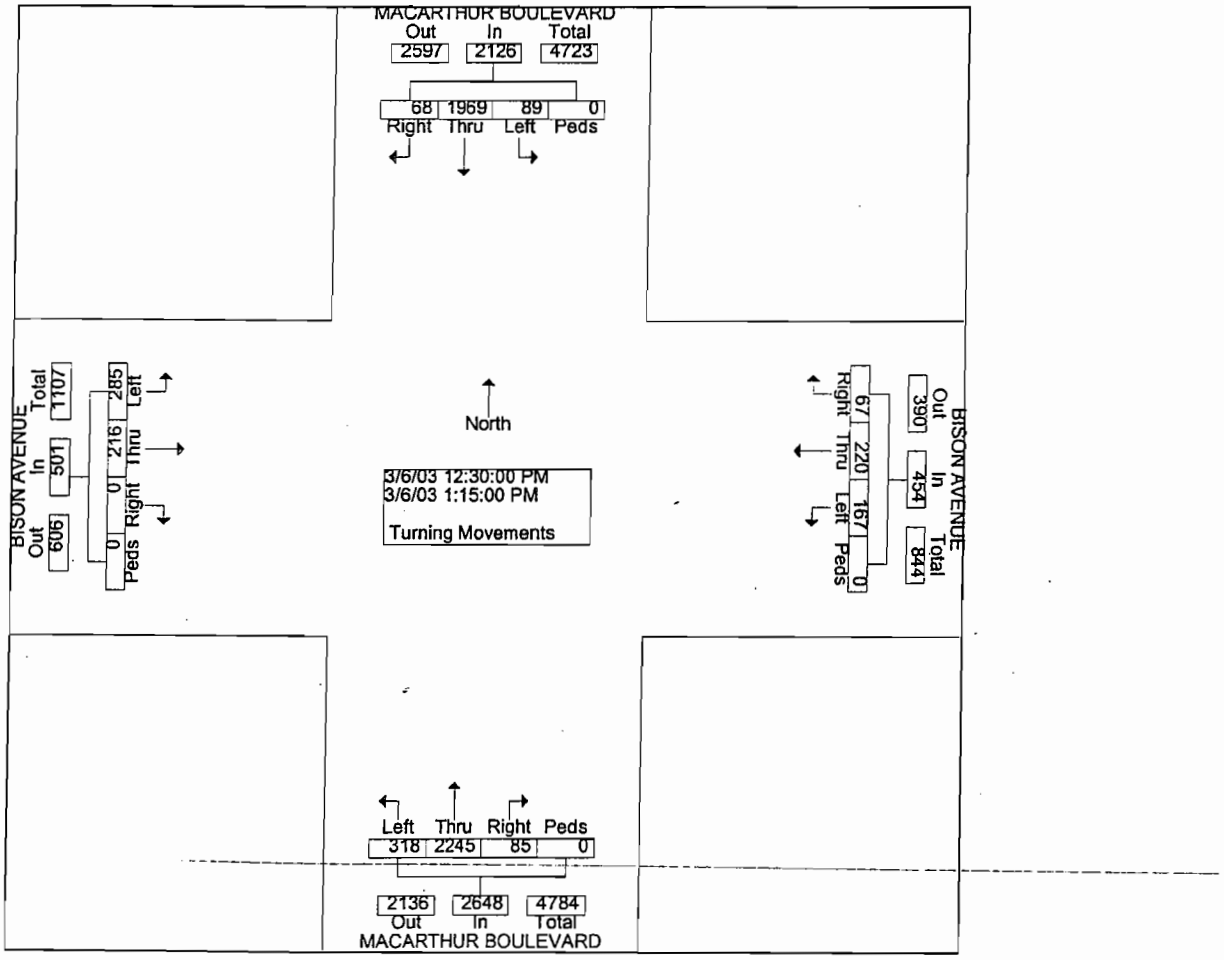
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0303024
Site Code : 00000919
Start Date : 03/06/2003
Page No : 4

	MACARTHUR BOULEVARD Southbound					BISON AVENUE Westbound					MACARTHUR BOULEVARD Northbound					BISON AVENUE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Intersection	12:30 PM																				
Volume	68	1969	89	0	2126	67	220	167	0	454	85	2245	318	0	2648	0	216	285	0	501	5729
Percent	3.2	92.6	4.2	0.0		14.8	48.5	36.8	0.0		3.2	84.8	12.0	0.0		0.0	43.1	56.9	0.0		
12:30 Volume	18	591	11	0	620	15	78	48	0	141	18	578	75	0	671	0	31	49	0	80	1512
Peak Factor																					0.947
High Int.	12:30 PM					12:30 PM					01:15 PM					01:15 PM					
Volume	18	591	11	0	620	15	78	48	0	141	6	646	92	0	744	0	54	95	0	149	
Peak Factor					0.857					0.805					0.890					0.841	



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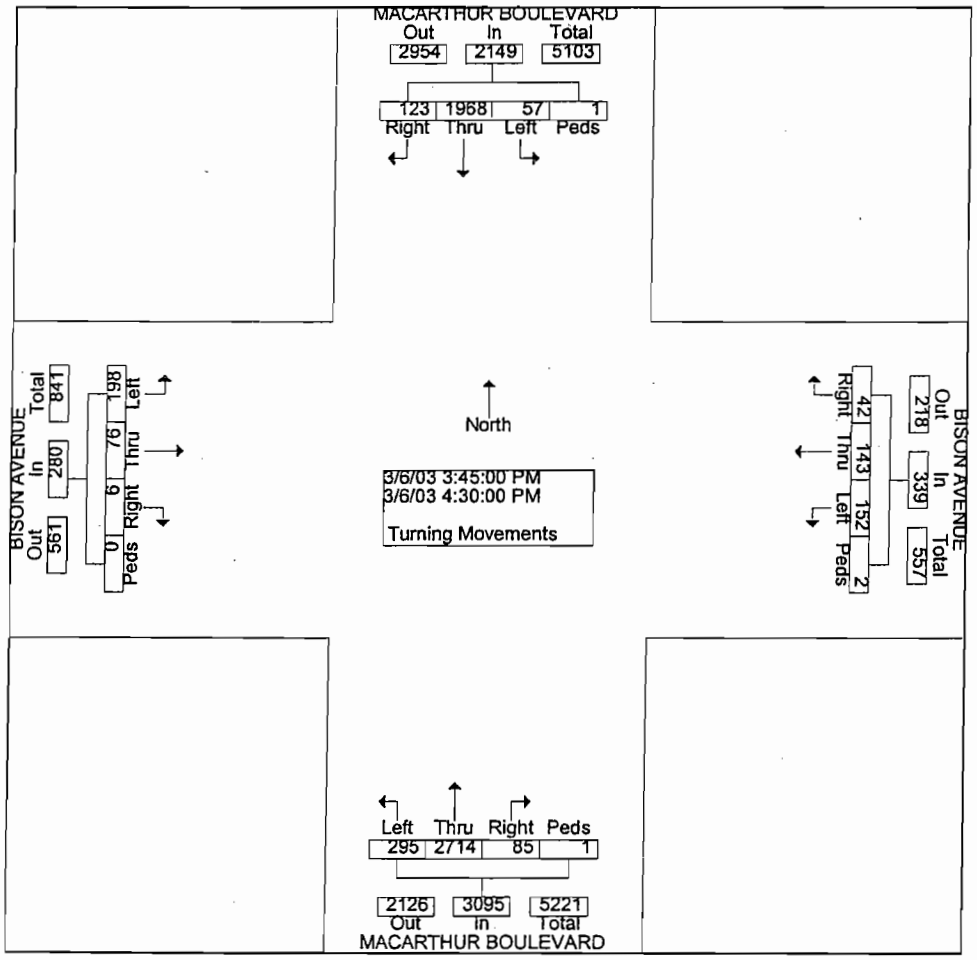
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0303024
Site Code : 00000919
Start Date : 03/06/2003
Page No : 5

	MACARTHUR BOULEVARD Southbound					BISON AVENUE Westbound					MACARTHUR BOULEVARD Northbound					BISON AVENUE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	03:45 PM																				
Volume	123	1968	57	1	2149	42	143	152	2	339	85	2714	295	1	3095	6	76	198	0	280	5863
Percent	5.7	91.6	2.7	0.0		12.4	42.2	44.8	0.6		2.7	87.7	9.5	0.0		2.1	27.1	70.7	0.0		
04:15 Volume	26	526	11	0	563	5	54	34	0	93	12	755	102	0	869	5	14	48	0	67	1592
Peak Factor																					0.921
High Int.	04:15 PM					04:15 PM					03:45 PM					04:00 PM					
Volume	26	526	11	0	563	5	54	34	0	93	25	782	62	1	870	0	26	79	0	105	
Peak Factor					0.954					0.911					0.889					0.667	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: DOVER DRIVE
E-W Direction: 16TH STREET

File Name : H0305096
Site Code : 00000976
Start Date : 05/28/2003
Page No : 1

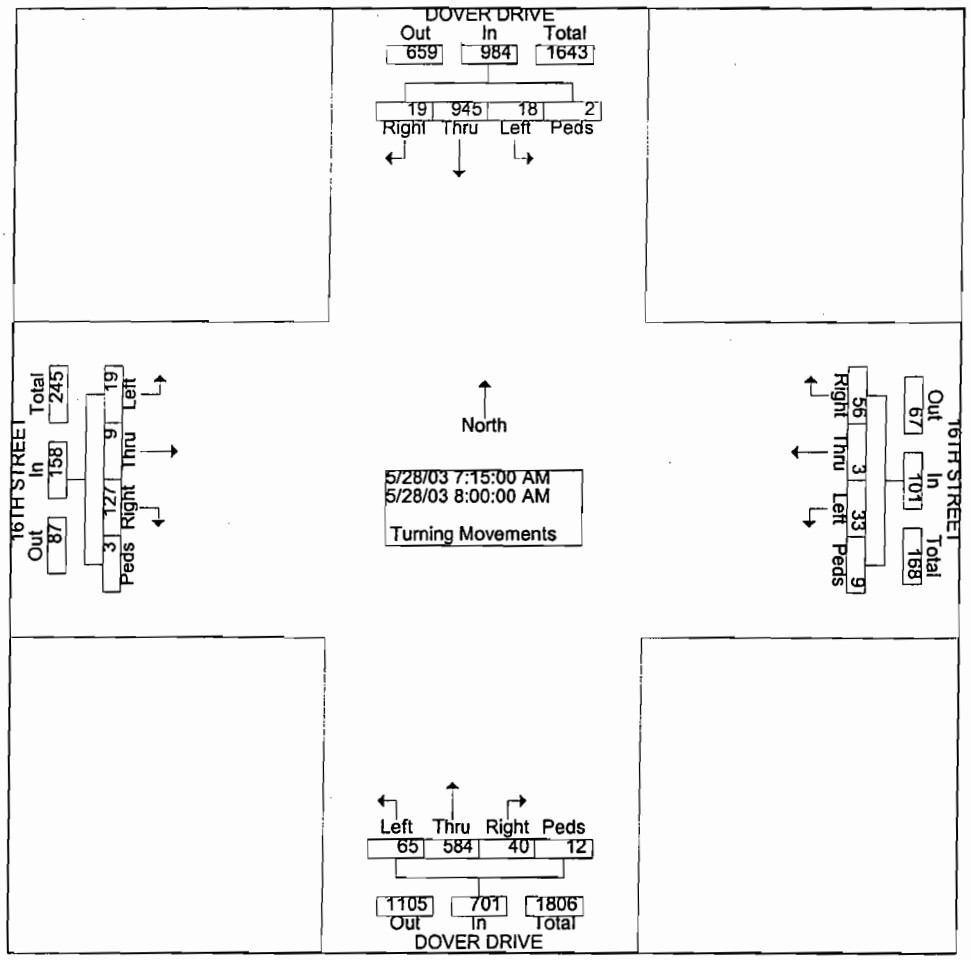
Groups Printed- Turning Movements

	DOVER DRIVE Southbound				16TH STREET Westbound				DOVER DRIVE Northbound				16TH STREET Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	3	245	2	0	23	0	8	0	8	127	23	2	63	4	1	2	511
07:30 AM	10	300	4	1	9	0	11	4	8	176	15	6	32	2	7	1	586
07:45 AM	5	221	6	1	11	2	3	4	14	139	16	0	19	2	4	0	447
Total	18	766	12	2	43	2	22	8	30	442	54	8	114	8	12	3	1544
08:00 AM	1	179	6	0	13	1	11	1	10	142	11	4	13	1	7	0	400
08:15 AM	5	201	9	0	14	2	3	1	3	158	34	4	43	4	0	2	483
08:30 AM	2	200	17	0	3	0	4	0	12	139	32	3	38	1	2	0	453
08:45 AM	3	222	10	2	11	7	8	3	17	155	21	2	29	0	6	1	497
Total	11	802	42	2	41	10	26	5	42	594	98	13	123	6	15	3	1833
09:00 AM	2	187	6	0	19	8	15	1	12	170	35	1	15	2	4	1	478
*** BREAK ***																	
Total	2	187	6	0	19	8	15	1	12	170	35	1	15	2	4	1	478
*** BREAK ***																	
03:30 PM	2	169	55	2	5	1	3	1	35	243	45	2	39	5	2	1	610
03:45 PM	2	179	17	0	14	1	10	2	8	194	21	1	8	5	2	0	464
Total	4	348	72	2	19	2	13	3	43	437	66	3	47	10	4	1	1074
04:00 PM	6	201	4	0	2	2	10	1	7	269	31	3	28	3	8	0	575
04:15 PM	6	193	11	5	5	1	4	0	7	283	26	1	9	1	2	0	554
04:30 PM	8	151	20	1	17	1	8	1	14	250	17	6	11	2	2	0	509
04:45 PM	6	218	4	0	10	3	13	0	9	312	31	0	49	2	9	0	666
Total	26	763	39	6	34	7	35	2	37	1114	105	10	97	8	21	0	2304
05:00 PM	9	249	22	2	26	3	6	2	3	275	34	0	64	3	11	1	710
05:15 PM	2	160	12	1	9	0	5	1	8	314	44	2	43	1	3	0	605
05:30 PM	16	245	21	5	8	3	13	0	3	251	32	2	32	12	2	0	645
05:45 PM	10	165	12	4	5	1	18	2	9	259	34	0	37	8	5	4	573
Total	37	819	67	12	48	7	42	5	23	1099	144	4	176	24	21	5	2533
06:00 PM	5	194	19	2	8	3	12	2	17	245	36	2	43	2	5	4	599
06:15 PM	6	182	14	2	4	2	17	1	5	220	25	3	26	10	17	1	535
Grand Total	109	4061	271	28	216	41	182	27	209	4321	563	44	641	70	99	18	10900
Apprch %	2.4	90.9	6.1	0.6	46.4	8.8	39.1	5.8	4.1	84.1	11.0	0.9	77.4	8.5	12.0	2.2	
Total %	1.0	37.3	2.5	0.3	2.0	0.4	1.7	0.2	1.9	39.6	5.2	0.4	5.9	0.6	0.9	0.2	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0305096
Site Code : 00000976
Start Date : 05/28/2003
Page No : 2

	DOVER DRIVE Southbound					16TH STREET Westbound					DOVER DRIVE Northbound					16TH STREET Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	19	945	18	2	984	56	3	33	9	101	40	584	65	12	701	127	9	19	3	158	1944
Percent	1.9	96.0	1.8	0.2		55.4	3.0	32.7	8.9		5.7	83.3	9.3	1.7		80.4	5.7	12.0	1.9		
07:30 Volume	10	300	4	1	315	9	0	11	4	24	8	176	15	6	205	32	2	7	1	42	586
Peak Factor																					0.829
High Int.	07:30 AM					07:15 AM					07:30 AM					07:15 AM					
Volume	10	300	4	1	315	23	0	8	0	31	8	176	15	6	205	63	4	1	2	70	
Peak Factor					0.781					0.815					0.855					0.564	



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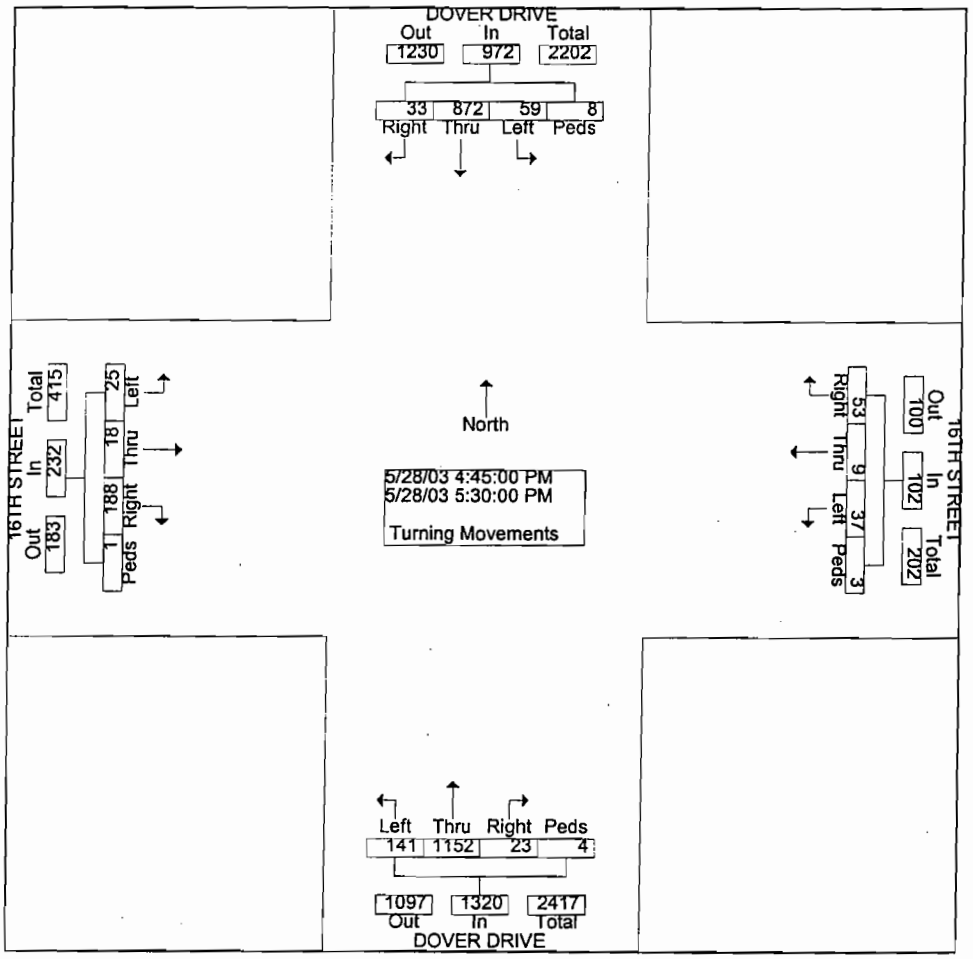
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0305096
Site Code : 00000976
Start Date : 05/28/2003
Page No : 3

	DOVER DRIVE Southbound					16TH STREET Westbound					DOVER DRIVE Northbound					16TH STREET Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	33	872	59	8	972	53	9	37	3	102	23	1152	141	4	1320	188	18	25	1	232	2626
Percent	3.4	89.7	6.1	0.8		52.0	8.8	36.3	2.9		1.7	87.3	10.7	0.3		81.0	7.8	10.8	0.4		
05:00 Volume	9	249	22	2	282	26	3	6	2	37	3	275	34	0	312	64	3	11	1	79	710
Peak Factor																					0.925
High Int.	05:30 PM					05:00 PM					05:15 PM					05:00 PM					
Volume	16	245	21	5	287	26	3	6	2	37	8	314	44	2	368	64	3	11	1	79	
Peak Factor					0.847					0.689					0.897					0.734	



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Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: DOVER DRIVE
E-W Direction: WESTCLIFF DRIVE

File Name : H0304059
Site Code : 00000920
Start Date : 04/09/2003
Page No : 1

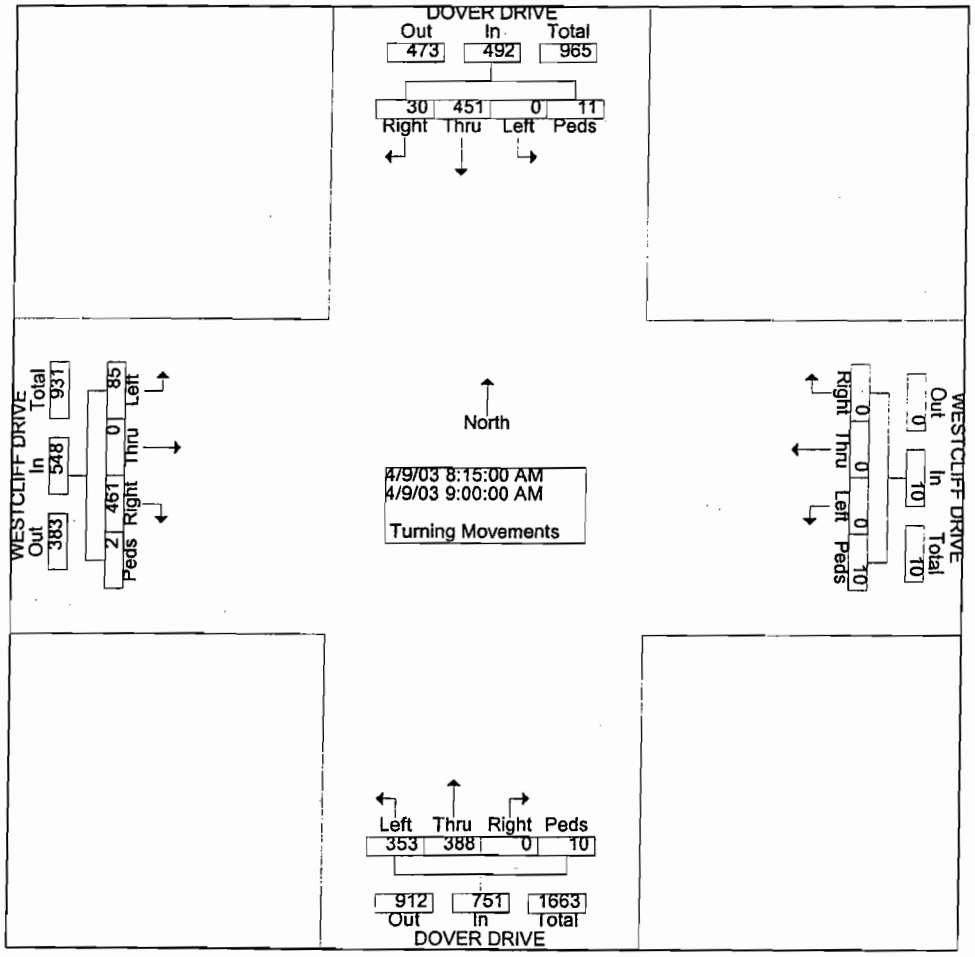
Groups Printed- Turning Movements

	DOVER DRIVE Southbound				WESTCLIFF DRIVE Westbound				DOVER DRIVE Northbound				WESTCLIFF DRIVE Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	14	85	0	5	0	0	0	5	0	55	66	3	110	0	2	1	346
07:30 AM	9	179	0	8	0	0	0	1	0	37	56	1	145	0	8	0	444
07:45 AM	4	113	0	5	0	0	0	1	0	68	57	3	140	0	13	0	404
Total	27	377	0	18	0	0	0	7	0	160	179	7	395	0	23	1	1194
08:00 AM	19	95	0	2	0	0	0	0	0	92	63	3	133	0	13	0	420
08:15 AM	4	112	0	4	0	0	0	0	0	87	60	3	118	0	23	2	413
08:30 AM	7	98	0	1	0	0	0	0	0	134	77	5	91	0	18	0	431
08:45 AM	12	127	0	2	0	0	0	2	0	111	104	0	154	0	17	0	529
Total	42	432	0	9	0	0	0	2	0	424	304	11	496	0	71	2	1793
09:00 AM	7	114	0	4	0	0	0	8	0	56	112	2	98	0	27	0	428
*** BREAK ***																	
Total	7	114	0	4	0	0	0	8	0	56	112	2	98	0	27	0	428
*** BREAK ***																	
03:30 PM	11	94	0	3	0	0	0	4	0	82	163	1	162	0	28	0	548
03:45 PM	18	65	0	7	0	0	0	1	0	91	145	1	186	0	21	0	535
Total	29	159	0	10	0	0	0	5	0	173	308	2	348	0	49	0	1083
04:00 PM	23	110	0	8	0	0	0	1	0	65	224	4	155	0	23	0	613
04:15 PM	19	85	0	0	0	0	0	0	0	51	224	2	101	0	49	1	532
04:30 PM	31	106	0	0	0	0	0	4	0	86	227	1	104	0	49	0	608
04:45 PM	17	117	0	2	0	0	0	0	0	44	221	5	173	0	37	0	616
Total	90	418	0	10	0	0	0	5	0	246	896	12	533	0	158	1	2369
05:00 PM	19	73	0	4	0	0	0	0	0	30	234	2	209	0	49	1	621
05:15 PM	40	89	0	4	0	0	0	4	0	40	319	7	165	0	41	1	710
05:30 PM	23	89	0	1	1	0	0	1	0	43	222	3	167	0	50	1	601
05:45 PM	22	103	0	1	0	0	0	1	0	49	214	6	126	0	44	3	569
Total	104	354	0	10	1	0	0	6	0	162	989	18	667	0	184	6	2501
06:00 PM	27	86	0	0	0	0	0	4	0	77	189	4	99	0	25	0	511
06:15 PM	25	108	0	2	0	0	0	2	0	79	147	3	102	0	45	0	513
Grand Total	351	2048	0	63	1	0	0	39	0	1377	3124	59	2738	0	582	10	10392
Apprch %	14.3	83.2	0.0	2.6	2.5	0.0	0.0	97.5	0.0	30.2	68.5	1.3	82.2	0.0	17.5	0.3	
Total %	3.4	19.7	0.0	0.6	0.0	0.0	0.0	0.4	0.0	13.3	30.1	0.6	26.3	0.0	5.6	0.1	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304059
Site Code : 00000920
Start Date : 04/09/2003

	DOVER DRIVE Southbound					WESTCLIFF DRIVE Westbound					DOVER DRIVE Northbound					WESTCLIFF DRIVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	08:15 AM																				
Volume	30	451	0	11	492	0	0	0	10	10	0	388	353	10	751	461	0	85	2	548	1801
Percent	6.1	91.7	0.0	2.2		0.0	0.0	0.0	100.0		0.0	51.7	47.0	1.3		84.1	0.0	15.5	0.4		
08:45 Volume	12	127	0	2	141	0	0	0	2	2	0	111	104	0	215	154	0	17	0	171	529
Peak Factor																					0.851
High Int.	08:45 AM					09:00 AM					08:30 AM					08:45 AM					
Volume	12	127	0	2	141	0	0	0	8	8	0	134	77	5	216	154	0	17	0	171	
Peak Factor					0.872					0.313					0.869					0.801	



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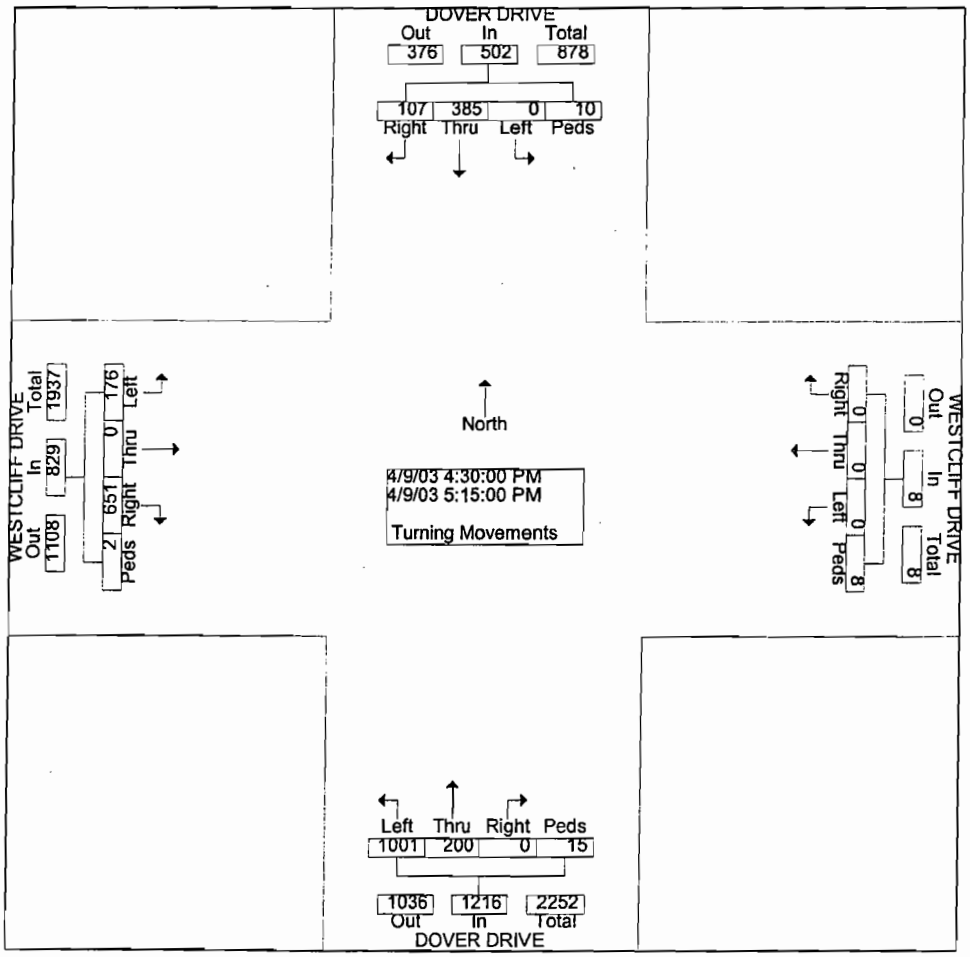
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304059
Site Code : 00000920
Start Date : 04/09/2003
Page No : 3

	DOVER DRIVE Southbound					WESTCLIFF DRIVE Westbound					DOVER DRIVE Northbound					WESTCLIFF DRIVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	107	385	0	10	502	0	0	0	8	8	0	200	1001	15	1216	651	0	176	2	829	2555
Percent	21.3	76.7	0.0	2.0		0.0	0.0	0.0	100.0		0.0	16.4	82.3	1.2		78.5	0.0	21.2	0.2		
05:15 Volume	40	89	0	4	133	0	0	0	4	4	0	40	319	7	366	165	0	41	1	207	710
Peak Factor																					0.900
High Int.	04:30 PM					04:30 PM					05:15 PM					05:00 PM					
Volume	31	106	0	0	137	0	0	0	4	4	0	40	319	7	366	209	0	49	1	259	
Peak Factor					0.916					0.500					0.831					0.800	



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Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: IRVINE AVENUE
W Direction: 17TH / WESTCLIFF

File Name : H0304019
Site Code : 00000883
Start Date : 05/08/2003
Page No : 1

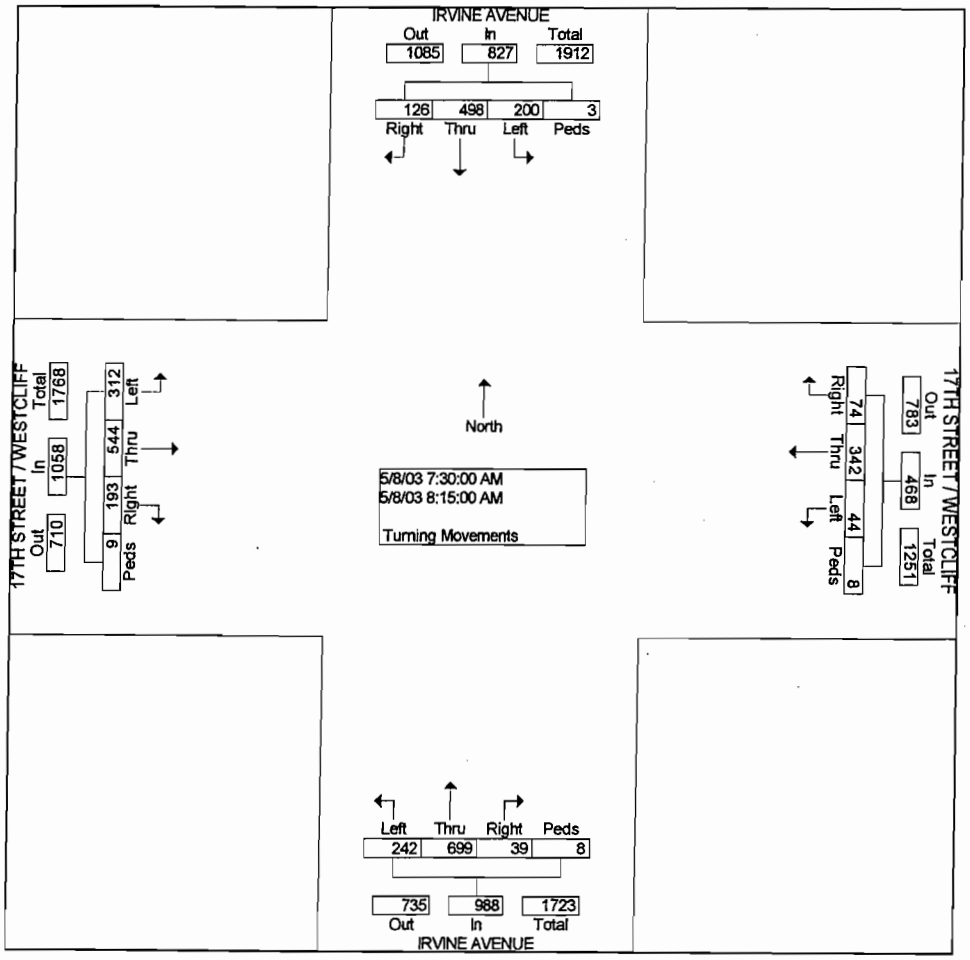
Groups Printed- Turning Movements

	IRVINE AVENUE Southbound				17TH STREET / WESTCLIFF Westbound				IRVINE AVENUE Northbound				17TH STREET / WESTCLIFF Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	28	64	24	1	4	62	6	6	6	137	64	0	32	82	36	2	554
07:30 AM	25	149	51	2	12	80	12	0	7	160	46	0	65	118	53	0	780
07:45 AM	32	190	60	0	20	72	11	3	10	193	68	0	57	129	85	3	933
Total	85	403	135	3	36	214	29	9	23	490	178	0	154	329	174	5	2267
08:00 AM	28	96	50	0	26	102	12	5	10	192	72	1	48	163	101	0	906
08:15 AM	41	63	39	1	16	88	9	0	12	154	56	7	23	134	73	6	722
08:30 AM	31	68	44	2	15	93	7	1	15	141	51	0	29	121	68	6	692
08:45 AM	27	61	27	1	12	85	8	1	10	138	44	4	21	137	58	3	637
Total	127	288	160	4	69	368	36	7	47	625	223	12	121	555	300	15	2957
09:00 AM	26	78	33	1	13	83	7	0	7	132	38	1	27	128	62	6	642
*** BREAK ***																	
Total	26	78	33	1	13	83	7	0	7	132	38	1	27	128	62	6	642
*** BREAK ***																	
11:30 AM	56	68	35	11	8	149	16	2	13	78	49	4	27	150	55	5	726
11:45 AM	70	75	35	3	22	144	20	4	10	66	74	2	30	125	53	0	733
Total	126	143	70	14	30	293	36	6	23	144	123	6	57	275	108	5	1459
12:00 PM	81	87	36	2	14	183	19	2	15	64	79	1	36	166	61	2	848
12:15 PM	69	78	31	3	19	167	24	3	18	70	71	5	34	149	58	7	806
12:30 PM	79	89	37	2	16	180	21	3	14	67	77	5	39	174	52	8	863
12:45 PM	67	82	33	7	19	164	24	3	17	77	68	6	35	154	66	9	831
Total	296	336	137	14	68	694	88	11	64	278	295	17	144	643	237	26	3348
01:00 PM	71	79	27	3	17	161	20	0	20	65	72	2	33	149	58	7	784
01:15 PM	63	69	31	5	13	158	15	2	11	63	69	4	30	161	59	11	764
*** BREAK ***																	
Total	134	148	58	8	30	319	35	2	31	128	141	6	63	310	117	18	1548
*** BREAK ***																	
03:30 PM	64	82	41	0	19	179	21	8	15	111	68	5	56	171	72	2	914
03:45 PM	78	136	33	4	21	165	20	9	11	96	86	1	43	146	66	6	921
Total	142	218	74	4	40	344	41	17	26	207	154	6	99	317	138	8	1835
04:00 PM	68	109	37	3	24	190	21	2	10	95	71	3	55	189	73	1	951
04:15 PM	59	133	49	3	28	169	18	1	15	110	72	4	42	139	59	4	905
04:30 PM	71	110	51	1	20	190	35	5	13	122	52	5	70	159	75	4	983
04:45 PM	76	150	52	2	17	198	22	3	15	128	73	0	52	160	63	0	1011
Total	274	502	189	9	89	747	96	11	53	455	268	12	219	647	270	9	3850
05:00 PM	82	205	46	0	12	185	22	5	19	108	85	1	56	152	80	3	1061
05:15 PM	94	189	36	1	17	192	33	1	19	114	70	1	56	149	56	1	1029
05:30 PM	104	209	45	3	18	184	20	3	16	142	78	1	61	146	56	3	1089
05:45 PM	92	192	43	2	15	191	19	2	17	134	73	3	64	156	55	6	1064
Total	372	795	170	6	62	752	94	11	71	498	306	6	237	603	247	13	4243
06:00 PM	89	155	37	3	22	183	21	4	18	140	79	3	59	144	62	5	1024
06:15 PM	83	131	31	3	13	181	18	0	20	121	69	0	62	141	58	8	939
Grand Total	1754	3197	1094	69	472	4178	501	78	383	3218	1874	69	1242	4092	1773	118	24112
Apprch %	28.7	52.3	17.9	1.1	9.0	79.9	9.6	1.5	6.9	58.0	33.8	1.2	17.2	56.6	24.5	1.6	
Total %	7.3	13.3	4.5	0.3	2.0	17.3	2.1	0.3	1.6	13.3	7.8	0.3	5.2	17.0	7.4	0.5	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304019
Site Code : 00000883
Start Date : 05/08/2003
Page No : 2

	IRVINE AVENUE Southbound					17TH STREET / WESTCLIFF Westbound					IRVINE AVENUE Northbound					17TH STREET / WESTCLIFF Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	126	498	200	3	827	74	342	44	8	468	39	699	242	8	988	193	544	312	9	1058	3341
Percent	15.2	60.2	24.2	0.4		15.8	73.1	9.4	1.7		3.9	70.7	24.5	0.8		18.2	51.4	29.5	0.9		
07:45 Volume	32	190	60	0	282	20	72	11	3	106	10	193	68	0	271	57	129	85	3	274	933
Peak Factor																					0.895
High Int.	07:45 AM					08:00 AM					08:00 AM					08:00 AM					
Volume	32	190	60	0	282	26	102	12	5	145	10	192	72	1	275	48	163	101	0	312	
Peak Factor					0.733					0.807					0.898					0.848	



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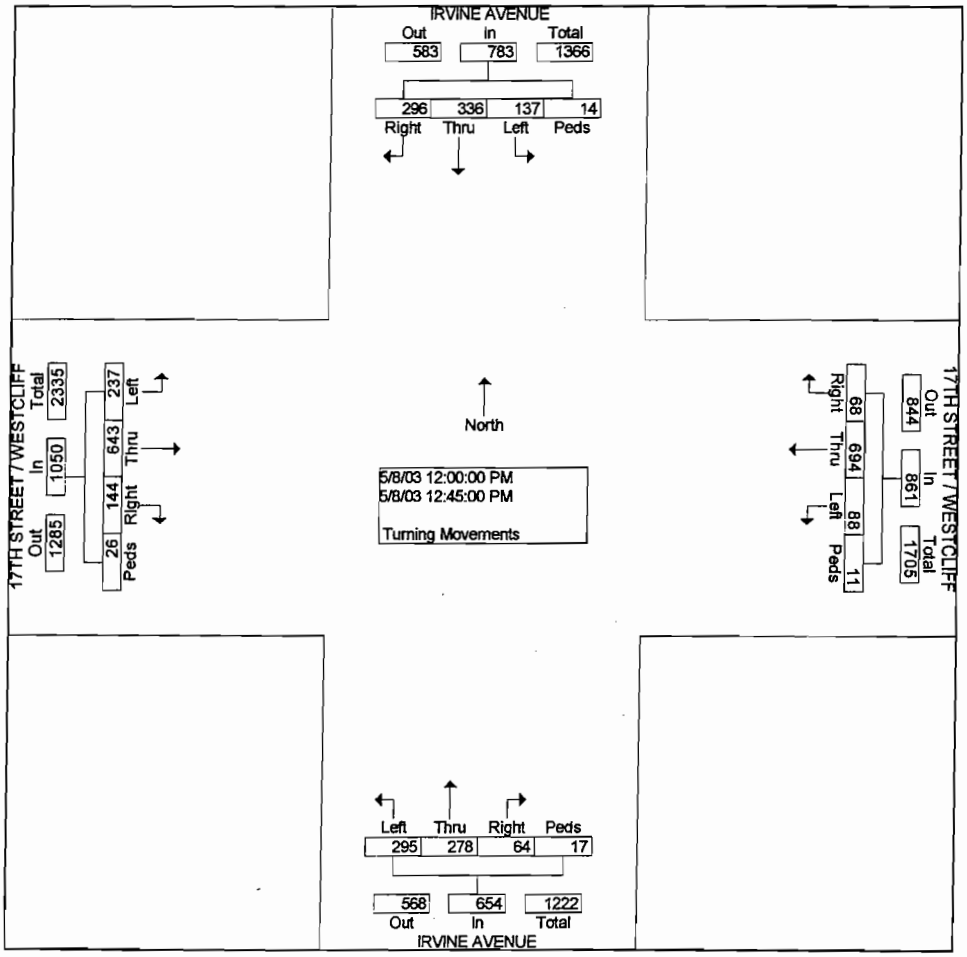
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304019
Site Code : 00000883
Start Date : 05/08/2003
Page No : 3

	IRVINE AVENUE Southbound					17TH STREET / WESTCLIFF Westbound					IRVINE AVENUE Northbound					17TH STREET / WESTCLIFF Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Intersection	12:00 PM																				
Volume	296	336	137	14	783	68	694	88	11	861	64	278	295	17	654	144	643	237	26	1050	3348
Percent	37.8	42.9	17.5	1.8		7.9	80.6	10.2	1.3		9.8	42.5	45.1	2.6		13.7	61.2	22.6	2.5		
12:30 Volume	79	89	37	2	207	16	180	21	3	220	14	67	77	5	163	39	174	52	8	273	863
Peak Factor																					0.970
High Int.	12:30 PM					12:30 PM					12:45 PM					12:30 PM					
Volume	79	89	37	2	207	16	180	21	3	220	17	77	68	6	168	39	174	52	8	273	
Peak Factor					0.946					0.978					0.973					0.962	



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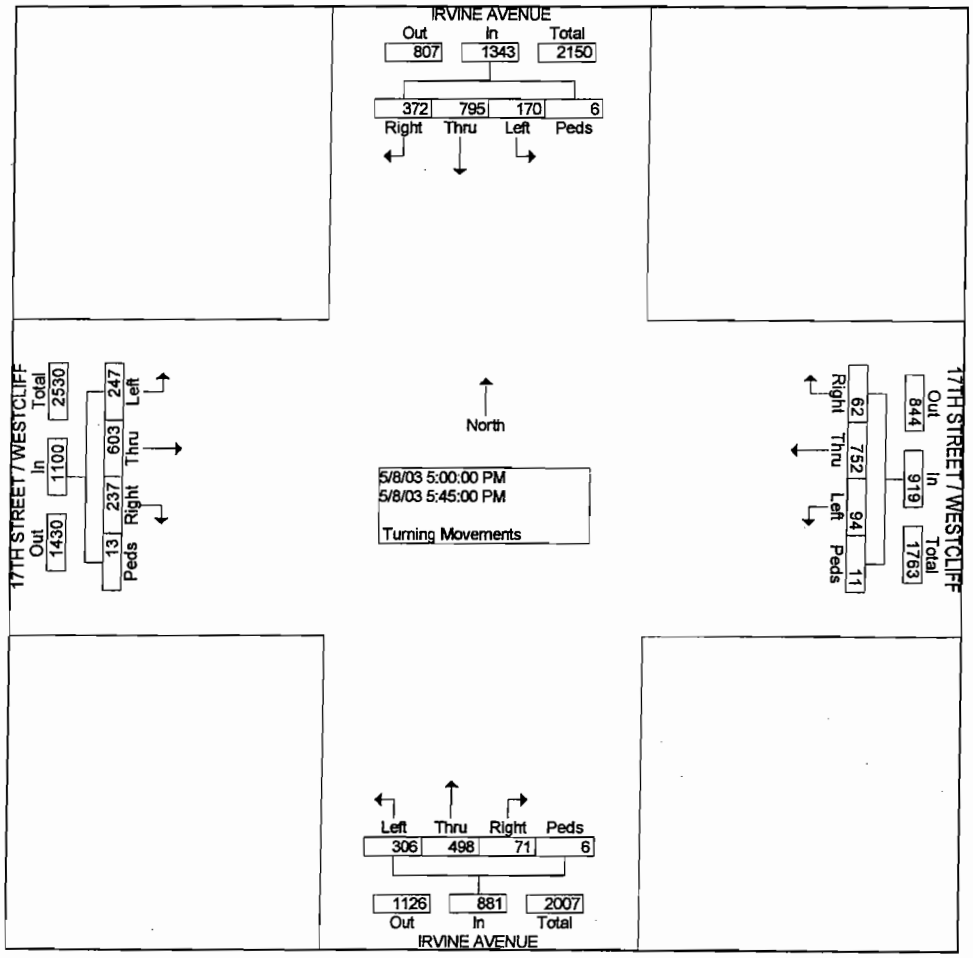
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304019
Site Code : 00000883
Start Date : 05/08/2003
Page No : 4

	IRVINE AVENUE Southbound					17TH STREET / WESTCLIFF Westbound					IRVINE AVENUE Northbound					17TH STREET / WESTCLIFF Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	372	795	170	6	1343	62	752	94	11	919	71	498	306	6	881	237	603	247	13	1100	4243
Percent	27.7	59.2	12.7	0.4		6.7	81.8	10.2	1.2		8.1	56.5	34.7	0.7		21.5	54.8	22.5	1.2		
05:30 Volume	104	209	45	3	361	18	184	20	3	225	16	142	78	1	237	61	146	56	3	266	1089
Peak Factor																					0.974
High Int.	05:30 PM					05:15 PM					05:30 PM					05:00 PM					
Volume	104	209	45	3	361	17	192	33	1	243	16	142	78	1	237	56	152	80	3	291	
Peak Factor					0.930					0.945					0.929					0.945	



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Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: IRVINE AVENUE
W Direction: DOVER DRIVE/19TH ST.

File Name : H0304020
Site Code : 00000978
Start Date : 05/07/2003
Page No : 1

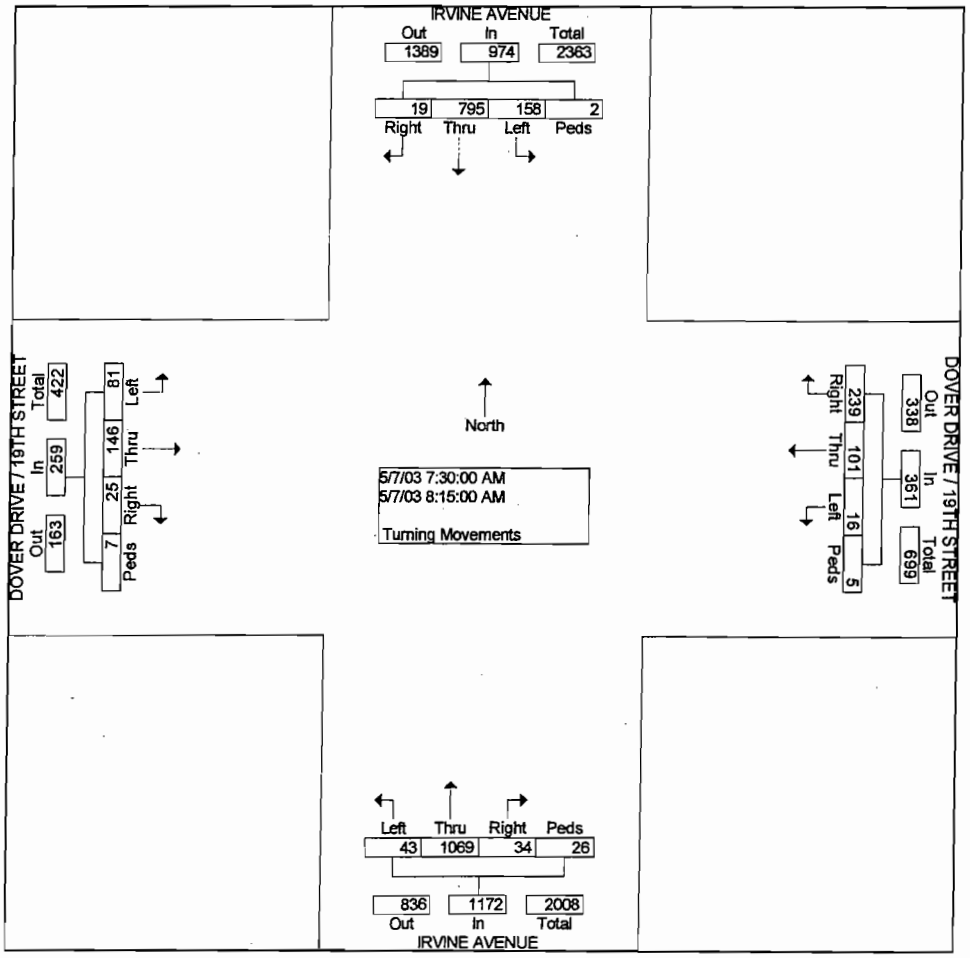
Groups Printed- Turning Movements

	IRVINE AVENUE Southbound				DOVER DRIVE / 19TH STREET Westbound				IRVINE AVENUE Northbound				DOVER DRIVE / 19TH STREET Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	4	160	28	0	29	17	2	3	1	134	10	0	10	31	12	0	441
07:30 AM	3	249	46	0	62	14	6	3	3	207	7	2	6	35	12	0	655
07:45 AM	4	223	35	0	56	32	2	1	6	320	13	3	7	38	28	0	768
Total	11	632	109	0	147	63	10	7	10	661	30	5	23	104	52	0	1864
08:00 AM	9	174	46	1	56	26	4	0	13	279	9	21	7	38	23	6	712
08:15 AM	3	149	31	1	65	29	4	1	12	263	14	0	5	35	18	1	631
08:30 AM	8	144	36	0	38	21	4	0	4	185	10	5	6	35	15	3	514
08:45 AM	5	143	32	0	51	29	7	2	2	169	8	0	7	31	14	1	501
Total	25	610	145	2	210	105	19	3	31	896	41	26	25	139	70	11	2358
09:00 AM	7	136	24	3	51	38	5	1	5	151	7	3	9	32	7	1	480
*** BREAK ***																	
Total	7	136	24	3	51	38	5	1	5	151	7	3	9	32	7	1	480
*** BREAK ***																	
11:30 AM	5	166	20	2	46	40	5	1	8	144	14	0	11	26	7	0	495
11:45 AM	15	185	46	0	51	40	8	0	7	135	13	2	12	27	12	0	553
Total	20	351	66	2	97	80	13	1	15	279	27	2	23	53	19	0	1048
12:00 PM	13	227	49	1	41	43	9	0	13	145	13	0	5	28	9	0	596
12:15 PM	4	217	38	0	59	28	12	0	9	205	24	3	8	19	16	0	642
12:30 PM	13	162	34	0	36	34	11	1	5	112	20	0	4	24	12	0	468
12:45 PM	15	152	38	0	36	41	16	0	8	108	18	2	10	18	13	0	475
Total	45	758	159	1	172	146	48	1	35	570	75	5	27	89	50	0	2181
01:00 PM	9	137	47	0	31	40	16	3	8	106	15	3	13	16	20	0	464
01:15 PM	17	148	33	2	35	40	13	0	12	112	24	4	15	25	19	2	501
*** BREAK ***																	
Total	26	285	80	2	66	80	29	3	20	218	39	7	28	41	39	2	965
*** BREAK ***																	
03:30 PM	10	204	30	0	65	48	7	0	11	171	17	0	13	33	6	0	615
03:45 PM	10	223	29	0	69	36	8	1	10	157	14	3	16	21	12	0	609
Total	20	427	59	0	134	84	15	1	21	328	31	3	29	54	18	0	1224
04:00 PM	7	275	53	0	58	72	10	0	22	168	9	6	14	30	16	1	741
04:15 PM	15	275	41	0	67	37	6	0	3	183	14	0	11	29	9	0	690
04:30 PM	13	274	63	0	61	56	11	0	9	162	12	3	9	29	11	0	713
04:45 PM	12	294	51	0	51	55	9	1	10	184	15	0	13	29	15	0	739
Total	47	1118	208	0	237	220	36	1	44	697	50	9	47	117	51	1	2883
05:00 PM	7	245	40	0	59	46	12	0	5	200	18	0	4	22	13	2	673
05:15 PM	12	309	49	1	68	69	9	0	12	154	17	0	9	18	14	0	741
05:30 PM	15	340	65	0	62	40	14	1	7	155	11	0	11	30	11	0	762
05:45 PM	11	295	57	0	56	49	3	0	3	163	22	0	8	31	7	0	705
Total	45	1189	211	1	245	204	38	1	27	672	68	0	32	101	45	2	2881
06:00 PM	19	270	47	0	57	41	9	2	13	182	21	0	10	24	11	0	706
06:15 PM	5	283	48	0	40	41	11	1	4	174	16	3	11	16	15	1	669
Grand Total	270	6059	1156	11	1456	1102	233	22	225	4828	405	63	264	770	377	18	17259
Apprch %	3.6	80.8	15.4	0.1	51.8	39.2	8.3	0.8	4.1	87.4	7.3	1.1	18.5	53.9	26.4	1.3	
Total %	1.6	35.1	6.7	0.1	8.4	6.4	1.4	0.1	1.3	28.0	2.3	0.4	1.5	4.5	2.2	0.1	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304020
Site Code : 00000978
Start Date : 05/07/2003
Page No : 2

	IRVINE AVENUE Southbound					DOVER DRIVE / 19TH STREET Westbound					IRVINE AVENUE Northbound					DOVER DRIVE / 19TH STREET Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	19	795	158	2	974	239	101	16	5	361	34	1069	43	26	1172	25	146	81	7	259	2766
Percent	2.0	81.6	16.2	0.2		66.2	28.0	4.4	1.4		2.9	91.2	3.7	2.2		9.7	56.4	31.3	2.7		
07:45 Volume	4	223	35	0	262	56	32	2	1	91	6	320	13	3	342	7	38	28	0	73	768
Peak Factor																					0.900
High Int.	07:30 AM					08:15 AM					07:45 AM					08:00 AM					
Volume	3	249	46	0	298	65	29	4	1	99	6	320	13	3	342	7	38	23	6	74	
Peak Factor					0.817					0.912					0.857					0.875	



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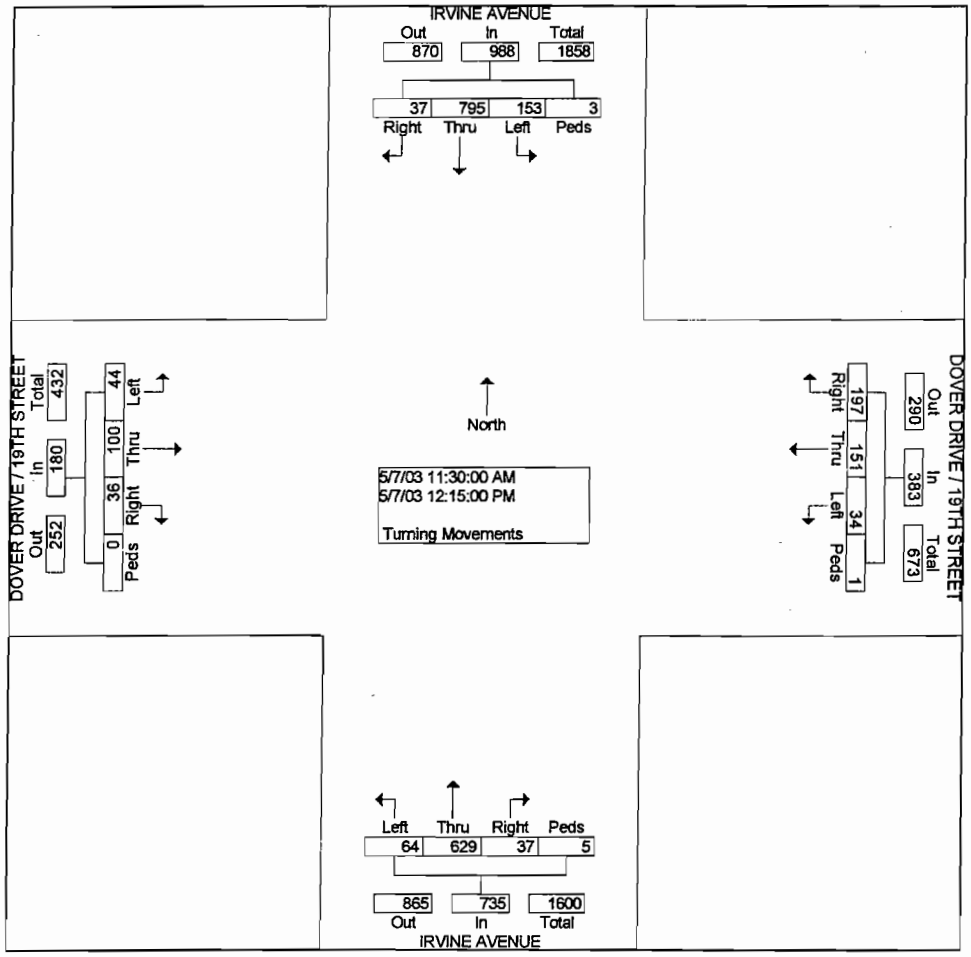
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304020
Site Code : 00000978
Start Date : 05/07/2003
Page No : 3

	IRVINE AVENUE Southbound					DOVER DRIVE / 19TH STREET Westbound					IRVINE AVENUE Northbound					DOVER DRIVE / 19TH STREET Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Intersection	11:30 AM																				
Volume	37	795	153	3	988	197	151	34	1	383	37	629	64	5	735	36	100	44	0	180	2286
Percent	3.7	80.5	15.5	0.3		51.4	39.4	8.9	0.3		5.0	85.6	8.7	0.7		20.0	55.6	24.4	0.0		
12:15 Volume	4	217	38	0	259	59	28	12	0	99	9	205	24	3	241	8	19	16	0	43	642
Peak Factor																					0.890
High Int.	12:00 PM					11:45 AM					12:15 PM					11:45 AM					
Volume	13	227	49	1	290	51	40	8	0	99	9	205	24	3	241	12	27	12	0	51	
Peak Factor					0.852					0.967					0.762					0.882	



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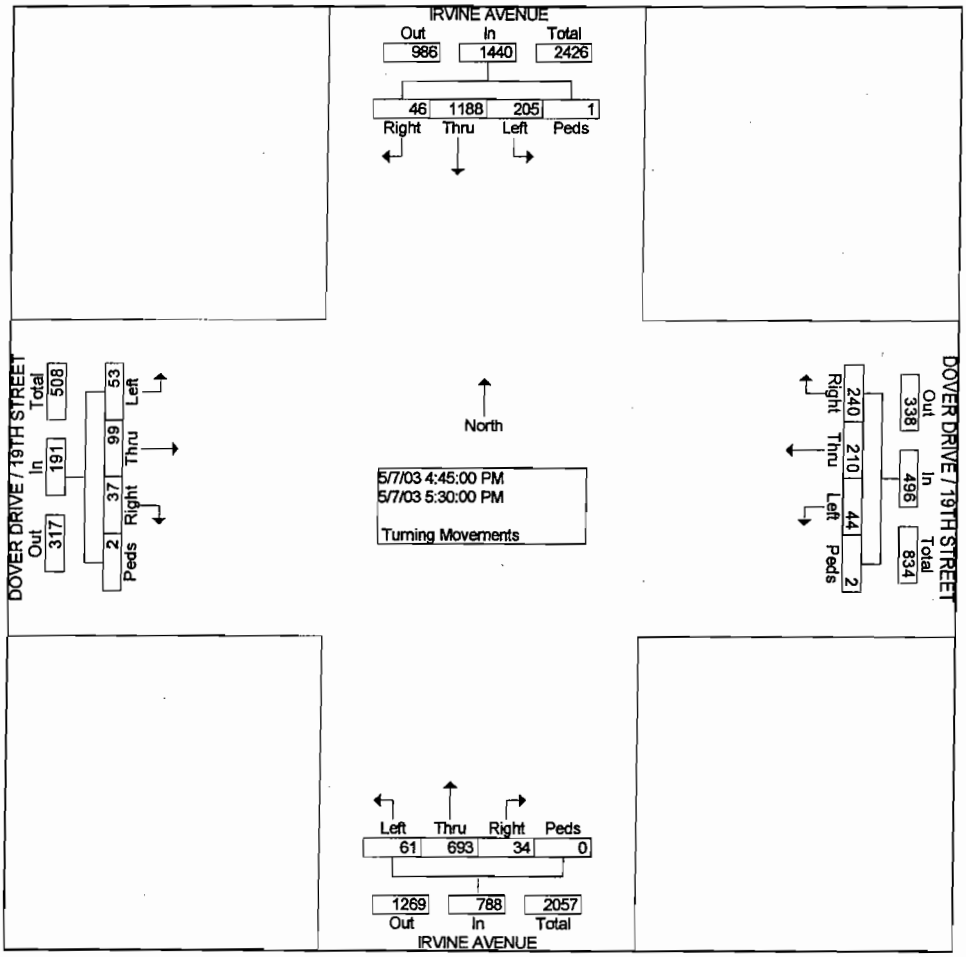
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304020
Site Code : 00000978
Start Date : 05/07/2003
Page No : 4

	IRVINE AVENUE Southbound					DOVER DRIVE / 19TH STREET Westbound					IRVINE AVENUE Northbound					DOVER DRIVE / 19TH STREET Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	46	1188	205	1	1440	240	210	44	2	496	34	693	61	0	788	37	99	53	2	191	2915
Percent	3.2	82.5	14.2	0.1		48.4	42.3	8.9	0.4		4.3	87.9	7.7	0.0		19.4	51.8	27.7	1.0		
05:30 Volume	15	340	65	0	420	62	40	14	1	117	7	155	11	0	173	11	30	11	0	52	762
Peak Factor																					0.956
High Int.	05:30 PM					05:15 PM					05:00 PM					04:45 PM					
Volume	15	340	65	0	420	68	69	9	0	146	5	200	18	0	223	13	29	15	0	57	
Peak Factor					0.857					0.849					0.883					0.838	



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JR 3395

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: IRVINE AVENUE
E-W Direction: HIGHLAND STREET

File Name : H0304021
Site Code : 00000975
Start Date : 04/10/2003
Page No : 1

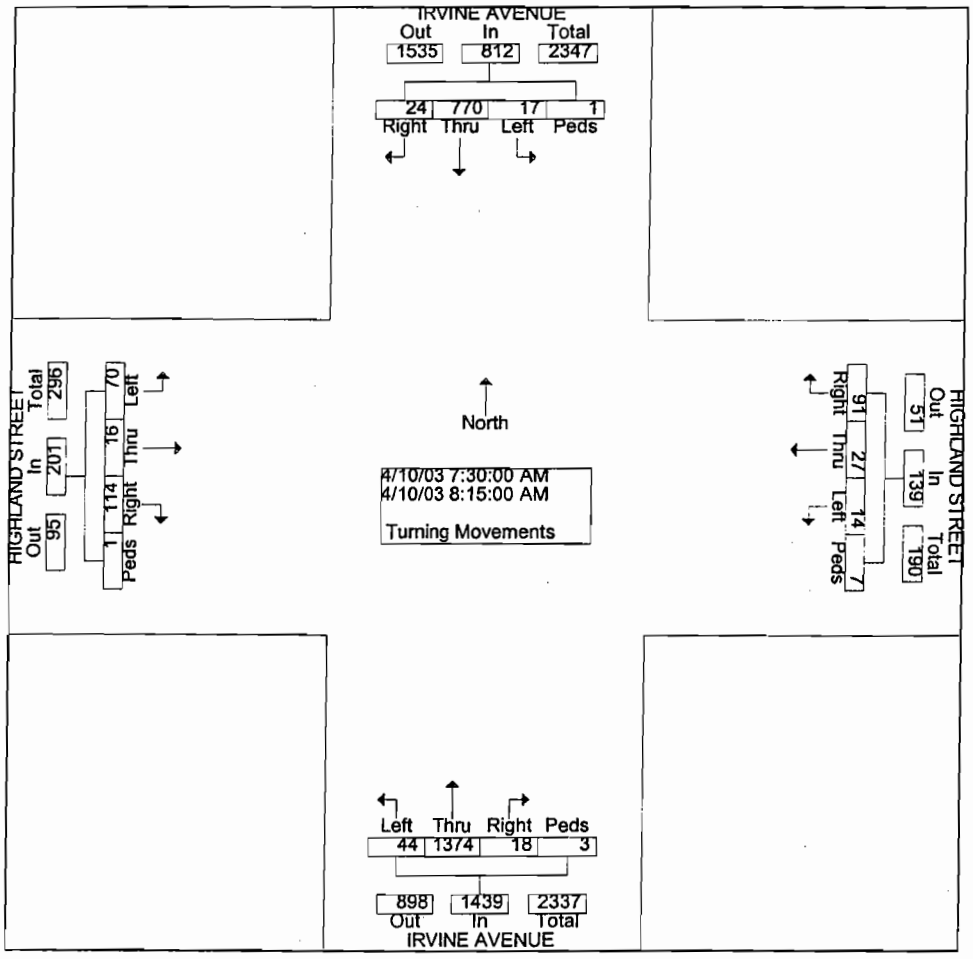
Groups Printed- Turning Movements

	IRVINE AVENUE Southbound				HIGHLAND STREET Westbound				IRVINE AVENUE Northbound				HIGHLAND STREET Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	1	172	4	1	9	3	6	0	0	178	5	0	18	3	7	0	407
07:30 AM	4	275	2	0	16	5	5	2	4	310	11	2	28	2	11	0	677
07:45 AM	6	202	6	0	21	8	7	1	2	378	17	1	28	4	9	0	690
Total	11	649	12	1	46	16	18	3	6	866	33	3	74	9	27	0	1774
08:00 AM	4	166	3	0	33	8	1	4	6	371	10	0	25	7	26	0	664
08:15 AM	10	127	6	1	21	6	1	0	6	315	6	0	33	3	24	1	560
08:30 AM	10	158	3	1	20	12	1	1	4	240	9	0	26	5	7	2	499
08:45 AM	4	151	9	1	22	6	1	1	1	269	4	2	12	7	14	0	504
Total	28	602	21	3	96	32	4	6	17	1195	29	2	96	22	71	3	2227
09:00 AM	8	151	11	0	23	3	10	4	3	199	8	0	16	3	4	0	443
*** BREAK ***																	
Total	8	151	11	0	23	3	10	4	3	199	8	0	16	3	4	0	443
*** BREAK ***																	
03:30 PM	7	221	13	0	7	6	5	0	2	227	22	0	18	3	5	0	536
03:45 PM	6	262	14	0	9	8	3	0	7	223	12	0	16	4	5	0	569
Total	13	483	27	0	16	14	8	0	9	450	34	0	34	7	10	0	1105
04:00 PM	11	281	13	1	10	6	4	1	8	221	19	2	15	7	6	0	605
04:15 PM	22	265	9	0	13	10	5	0	2	226	16	0	17	4	10	0	599
04:30 PM	11	274	10	1	6	1	3	1	6	240	26	0	11	8	7	0	605
04:45 PM	14	341	8	0	11	7	1	0	5	216	14	0	23	6	8	0	654
Total	58	1161	40	2	40	24	13	2	21	903	75	2	66	25	31	0	2463
05:00 PM	24	371	9	0	6	10	7	2	0	225	11	0	9	8	7	0	689
05:15 PM	14	386	5	0	14	2	6	1	2	233	29	0	9	9	10	0	720
05:30 PM	11	393	11	0	8	11	8	0	3	188	11	0	11	11	9	0	675
05:45 PM	17	415	11	0	7	9	3	1	8	217	18	0	15	8	6	0	735
Total	66	1565	36	0	35	32	24	4	13	863	69	0	44	36	32	0	2819
06:00 PM	14	333	13	0	6	2	3	1	5	184	17	0	21	6	7	1	613
06:15 PM	14	283	14	1	8	2	7	0	1	236	15	1	9	7	8	1	607
Grand Total	212	5227	174	7	270	125	87	20	75	4896	280	8	360	115	190	5	12051
Apprch %	3.8	93.0	3.1	0.1	53.8	24.9	17.3	4.0	1.4	93.1	5.3	0.2	53.7	17.2	28.4	0.7	
Total %	1.8	43.4	1.4	0.1	2.2	1.0	0.7	0.2	0.6	40.6	2.3	0.1	3.0	1.0	1.6	0.0	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304021
Site Code : 00000975
Start Date : 04/10/2003
Page No : 2

	IRVINE AVENUE Southbound					HIGHLAND STREET Westbound					IRVINE AVENUE Northbound					HIGHLAND STREET Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	24	770	17	1	812	91	27	14	7	139	18	1374	44	3	1439	114	16	70	1	201	2591
Percent	3.0	94.8	2.1	0.1		65.5	19.4	10.1	5.0		1.3	95.5	3.1	0.2		56.7	8.0	34.8	0.5		
07:45 Volume	6	202	6	0	214	21	8	7	1	37	2	378	17	1	398	28	4	9	0	41	690
Peak Factor																					0.939
High Int.	07:30 AM					08:00 AM					07:45 AM					08:15 AM					
Volume	4	275	2	0	281	33	8	1	4	46	2	378	17	1	398	33	3	24	1	61	
Peak Factor					0.722					0.755					0.904					0.824	



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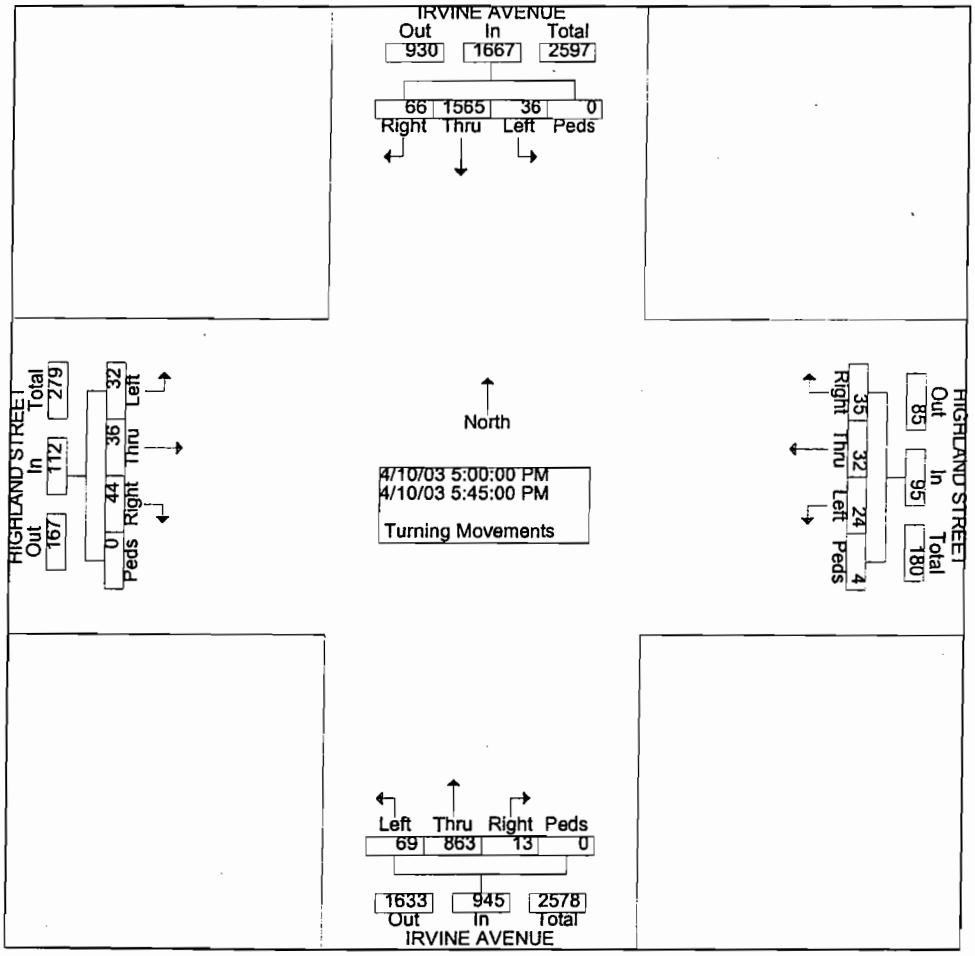
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304021
Site Code : 00000975
Start Date : 04/10/2003
Page No : 3

	IRVINE AVENUE Southbound					HIGHLAND STREET Westbound					IRVINE AVENUE Northbound					HIGHLAND STREET Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	66	1565	36	0	1667	35	32	24	4	95	13	863	69	0	945	44	36	32	0	112	2819
Percent	4.0	93.9	2.2	0.0		36.8	33.7	25.3	4.2		1.4	91.3	7.3	0.0		39.3	32.1	28.6	0.0		
05:45 Volume	17	415	11	0	443	7	9	3	1	20	8	217	18	0	243	15	8	6	0	29	735
Peak Factor																					0.959
High Int.	05:45 PM					05:30 PM					05:15 PM					05:30 PM					
Volume	17	415	11	0	443	8	11	8	0	27	2	233	29	0	264	11	11	9	0	31	
Peak Factor					0.941					0.880					0.895					0.903	



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Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

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

File Name : H0304022
Site Code : 00000976
Start Date : 04/08/2003
Page No : 1

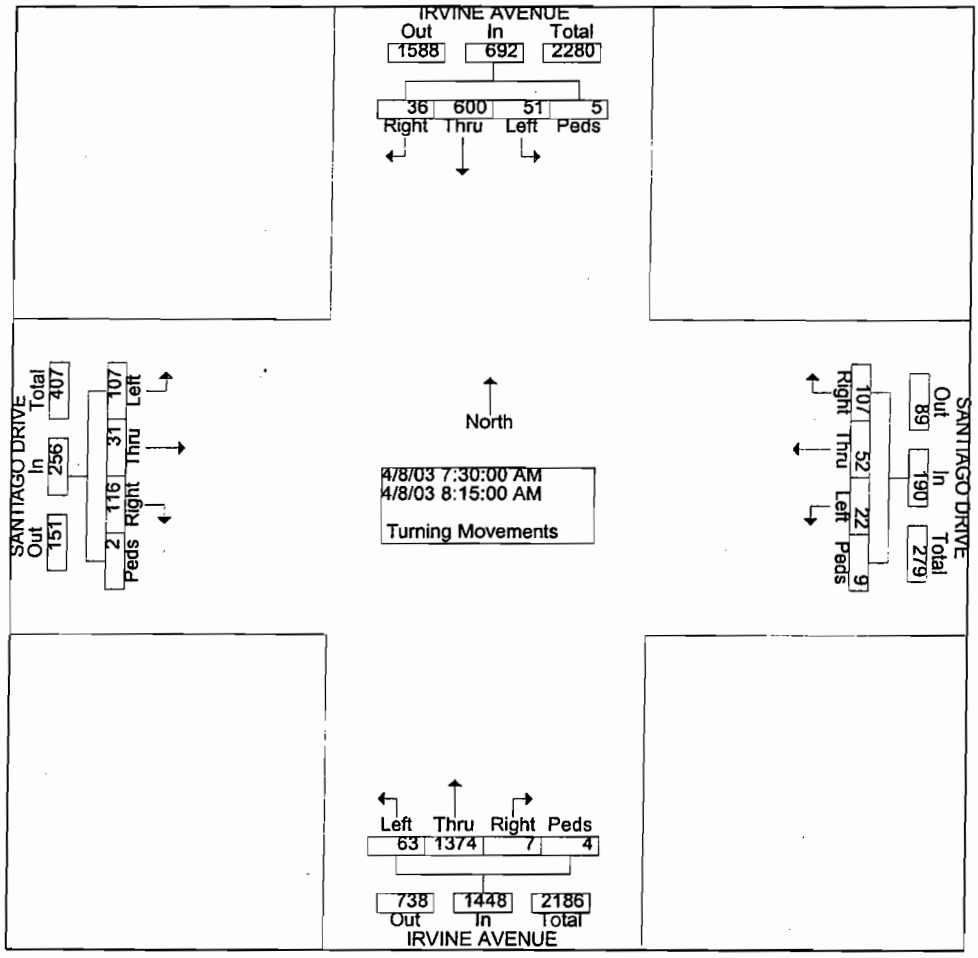
Groups Printed- Turning Movements

	IRVINE AVENUE Southbound				SANTIAGO DRIVE Westbound				IRVINE AVENUE Northbound				SANTIAGO DRIVE Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	4	109	9	1	16	13	3	0	2	225	8	1	18	6	12	2	429
07:30 AM	5	136	10	1	17	11	6	3	0	310	17	3	21	3	26	1	570
07:45 AM	9	191	14	3	28	15	8	2	1	366	9	1	26	7	24	0	704
Total	18	436	33	5	61	39	17	5	3	901	34	5	65	16	62	3	1703
08:00 AM	18	141	10	1	32	8	2	0	2	361	14	0	42	14	27	0	672
08:15 AM	4	132	17	0	30	18	6	4	4	337	23	0	27	7	30	1	640
08:30 AM	3	118	9	0	26	12	3	2	5	281	25	0	21	6	20	0	531
08:45 AM	7	110	15	2	33	11	1	4	3	253	16	0	23	8	13	0	499
Total	32	501	51	3	121	49	12	10	14	1232	78	0	113	35	90	1	2342
09:00 AM	1	136	12	1	22	11	4	4	1	188	13	1	19	12	14	0	439
*** BREAK ***																	
Total	1	136	12	1	22	11	4	4	1	188	13	1	19	12	14	0	439
*** BREAK ***																	
03:30 PM	10	239	14	3	22	18	1	1	3	207	25	1	16	11	8	0	579
03:45 PM	12	259	16	0	18	11	4	2	5	188	19	1	17	18	8	0	578
Total	22	498	30	3	40	29	5	3	8	395	44	2	33	29	16	0	1157
04:00 PM	13	252	15	1	23	11	4	0	2	188	21	1	24	11	4	0	570
04:15 PM	16	288	16	1	14	12	4	1	3	175	28	1	24	9	14	0	606
04:30 PM	16	274	15	2	16	16	5	0	5	170	20	1	17	13	14	0	584
04:45 PM	12	295	12	3	7	21	5	3	6	178	20	0	18	9	10	4	603
Total	57	1109	58	7	60	60	18	4	16	711	89	3	83	42	42	4	2363
05:00 PM	17	331	16	3	16	14	3	2	4	182	48	1	27	14	12	0	690
05:15 PM	33	405	25	0	24	15	6	0	4	199	23	0	32	15	9	0	790
05:30 PM	17	364	18	5	13	11	3	0	2	200	20	1	19	13	11	0	697
05:45 PM	19	440	17	1	19	10	4	2	3	187	32	0	23	12	8	0	777
Total	86	1540	76	9	72	50	16	4	13	768	123	2	101	54	40	0	2954
06:00 PM	16	365	32	2	18	8	3	0	2	180	16	1	18	10	10	2	683
06:15 PM	15	301	20	1	13	13	4	3	5	154	17	0	18	7	9	0	580
Grand Total	247	4886	312	31	407	259	79	33	62	4529	414	14	450	205	283	10	12221
Apprch %	4.5	89.2	5.7	0.6	52.3	33.3	10.2	4.2	1.2	90.2	8.2	0.3	47.5	21.6	29.9	1.1	
Total %	2.0	40.0	2.6	0.3	3.3	2.1	0.6	0.3	0.5	37.1	3.4	0.1	3.7	1.7	2.3	0.1	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304022
Site Code : 00000976
Start Date : 04/08/2003
Page No : 2

	IRVINE AVENUE Southbound					SANTIAGO DRIVE Westbound					IRVINE AVENUE Northbound					SANTIAGO DRIVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	36	600	51	5	692	107	52	22	9	190	7	1374	63	4	1448	116	31	107	2	256	2586
Percent	5.2	86.7	7.4	0.7		56.3	27.4	11.6	4.7		0.5	94.9	4.4	0.3		45.3	12.1	41.8	0.8		
07:45 Volume	9	191	14	3	217	28	15	8	2	53	1	366	9	1	377	26	7	24	0	57	704
Peak Factor																					0.918
High Int.	07:45 AM					08:15 AM					07:45 AM					08:00 AM					
Volume	9	191	14	3	217	30	18	6	4	58	1	366	9	1	377	42	14	27	0	83	
Peak Factor					0.797					0.819					0.960					0.771	



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Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304022
Site Code : 00000976
Start Date : 04/08/2003
Page No : 3

	IRVINE AVENUE Southbound					SANTIAGO DRIVE Westbound					IRVINE AVENUE Northbound					SANTIAGO DRIVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	86	1540	76	9	1711	72	50	16	4	142	13	768	123	2	906	101	54	40	0	195	2954
Percent	5.0	90.0	4.4	0.5		50.7	35.2	11.3	2.8		1.4	84.8	13.6	0.2		51.8	27.7	20.5	0.0		
05:15 Volume	33	405	25	0	463	24	15	6	0	45	4	199	23	0	226	32	15	9	0	56	790
Peak Factor																					0.935
High Int.	05:45 PM					05:15 PM					05:00 PM					05:15 PM					
Volume	19	440	17	1	477	24	15	6	0	45	4	182	48	1	235	32	15	9	0	56	
Peak Factor					0.897					0.789					0.964					0.871	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

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

File Name : h0304024
Site Code : 00000917
Start Date : 05/08/2003
Page No : 1

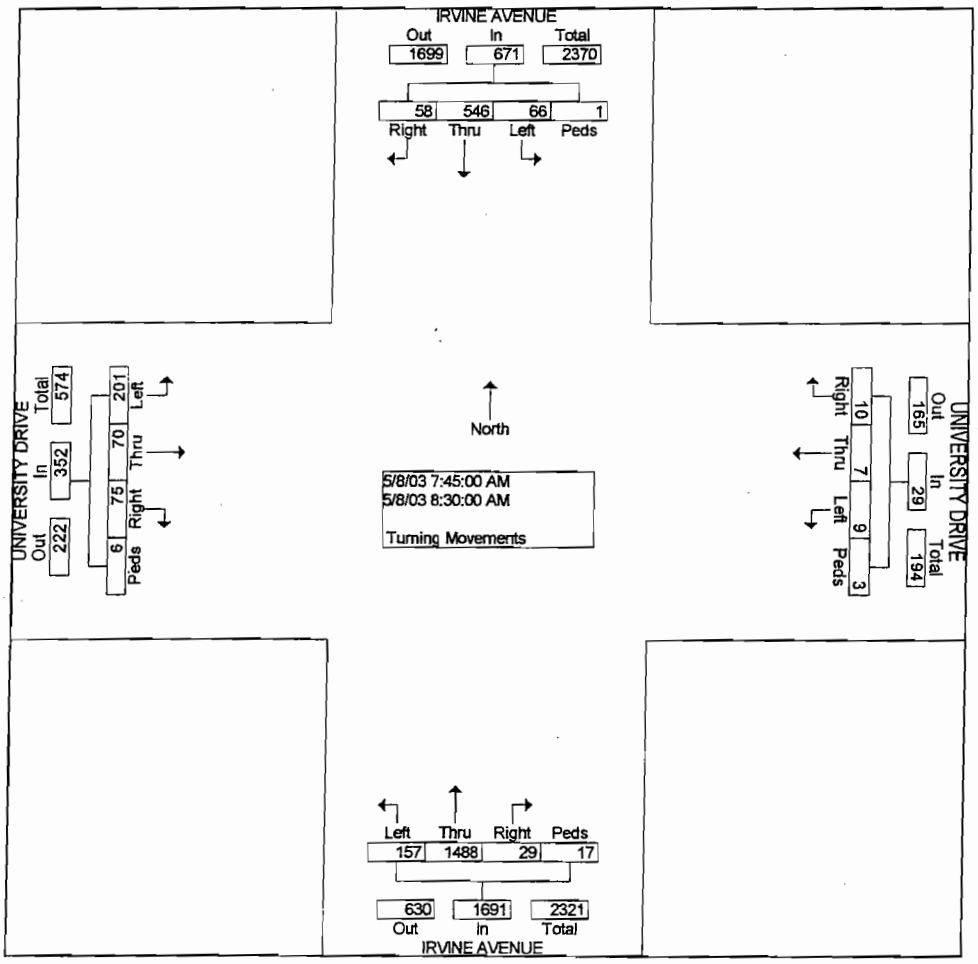
Groups Printed- Turning Movements

	IRVINE AVENUE Southbound				UNIVERSITY DRIVE Westbound				IRVINE AVENUE Northbound				UNIVERSITY DRIVE Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	8	72	3	0	7	6	0	0	2	200	20	1	18	4	15	0	356
07:30 AM	14	113	12	1	2	2	1	0	2	289	19	0	29	13	43	0	540
07:45 AM	11	129	14	0	2	3	3	0	5	416	48	0	20	22	67	0	740
Total	33	314	29	1	11	11	4	0	9	905	87	1	67	39	125	0	1636
08:00 AM	18	138	22	1	6	2	4	0	9	413	38	6	27	19	67	6	776
08:15 AM	15	141	16	0	0	1	0	1	7	365	32	5	11	10	32	0	636
08:30 AM	14	138	14	0	2	1	2	2	8	294	39	6	17	19	35	0	591
08:45 AM	13	130	18	3	4	3	4	0	7	281	19	5	20	13	28	0	548
Total	60	547	70	4	12	7	10	3	31	1353	128	22	75	61	162	6	2551
09:00 AM	13	122	13	0	2	1	2	0	11	195	21	1	21	19	35	1	457
*** BREAK ***																	
Total	13	122	13	0	2	1	2	0	11	195	21	1	21	19	35	1	457
*** BREAK ***																	
11:30 AM	12	199	8	0	14	5	18	1	7	163	26	1	23	9	18	0	504
11:45 AM	12	201	13	0	10	11	11	0	5	116	20	0	19	8	15	0	441
Total	24	400	21	0	24	16	29	1	12	279	46	1	42	17	33	0	945
12:00 PM	21	230	16	1	21	22	21	0	3	145	13	0	24	8	22	1	548
12:15 PM	8	206	39	1	17	19	9	1	6	178	18	0	22	10	23	1	558
12:30 PM	6	225	16	0	14	8	6	0	10	150	20	1	16	15	12	0	499
12:45 PM	5	184	22	0	11	9	4	2	6	143	27	0	26	17	28	3	487
Total	40	845	93	2	63	58	40	3	25	616	78	1	88	50	85	5	2092
01:00 PM	12	236	9	0	9	8	1	0	5	150	16	2	10	10	13	0	481
01:15 PM	9	221	10	0	13	6	8	0	6	170	21	1	13	13	9	1	501
*** BREAK ***																	
Total	21	457	19	0	22	14	9	0	11	320	37	3	23	23	22	1	982
*** BREAK ***																	
03:30 PM	8	259	7	2	14	6	2	0	8	179	18	0	14	6	22	0	545
03:45 PM	15	313	7	20	13	7	4	0	4	175	28	2	17	11	17	21	654
Total	23	572	14	22	27	13	6	0	12	354	46	2	31	17	39	21	1199
04:00 PM	19	267	13	0	9	8	3	0	8	155	20	0	40	5	19	0	566
04:15 PM	24	291	8	6	4	8	9	2	7	179	28	0	19	6	23	0	614
04:30 PM	21	306	8	0	14	8	9	0	8	179	34	1	26	6	11	1	632
04:45 PM	26	355	15	1	8	18	4	0	4	159	17	0	39	7	16	0	669
Total	90	1219	44	7	35	42	25	2	27	672	99	1	124	24	69	1	2481
05:00 PM	29	396	13	4	18	21	16	1	9	171	16	1	29	7	22	4	757
05:15 PM	43	438	19	2	22	19	12	2	10	147	27	1	35	4	15	2	798
05:30 PM	45	408	12	5	12	18	10	1	6	185	28	0	34	11	23	5	803
05:45 PM	39	443	14	0	16	18	9	2	12	168	21	2	30	5	20	0	799
Total	156	1685	58	11	68	76	47	6	37	671	92	4	128	27	80	11	3157
06:00 PM	41	406	12	3	14	22	10	0	5	185	25	2	23	3	13	2	766
06:15 PM	15	352	6	1	17	21	15	0	6	155	17	2	24	16	13	2	662
Grand Total	516	6919	379	51	295	281	197	15	186	5705	676	40	646	296	676	50	16928
Apprch %	6.6	88.0	4.8	0.6	37.4	35.7	25.0	1.9	2.8	86.3	10.2	0.6	38.7	17.7	40.5	3.0	
Total %	3.0	40.9	2.2	0.3	1.7	1.7	1.2	0.1	1.1	33.7	4.0	0.2	3.8	1.7	4.0	0.3	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : h0304024
Site Code : 00000917
Start Date : 05/08/2003
Page No : 2

	IRVINE AVENUE Southbound					UNIVERSITY DRIVE Westbound					IRVINE AVENUE Northbound					UNIVERSITY DRIVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	58	546	66	1	671	10	7	9	3	29	29	1488	157	17	1691	75	70	201	6	352	2743
Percent	8.6	81.4	9.8	0.1		34.5	24.1	31.0	10.3		1.7	88.0	9.3	1.0		21.3	19.9	57.1	1.7		
08:00 Volume	18	138	22	1	179	6	2	4	0	12	9	413	38	6	466	27	19	67	6	119	776
Peak Factor																					0.884
High Int.	08:00 AM					08:00 AM					07:45 AM					08:00 AM					
Volume	18	138	22	1	179	6	2	4	0	12	5	416	48	0	469	27	19	67	6	119	
Peak Factor					0.937					0.604					0.901					0.739	



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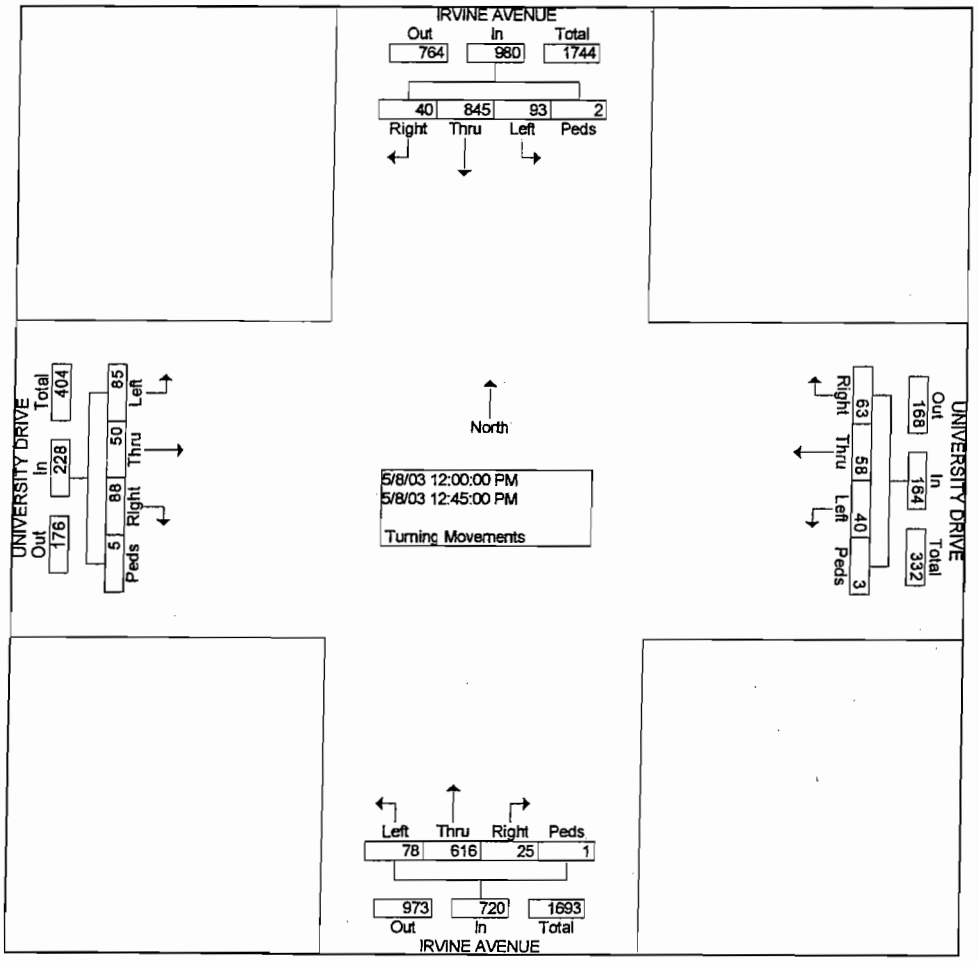
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : h0304024
Site Code : 00000917
Start Date : 05/08/2003
Page No : 3

	IRVINE AVENUE Southbound					UNIVERSITY DRIVE Westbound					IRVINE AVENUE Northbound					UNIVERSITY DRIVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Intersection	12:00 PM																				
Volume	40	845	93	2	980	63	58	40	3	164	25	616	78	1	720	88	50	85	5	228	2092
Percent	4.1	86.2	9.5	0.2		38.4	35.4	24.4	1.8		3.5	85.6	10.8	0.1		38.6	21.9	37.3	2.2		
12:15 Volume	8	206	39	1	254	17	19	9	1	46	6	178	18	0	202	22	10	23	1	56	558
Peak Factor																					0.937
High Int.	12:00 PM					12:00 PM					12:15 PM					12:45 PM					
Volume	21	230	16	1	268	21	22	21	0	64	6	178	18	0	202	26	17	28	3	74	
Peak Factor					0.914					0.641					0.891					0.770	



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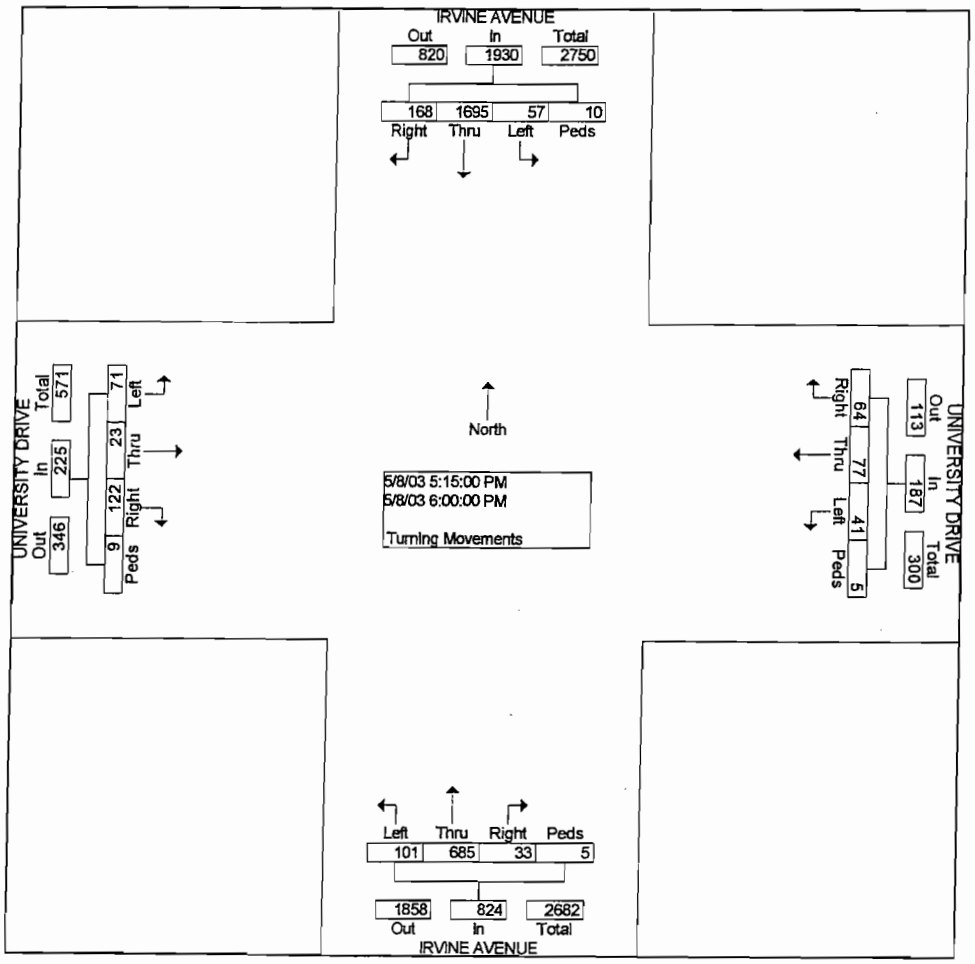
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : h0304024
Site Code : 00000917
Start Date : 05/08/2003
Page No : 4

	IRVINE AVENUE Southbound					UNIVERSITY DRIVE Westbound					IRVINE AVENUE Northbound					UNIVERSITY DRIVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:15 PM																				
Volume	168	1695	57	10	1930	64	77	41	5	187	33	685	101	5	824	122	23	71	9	225	3166
Percent	8.7	87.8	3.0	0.5		34.2	41.2	21.9	2.7		4.0	83.1	12.3	0.6		54.2	10.2	31.6	4.0		
05:30 Volume	45	408	12	5	470	12	18	10	1	41	6	185	28	0	219	34	11	23	5	73	803
Peak Factor																					0.986
High Int.	05:15 PM					05:15 PM					05:30 PM					05:30 PM					
Volume	43	438	19	2	502	22	19	12	2	55	6	185	28	0	219	34	11	23	5	73	
Peak Factor					0.961					0.850					0.941					0.771	



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Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

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

File Name : H0304025
Site Code : 00000917
Start Date : 05/07/2003
Page No : 1

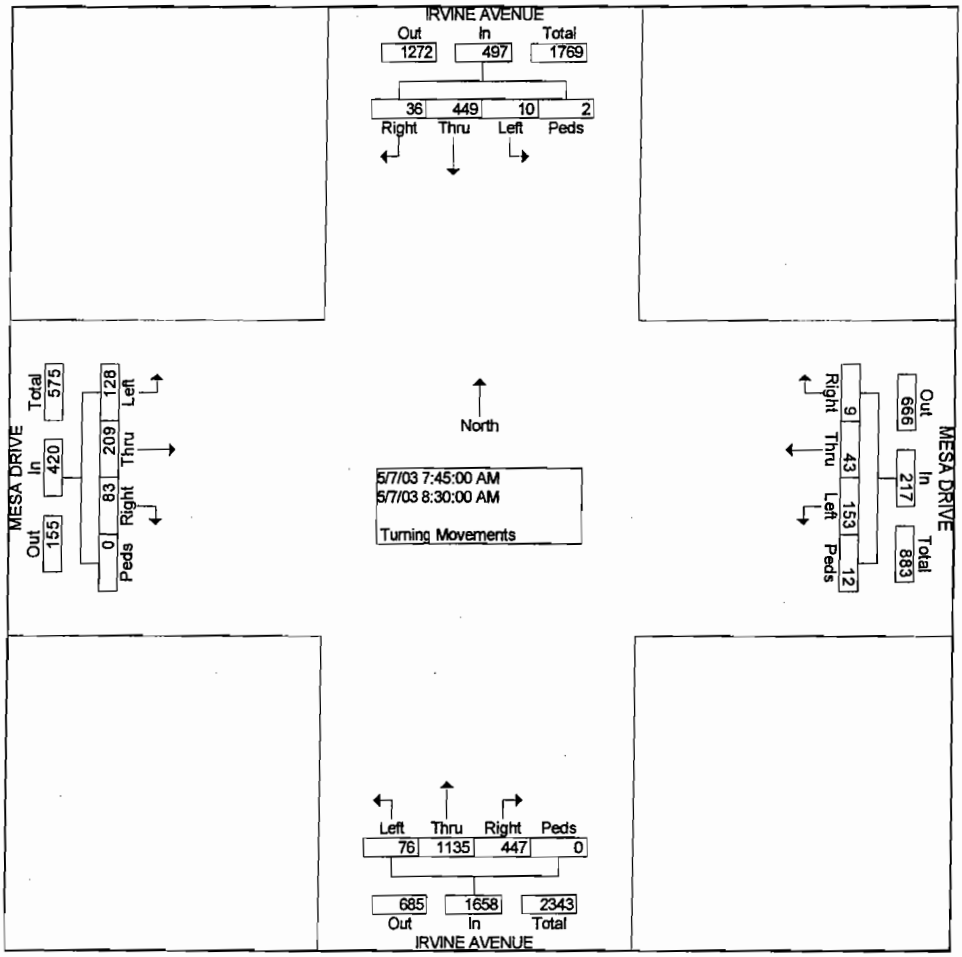
Groups Printed- Turning Movements

	IRVINE AVENUE Southbound				MESA DRIVE Westbound				IRVINE AVENUE Northbound				MESA DRIVE Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	5	84	0	0	1	8	32	0	44	180	9	1	17	25	18	0	424
07:30 AM	4	91	2	0	3	10	29	5	91	206	7	0	16	46	27	0	537
07:45 AM	6	105	1	1	3	8	52	1	121	344	21	0	13	65	42	0	783
Total	15	280	3	1	7	26	113	6	256	730	37	1	46	136	87	0	1744
08:00 AM	10	92	4	0	2	18	47	0	121	275	26	0	25	60	30	0	710
08:15 AM	14	126	2	0	2	7	32	3	125	287	18	0	31	48	37	0	732
08:30 AM	6	126	3	1	2	10	22	8	80	229	11	0	14	36	19	0	567
08:45 AM	4	113	1	0	1	6	40	8	65	233	13	0	18	35	13	0	550
Total	34	457	10	1	7	41	141	19	391	1024	68	0	88	179	99	0	2559
09:00 AM	7	133	2	0	1	18	33	8	67	169	11	0	11	22	12	0	494
*** BREAK ***																	
Total	7	133	2	0	1	18	33	8	67	169	11	0	11	22	12	0	494
*** BREAK ***																	
11:30 AM	18	154	4	0	4	19	32	6	23	143	5	0	19	7	12	1	447
11:45 AM	11	190	1	0	4	23	62	7	50	137	14	0	23	15	10	0	547
Total	29	344	5	0	8	42	94	13	73	280	19	0	42	22	22	1	994
12:00 PM	23	191	1	0	4	30	85	6	34	131	12	0	22	11	11	1	562
12:15 PM	24	185	4	0	5	27	64	11	39	173	11	0	18	11	11	0	583
12:30 PM	15	163	3	4	8	27	49	3	51	141	13	1	13	24	8	4	527
12:45 PM	39	184	2	0	1	31	53	4	59	153	21	0	19	25	13	0	604
Total	101	723	10	4	18	115	251	24	183	598	57	1	72	71	43	5	2276
01:00 PM	13	167	5	0	3	23	58	2	50	140	16	0	14	14	5	0	510
01:15 PM	25	177	2	0	8	15	56	0	63	159	20	5	22	25	7	0	584
*** BREAK ***																	
Total	38	344	7	0	11	38	114	2	113	299	36	5	36	39	12	0	1094
*** BREAK ***																	
03:30 PM	14	196	0	0	3	36	57	0	37	135	25	1	13	25	8	0	550
03:45 PM	12	211	1	0	0	35	71	3	42	180	16	0	24	20	7	0	622
Total	26	407	1	0	3	71	128	3	79	315	41	1	37	45	15	0	1172
04:00 PM	27	218	1	0	1	32	59	4	33	133	9	0	26	11	11	0	565
04:15 PM	14	241	0	0	2	37	81	3	40	157	16	0	23	20	11	2	647
04:30 PM	21	258	3	0	1	40	101	6	44	134	15	0	37	9	10	0	679
04:45 PM	28	271	3	0	3	42	103	3	38	148	8	0	21	23	4	1	696
Total	90	988	7	0	7	151	344	16	155	572	48	0	107	63	36	3	2587
05:00 PM	42	279	0	0	7	88	125	9	38	162	13	0	29	15	11	0	818
05:15 PM	55	334	1	0	9	98	122	5	45	153	22	5	43	20	11	0	923
05:30 PM	41	299	1	0	2	122	143	5	48	102	16	1	47	18	12	0	857
05:45 PM	35	356	0	0	3	74	116	9	44	144	18	2	43	20	9	3	876
Total	173	1268	2	0	21	382	506	28	175	561	69	8	162	73	43	3	3474
06:00 PM	26	331	1	0	2	62	110	7	36	164	19	0	30	12	9	0	809
06:15 PM	24	274	3	0	0	39	99	12	35	129	16	0	22	16	12	0	681
Grand Total	563	5549	51	6	85	985	1933	138	1563	4841	421	16	653	678	390	12	17884
Apprch %	9.1	89.9	0.8	0.1	2.7	31.4	61.5	4.4	22.8	70.8	6.2	0.2	37.7	39.1	22.5	0.7	
Total %	3.1	31.0	0.3	0.0	0.5	5.5	10.8	0.8	8.7	27.1	2.4	0.1	3.7	3.8	2.2	0.1	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304025
Site Code : 00000917
Start Date : 05/07/2003
Page No : 2

	IRVINE AVENUE Southbound					MESA DRIVE Westbound					IRVINE AVENUE Northbound					MESA DRIVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	36	449	10	2	497	9	43	153	12	217	447	1135	76	0	1658	83	209	128	0	420	2792
Percent	7.2	90.3	2.0	0.4		4.1	19.8	70.5	5.5		27.0	68.5	4.6	0.0		19.8	49.8	30.5	0.0		
07:45 Volume	6	105	1	1	113	3	8	52	1	64	121	344	21	0	486	13	65	42	0	120	783
Peak Factor																					0.891
High Int.	08:15 AM					08:00 AM					07:45 AM					07:45 AM					
Volume	14	126	2	0	142	2	18	47	0	67	121	344	21	0	486	13	65	42	0	120	
Peak Factor					0.875					0.810					0.853					0.875	



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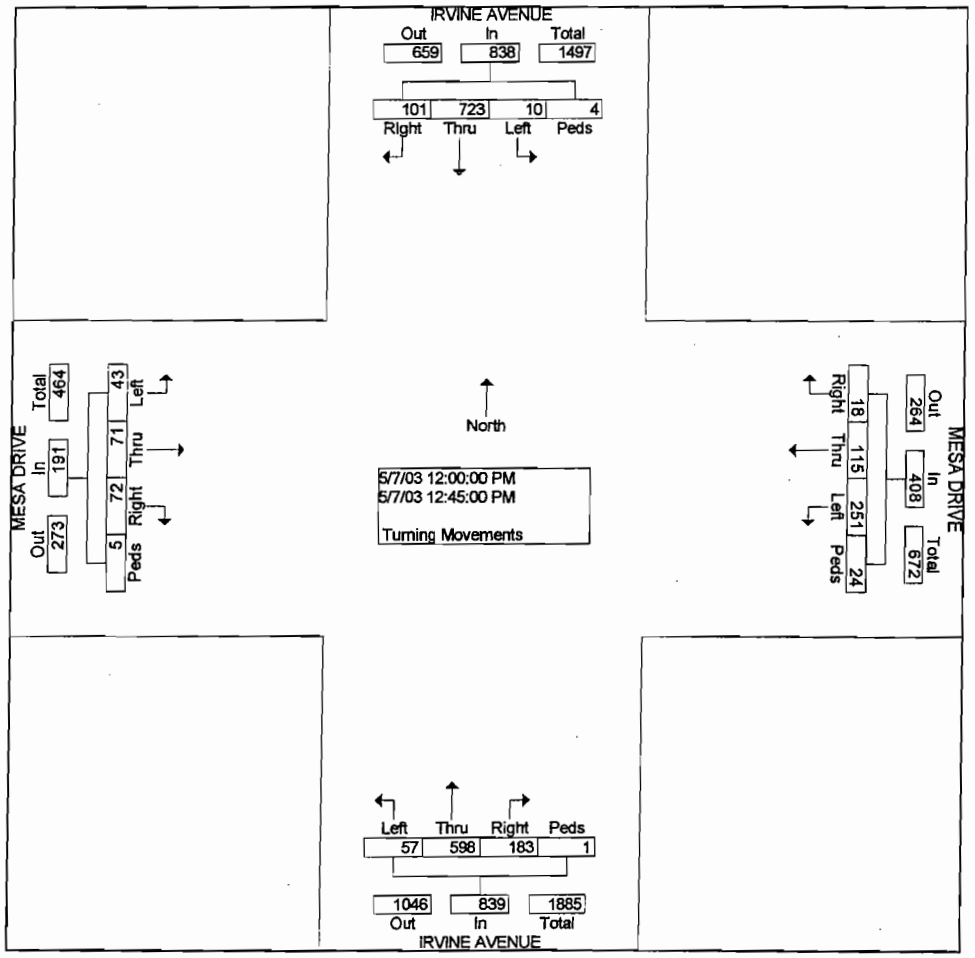
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304025
Site Code : 00000917
Start Date : 05/07/2003
Page No : 3

	IRVINE AVENUE Southbound					MESA DRIVE Westbound					IRVINE AVENUE Northbound					MESA DRIVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Intersection	12:00 PM																				
Volume	101	723	10	4	838	18	115	251	24	408	183	598	57	1	839	72	71	43	5	191	2276
Percent	12.1	86.3	1.2	0.5		4.4	28.2	61.5	5.9		21.8	71.3	6.8	0.1		37.7	37.2	22.5	2.6		
12:45 Volume	39	184	2	0	225	1	31	53	4	89	59	153	21	0	233	19	25	13	0	57	604
Peak Factor																					0.942
High Int.	12:45 PM					12:00 PM					12:45 PM					12:45 PM					
Volume	39	184	2	0	225	4	30	85	6	125	59	153	21	0	233	19	25	13	0	57	
Peak Factor					0.931					0.816					0.900					0.838	



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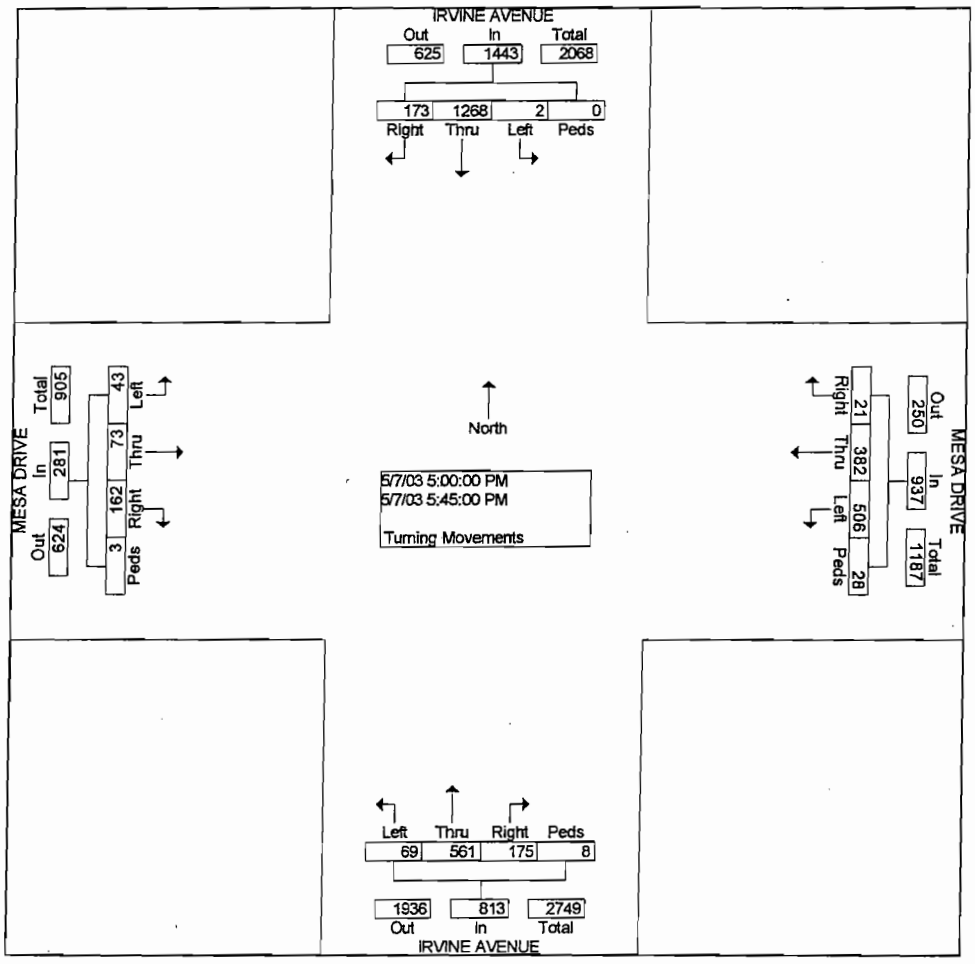
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304025
Site Code : 00000917
Start Date : 05/07/2003
Page No : 4

	IRVINE AVENUE Southbound					MESA DRIVE Westbound					IRVINE AVENUE Northbound					MESA DRIVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	173	1268	2	0	1443	21	382	506	28	937	175	561	69	8	813	162	73	43	3	281	3474
Percent	12.0	87.9	0.1	0.0		2.2	40.8	54.0	3.0		21.5	69.0	8.5	1.0		57.7	26.0	15.3	1.1		
05:15 Volume	55	334	1	0	390	9	98	122	5	234	45	153	22	5	225	43	20	11	0	74	923
Peak Factor																					0.941
High Int.	05:45 PM					05:30 PM					05:15 PM					05:30 PM					
Volume	35	356	0	0	391	2	122	143	5	272	45	153	22	5	225	47	18	12	0	77	
Peak Factor					0.923					0.861					0.903					0.912	



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Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

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

File Name : H0304062
Site Code : 00000883
Start Date : 04/08/2003
Page No : 1

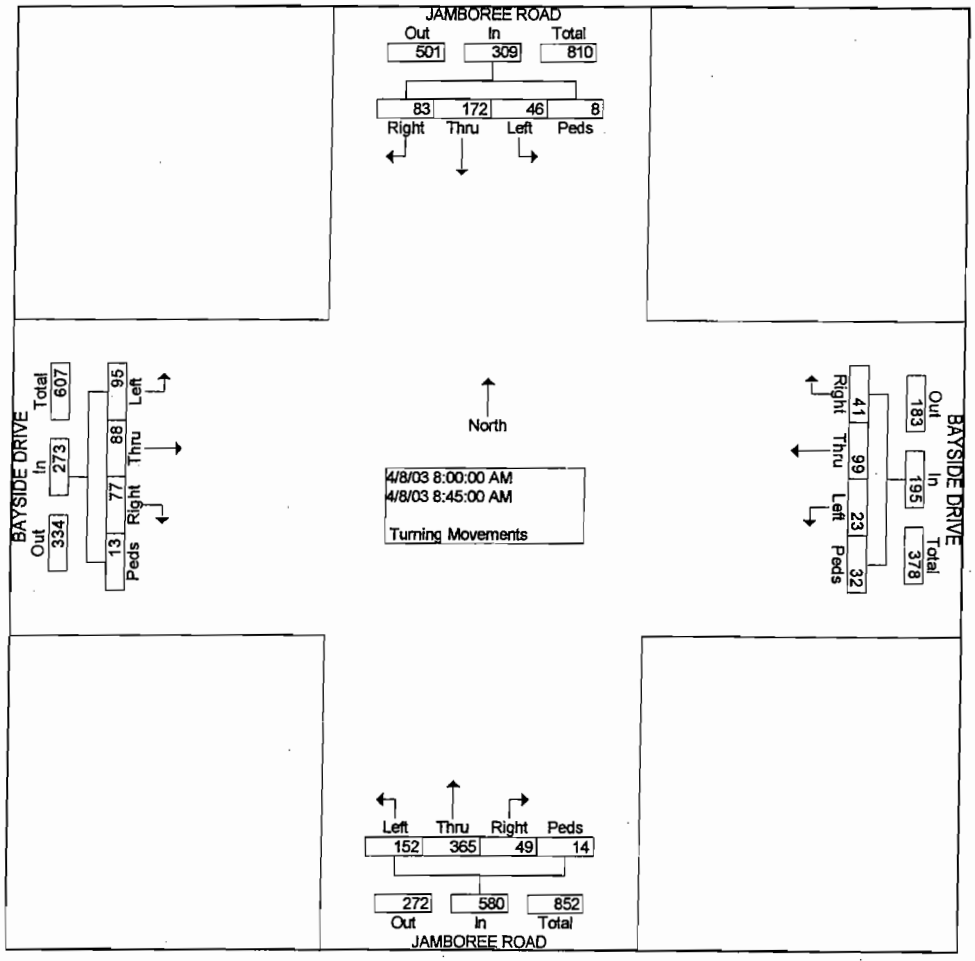
Groups Printed- Turning Movements

	JAMBOREE ROAD Southbound				BAYSIDE DRIVE Westbound				JAMBOREE ROAD Northbound				BAYSIDE DRIVE Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	19	31	9	0	3	8	9	1	9	66	29	1	24	15	17	1	242
07:30 AM	17	23	8	0	6	31	9	6	13	100	33	1	27	21	30	8	333
07:45 AM	15	33	12	0	8	26	11	2	11	118	32	2	20	23	25	2	340
Total	51	87	29	0	17	65	29	9	33	284	94	4	71	59	72	11	915
08:00 AM	25	40	11	0	11	24	6	2	12	94	45	0	19	21	26	5	341
08:15 AM	18	46	11	3	7	27	8	11	13	97	31	2	17	20	24	2	337
08:30 AM	23	42	13	3	14	24	3	9	10	91	36	4	20	24	21	1	338
08:45 AM	17	44	11	2	9	24	6	10	14	83	40	8	21	23	24	5	341
Total	83	172	46	8	41	99	23	32	49	365	152	14	77	88	95	13	1357
09:00 AM	19	41	13	6	14	23	6	9	12	86	29	1	18	22	16	2	317
*** BREAK ***																	
Total	19	41	13	6	14	23	6	9	12	86	29	1	18	22	16	2	317
*** BREAK ***																	
03:30 PM	53	73	14	0	16	44	15	0	17	73	36	0	49	44	24	5	463
03:45 PM	41	51	8	0	11	45	24	0	16	68	39	0	55	40	29	2	429
Total	94	124	22	0	27	89	39	0	33	141	75	0	104	84	53	7	892
04:00 PM	35	53	11	0	10	50	14	0	12	60	33	0	42	56	23	15	414
04:15 PM	46	52	15	0	17	51	12	1	16	59	45	0	53	47	28	14	456
04:30 PM	38	56	20	1	16	44	17	3	13	63	39	1	55	51	28	9	454
04:45 PM	43	68	21	0	15	58	14	0	16	62	41	1	49	49	23	13	473
Total	162	229	67	1	58	203	57	4	57	244	158	2	199	203	102	51	1797
05:00 PM	39	62	18	0	17	59	13	4	14	66	37	2	52	51	16	16	466
05:15 PM	48	83	16	2	18	55	18	3	19	62	40	11	45	49	24	9	502
05:30 PM	43	72	17	1	17	59	20	0	16	67	37	3	43	53	29	9	486
05:45 PM	46	76	15	0	21	51	20	0	20	73	44	1	47	53	22	10	499
Total	176	293	66	3	73	224	71	7	69	268	158	17	187	206	91	44	1953
06:00 PM	43	73	19	1	19	57	16	6	21	61	49	2	49	51	27	9	503
06:15 PM	43	68	14	3	17	57	19	3	19	63	39	1	45	52	22	8	473
Grand Total	671	1087	276	22	266	817	260	70	293	1512	754	41	750	765	478	145	8207
Apprch %	32.6	52.9	13.4	1.1	18.8	57.8	18.4	5.0	11.3	58.2	29.0	1.6	35.1	35.8	22.4	6.8	
Total %	8.2	13.2	3.4	0.3	3.2	10.0	3.2	0.9	3.6	18.4	9.2	0.5	9.1	9.3	5.8	1.8	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304062
Site Code : 00000883
Start Date : 04/08/2003
Page No : 2

	JAMBOREE ROAD Southbound					BAYSIDE DRIVE Westbound					JAMBOREE ROAD Northbound					BAYSIDE DRIVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	83	172	46	8	309	41	99	23	32	195	49	365	152	14	580	77	88	95	13	273	1357
Percent	26.9	55.7	14.9	2.6		21.0	50.8	11.8	16.4		8.4	62.9	26.2	2.4		28.2	32.2	34.8	4.8		
08:45 Volume	17	44	11	2	74	9	24	6	10	49	14	83	40	8	145	21	23	24	5	73	341
Peak Factor																					0.995
High Int.	08:30 AM					08:15 AM					08:00 AM					08:45 AM					
Volume	23	42	13	3	81	7	27	8	11	53	12	94	45	0	151	21	23	24	5	73	
Peak Factor					0.954					0.920					0.960					0.935	



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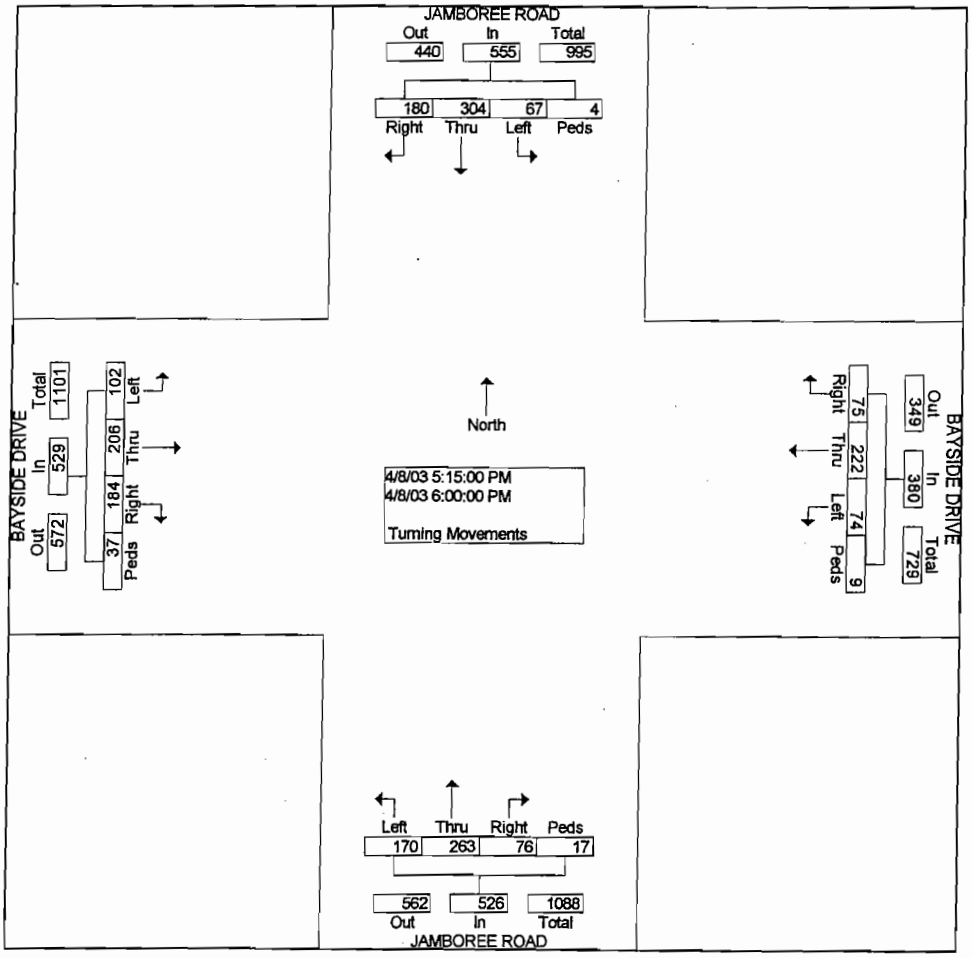
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304062
Site Code : 00000883
Start Date : 04/08/2003
Page No : 3

	JAMBOREE ROAD Southbound					BAYSIDE DRIVE Westbound					JAMBOREE ROAD Northbound					BAYSIDE DRIVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:15 PM																				
Volume	180	304	67	4	555	75	222	74	9	380	76	263	170	17	526	184	206	102	37	529	1990
Percent	32.4	54.8	12.1	0.7		19.7	58.4	19.5	2.4		14.4	50.0	32.3	3.2		34.8	38.9	19.3	7.0		
06:00 Volume	43	73	19	1	136	19	57	16	6	98	21	61	49	2	133	49	51	27	9	136	503
Peak Factor																					0.989
High Int.	05:15 PM					06:00 PM					05:45 PM					06:00 PM					
Volume	48	83	16	2	149	19	57	16	6	98	20	73	44	1	138	49	51	27	9	136	
Peak Factor					0.931					0.969					0.953					0.972	



P123

Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: SANTA BARBARA-NEWPORT W

File Name : H0303013
Site Code : 00000979
Start Date : 03/05/2003
Page No : 1

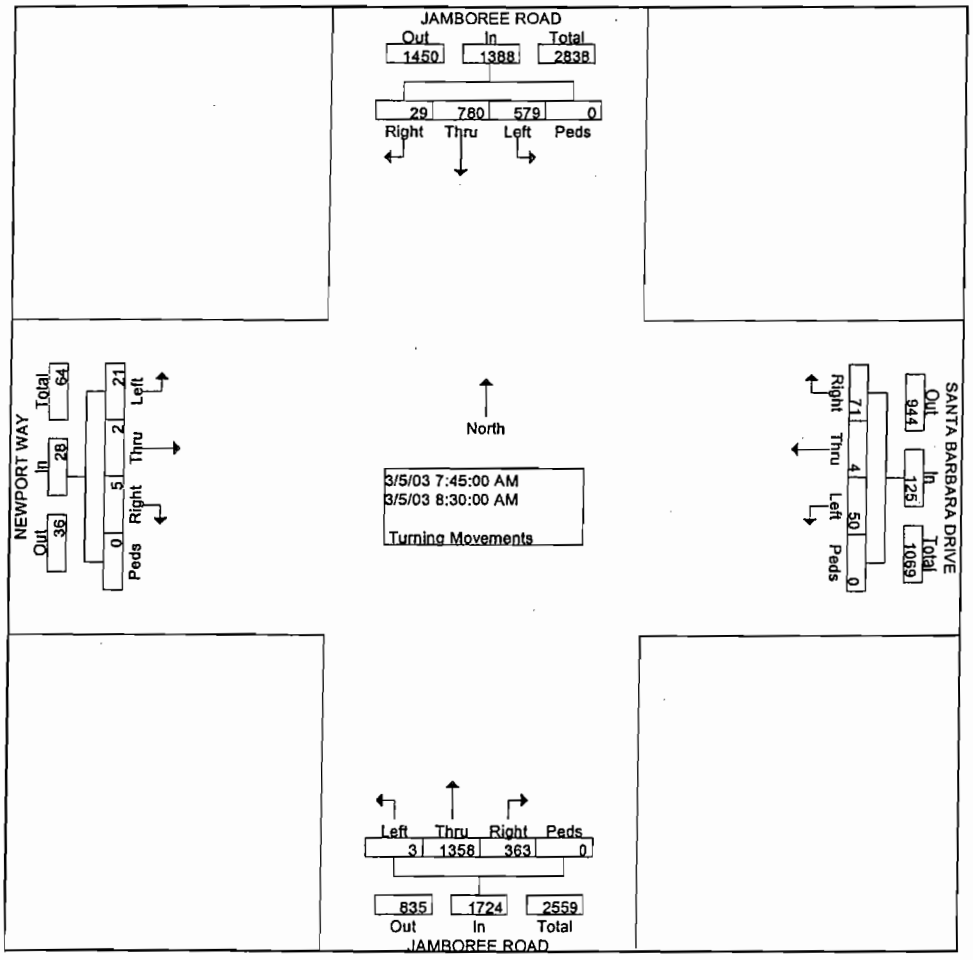
Groups Printed- Turning Movements

	JAMBOREE ROAD Southbound				SANTA BARBARA DRIVE Westbound				JAMBOREE ROAD Northbound				NEWPORT WAY Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	0	212	75	0	2	0	5	1	71	222	1	3	3	3	2	0	600
07:30 AM	3	217	107	0	13	0	6	0	81	329	3	0	0	1	6	0	766
07:45 AM	5	170	149	0	30	2	9	0	96	389	1	0	1	1	12	0	865
Total	8	599	331	0	45	2	20	1	248	940	5	3	4	5	20	0	2231
08:00 AM	6	194	155	0	15	0	17	0	119	268	1	0	2	0	9	0	786
08:15 AM	11	174	127	0	8	0	12	0	64	355	0	0	2	1	0	0	754
08:30 AM	7	242	148	0	18	2	12	0	84	346	1	0	0	0	0	0	860
08:45 AM	4	232	126	1	14	4	10	0	68	291	2	0	1	0	7	0	760
Total	28	842	556	1	55	6	51	0	335	1260	4	0	5	1	16	0	3160
09:00 AM	2	207	107	0	18	6	10	0	95	200	0	0	5	2	3	0	655
*** BREAK ***																	
Total	2	207	107	0	18	6	10	0	95	200	0	0	5	2	3	0	655
*** BREAK ***																	
11:30 AM	8	125	80	1	5	1	12	0	53	225	23	0	9	8	5	1	556
11:45 AM	8	137	66	0	34	0	23	2	49	197	26	2	3	1	2	0	550
Total	16	262	146	1	39	1	35	2	102	422	49	2	12	9	7	1	1106
12:00 PM	8	188	83	0	53	2	45	0	34	180	4	0	3	1	1	2	604
12:15 PM	8	216	87	0	54	1	39	1	77	175	2	4	4	0	4	1	673
12:30 PM	5	198	95	0	56	2	32	0	57	200	0	0	2	3	2	0	652
12:45 PM	3	195	89	0	65	11	42	0	57	194	6	0	5	0	3	0	670
Total	24	797	354	0	228	16	158	1	225	749	12	4	14	4	10	3	2599
01:00 PM	7	162	99	1	76	0	59	0	56	212	2	0	2	1	6	0	683
01:15 PM	3	167	94	0	63	6	50	1	47	185	2	0	2	3	1	0	624
*** BREAK ***																	
Total	10	329	193	1	139	6	109	1	103	397	4	0	4	4	7	0	1307
*** BREAK ***																	
03:30 PM	0	282	66	0	106	15	36	1	68	159	3	0	1	2	1	0	740
03:45 PM	6	252	67	0	100	9	54	2	39	200	4	0	0	0	11	0	744
Total	6	534	133	0	206	24	90	3	107	359	7	0	1	2	12	0	1484
04:00 PM	8	317	45	0	74	4	88	0	32	219	2	0	3	5	8	2	807
04:15 PM	4	254	67	0	70	5	56	0	36	202	4	1	3	0	1	1	704
04:30 PM	6	322	50	0	97	4	70	0	36	260	0	0	5	2	6	2	860
04:45 PM	4	326	63	0	48	3	88	3	35	217	4	0	1	0	3	0	795
Total	22	1219	225	0	289	16	302	3	139	898	10	1	12	7	18	5	3166
05:00 PM	12	316	73	0	112	7	149	0	18	204	2	1	0	3	6	0	903
05:15 PM	18	361	71	0	83	5	88	0	23	252	5	0	3	1	10	0	920
05:30 PM	15	365	57	0	65	7	104	0	21	217	2	0	1	6	7	0	867
05:45 PM	15	306	76	0	79	7	65	0	37	270	0	0	0	1	2	0	858
Total	60	1348	277	0	339	26	406	0	99	943	9	1	4	11	25	0	3548
06:00 PM	13	319	77	0	52	7	86	0	23	208	2	0	0	0	0	0	787
06:15 PM	21	276	82	0	54	10	58	1	29	222	5	0	1	2	8	0	769
Grand Total	210	6732	2481	3	1464	120	1325	12	1505	6598	107	11	62	47	126	9	20812
Apprch %	2.2	71.4	26.3	0.0	50.1	4.1	45.4	0.4	18.3	80.3	1.3	0.1	25.4	19.3	51.6	3.7	
Total %	1.0	32.3	11.9	0.0	7.0	0.6	6.4	0.1	7.2	31.7	0.5	0.1	0.3	0.2	0.6	0.0	

Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0303013
Site Code : 00000979
Start Date : 03/05/2003
Page No : 2

	JAMBOREE ROAD Southbound					SANTA BARBARA DRIVE Westbound					JAMBOREE ROAD Northbound					NEWPORT WAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:15 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	29	780	579	0	1388	71	4	50	0	125	363	1358	3	0	1724	5	2	21	0	28	3265
Percent	2.1	56.2	41.7	0.0		56.8	3.2	40.0	0.0		21.1	78.8	0.2	0.0		17.9	7.1	75.0	0.0		
07:45 Volume	5	170	149	0	324	30	2	9	0	41	96	389	1	0	486	1	1	12	0	14	865
Peak Factor																					0.944
High Int.	08:30 AM					07:45 AM					07:45 AM					07:45 AM					
Volume	7	242	148	0	397	30	2	9	0	41	96	389	1	0	486	1	1	12	0	14	
Peak Factor					0.874					0.762					0.887					0.500	



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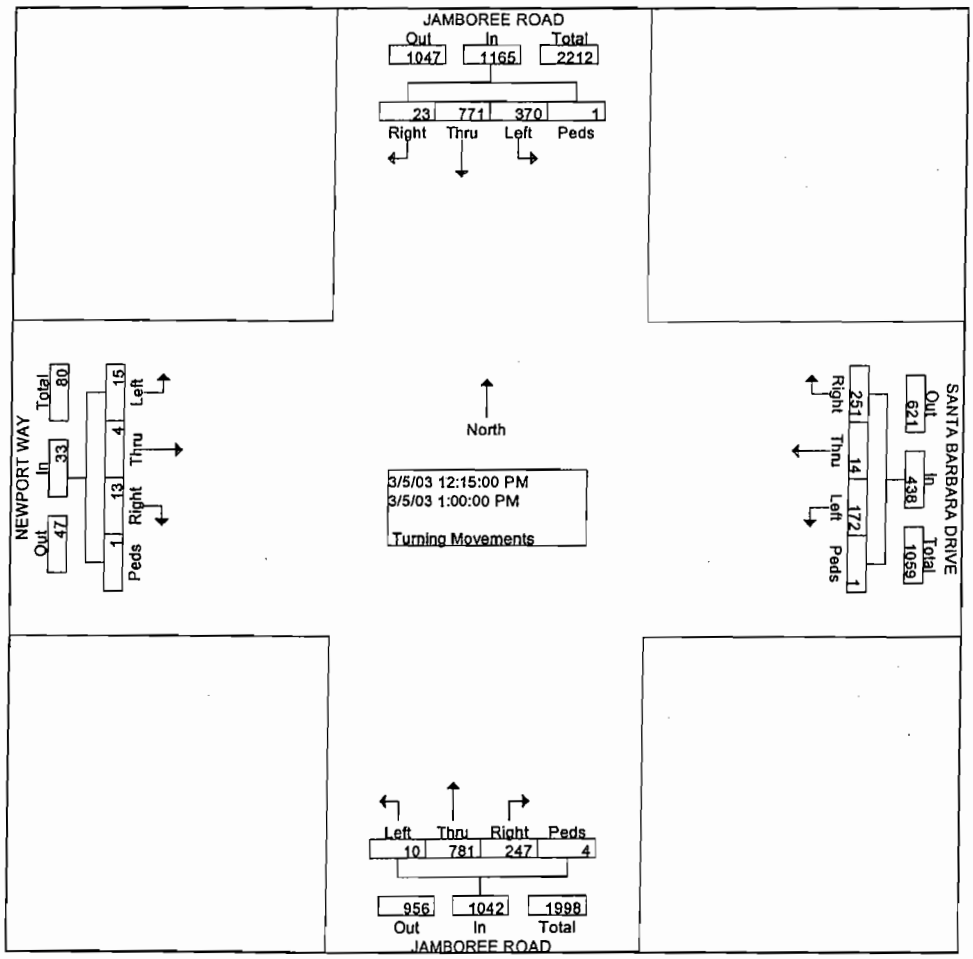
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0303013
Site Code : 00000979
Start Date : 03/05/2003
Page No : 3

	JAMBOREE ROAD Southbound					SANTA BARBARA DRIVE Westbound					JAMBOREE ROAD Northbound					NEWPORT WAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Intersection	12:15 PM																				
Volume	23	771	370	1	1165	251	14	172	1	438	247	781	10	4	1042	13	4	15	1	33	2678
Percent	2.0	66.2	31.8	0.1		57.3	3.2	39.3	0.2		23.7	75.0	1.0	0.4		39.4	12.1	45.5	3.0		
01:00 Volume	7	162	99	1	269	76	0	59	0	135	56	212	2	0	270	2	1	6	0	9	683
Peak Factor																					0.980
High Int.	12:15 PM					01:00 PM					01:00 PM					12:15 PM					
Volume	8	216	87	0	311	76	0	59	0	135	56	212	2	0	270	4	0	4	1	9	
Peak Factor					0.936					0.811					0.965					0.917	



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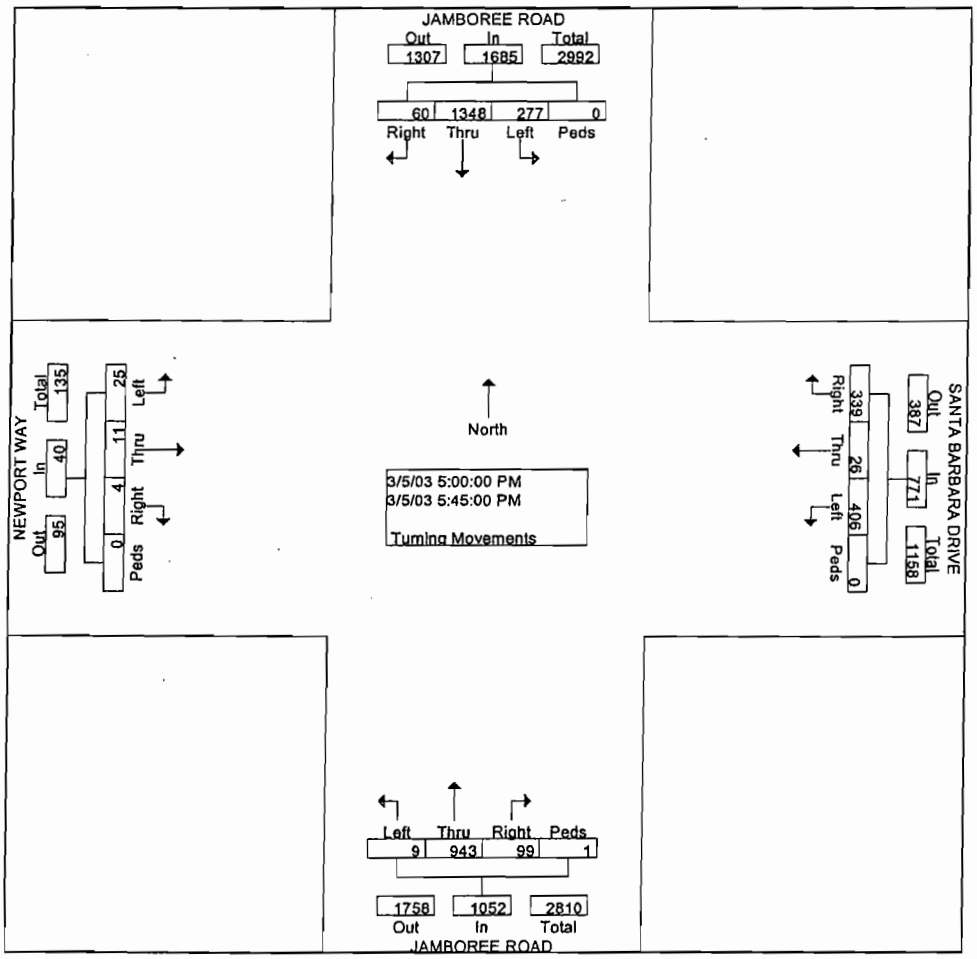
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0303013
Site Code : 00000979
Start Date : 03/05/2003
Page No : 4

	JAMBOREE ROAD Southbound					SANTA BARBARA DRIVE Westbound					JAMBOREE ROAD Northbound					NEWPORT WAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	60	1348	277	0	1685	339	26	406	0	771	99	943	9	1	1052	4	11	25	0	40	3548
Percent	3.6	80.0	16.4	0.0		44.0	3.4	52.7	0.0		9.4	89.6	0.9	0.1		10.0	27.5	62.5	0.0		
05:15 Volume	18	361	71	0	450	83	5	88	0	176	23	252	5	0	280	3	1	10	0	14	920
Peak Factor																					0.964
High Int.	05:15 PM					05:00 PM					05:45 PM					05:15 PM					
Volume	18	361	71	0	450	112	7	149	0	268	37	270	0	0	307	3	1	10	0	14	
Peak Factor					0.936					0.719					0.857					0.714	



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Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

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

File Name : H0303014
Site Code : 00000944
Start Date : 03/04/2003
Page No : 1

Groups Printed- Turning Movements

	JAMBOREE ROAD Southbound				SAN JOAQUIN HILLS ROAD Westbound				JAMBOREE ROAD Northbound				SAN JOAQUIN HILLS ROAD Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	9	258	89	0	8	0	12	0	18	206	2	0	10	5	44	0	661
07:30 AM	14	284	115	2	7	2	21	1	21	271	8	0	8	5	72	1	832
07:45 AM	15	319	162	2	9	3	30	1	21	395	7	0	14	9	76	0	1063
Total	38	861	366	4	24	5	63	2	60	872	17	0	32	19	192	1	2556
08:00 AM	16	373	213	1	4	4	25	0	26	326	2	0	16	18	75	0	1099
08:15 AM	11	305	147	1	3	7	30	0	23	298	7	0	16	11	63	0	922
08:30 AM	12	300	145	1	5	2	29	0	30	263	4	0	11	13	69	3	887
08:45 AM	12	292	125	0	6	2	19	0	28	293	11	0	5	10	55	0	858
Total	51	1270	630	3	18	15	103	0	107	1180	24	0	48	52	262	3	3766
09:00 AM	16	274	155	1	6	2	26	1	25	236	5	0	11	16	45	0	819
*** BREAK ***																	
Total	16	274	155	1	6	2	26	1	25	236	5	0	11	16	45	0	819
*** BREAK ***																	
11:30 AM	33	269	116	0	7	3	40	0	20	232	15	0	11	3	15	0	764
11:45 AM	12	230	130	1	15	4	32	1	27	216	5	0	18	10	20	1	722
Total	45	499	246	1	22	7	72	1	47	448	20	0	29	13	35	1	1486
12:00 PM	18	211	129	0	7	9	52	0	31	218	20	0	5	13	12	0	725
12:15 PM	26	244	91	0	7	7	44	0	18	215	12	0	8	11	18	0	701
12:30 PM	25	269	154	0	8	5	29	0	21	235	14	0	9	6	18	0	793
12:45 PM	25	257	146	1	28	7	23	0	30	224	17	0	5	7	16	0	786
Total	94	981	520	1	50	28	148	0	100	892	63	0	27	37	64	0	3005
01:00 PM	22	248	133	0	15	4	33	0	30	231	21	0	6	9	15	0	767
01:15 PM	26	243	127	0	15	3	41	2	30	219	17	0	8	10	13	0	754
*** BREAK ***																	
Total	48	491	260	0	30	7	74	2	60	450	38	0	14	19	28	0	1521
*** BREAK ***																	
03:30 PM	30	332	137	1	11	8	30	1	20	228	19	0	11	12	14	1	855
03:45 PM	38	269	105	2	8	7	42	1	22	303	12	0	15	4	15	0	843
Total	68	601	242	3	19	15	72	2	42	531	31	0	26	16	29	1	1698
04:00 PM	25	309	92	1	16	6	48	2	24	265	6	0	11	6	12	0	823
04:15 PM	39	321	112	1	9	10	28	2	13	288	13	0	9	12	22	0	879
04:30 PM	24	297	91	0	12	7	32	0	20	295	13	0	11	4	26	0	832
04:45 PM	39	355	88	2	3	6	32	0	16	269	12	0	16	7	23	0	868
Total	127	1282	383	4	40	29	140	4	73	1117	44	0	47	29	83	0	3402
05:00 PM	42	369	92	1	9	13	29	1	18	257	20	0	10	9	16	0	886
05:15 PM	48	371	95	1	13	17	35	0	23	266	27	0	12	11	17	0	936
05:30 PM	52	353	108	0	16	21	43	0	29	274	31	0	11	13	20	1	972
05:45 PM	57	356	96	3	11	23	46	2	24	254	39	0	15	14	29	0	969
Total	199	1449	391	5	49	74	153	3	94	1051	117	0	48	47	82	1	3763
06:00 PM	39	294	88	0	21	15	37	0	22	298	34	0	13	10	21	0	892
06:15 PM	43	316	85	0	14	11	33	1	34	307	31	0	15	14	24	0	928
Grand Total	768	8318	3366	22	293	208	921	16	664	7382	424	0	310	272	865	7	23836
Apprch %	6.2	66.7	27.0	0.2	20.4	14.5	64.0	1.1	7.8	87.2	5.0	0.0	21.3	18.7	59.5	0.5	
Total %	3.2	34.9	14.1	0.1	1.2	0.9	3.9	0.1	2.8	31.0	1.8	0.0	1.3	1.1	3.6	0.0	

Transportation Studies, Inc.
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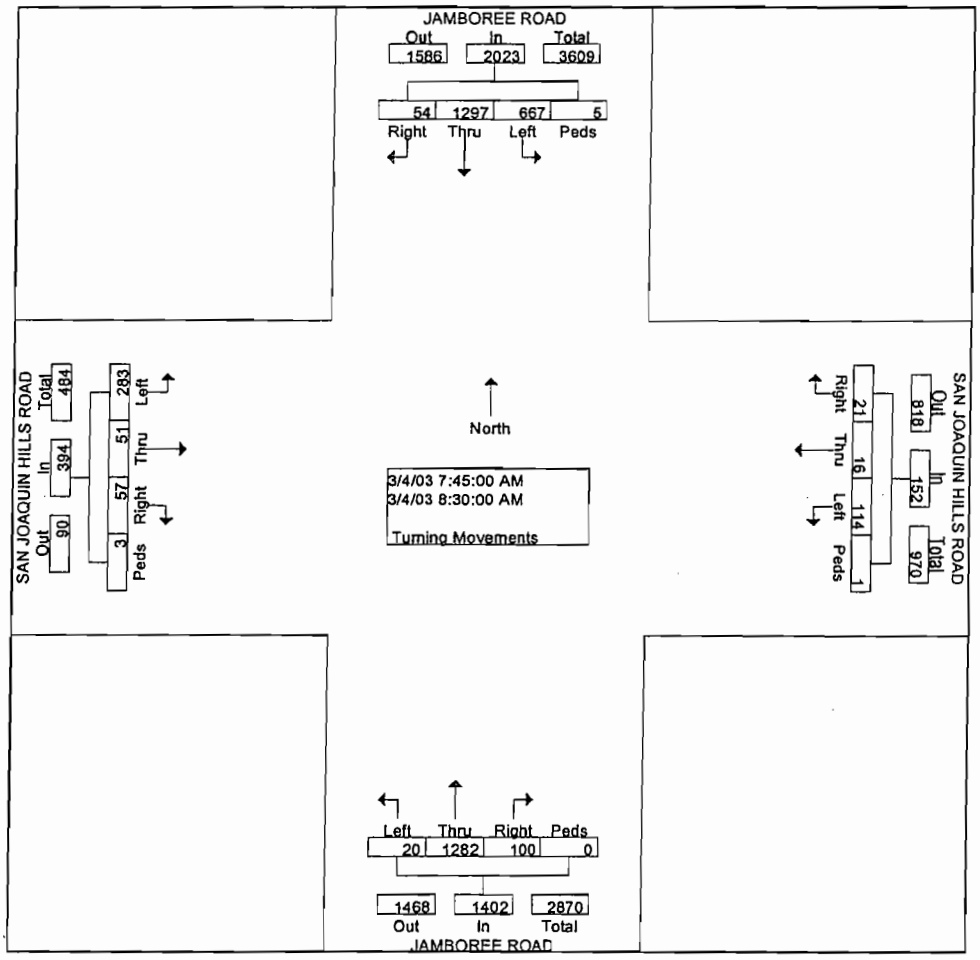
File Name : H0303014
Site Code : 00000944
Start Date : 03/04/2003
Page No : 2

	JAMBOREE ROAD Southbound					SAN JOAQUIN HILLS ROAD Westbound					JAMBOREE ROAD Northbound					SAN JOAQUIN HILLS ROAD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	54	1297	667	5	2023	21	16	114	1	152	100	1282	20	0	1402	57	51	283	3	394	3971
Percent	2.7	64.1	33.0	0.2		13.8	10.5	75.0	0.7		7.1	91.4	1.4	0.0		14.5	12.9	71.8	0.8		
08:00 Volume	16	373	213	1	603	4	4	25	0	33	26	326	2	0	354	16	18	75	0	109	1099
Peak Factor																					0.903
High Int.	08:00 AM					07:45 AM					07:45 AM					08:00 AM					
Volume	16	373	213	1	603	9	3	30	1	43	21	395	7	0	423	16	18	75	0	109	
Peak Factor					0.839					0.884					0.829					0.904	



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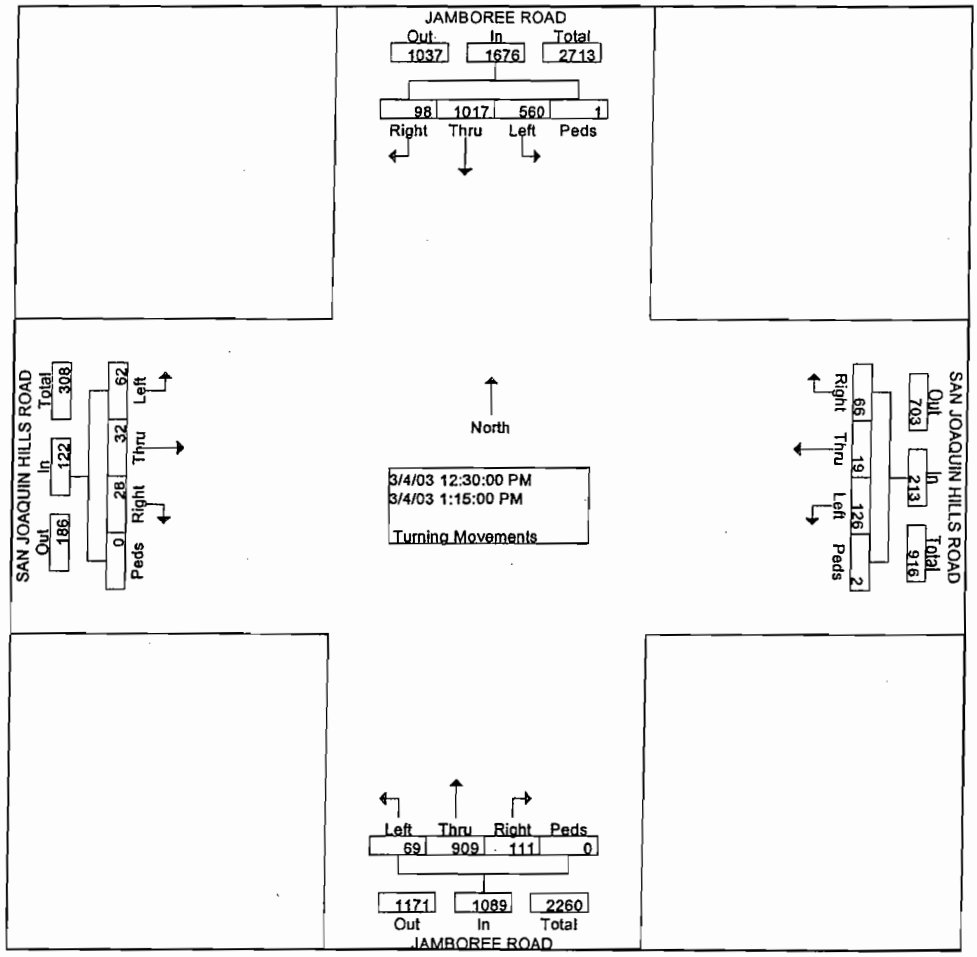
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0303014
Site Code : 00000944
Start Date : 03/04/2003
Page No : 3

	JAMBOREE ROAD Southbound					SAN JOAQUIN HILLS ROAD Westbound					JAMBOREE ROAD Northbound					SAN JOAQUIN HILLS ROAD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Intersection	12:30 PM																				
Volume	98	1017	560	1	1676	66	19	126	2	213	111	909	69	0	1089	28	32	62	0	122	3100
Percent	5.8	60.7	33.4	0.1		31.0	8.9	59.2	0.9		10.2	83.5	6.3	0.0		23.0	26.2	50.8	0.0		
12:30 Volume	25	269	154	0	448	8	5	29	0	42	21	235	14	0	270	9	6	18	0	33	793
Peak Factor																					0.977
High Int.	12:30 PM					01:15 PM					01:00 PM					12:30 PM					
Volume	25	269	154	0	448	15	3	41	2	61	30	231	21	0	282	9	6	18	0	33	
Peak Factor					0.935					0.873					0.965					0.924	



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Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0303014
Site Code : 00000944
Start Date : 03/04/2003
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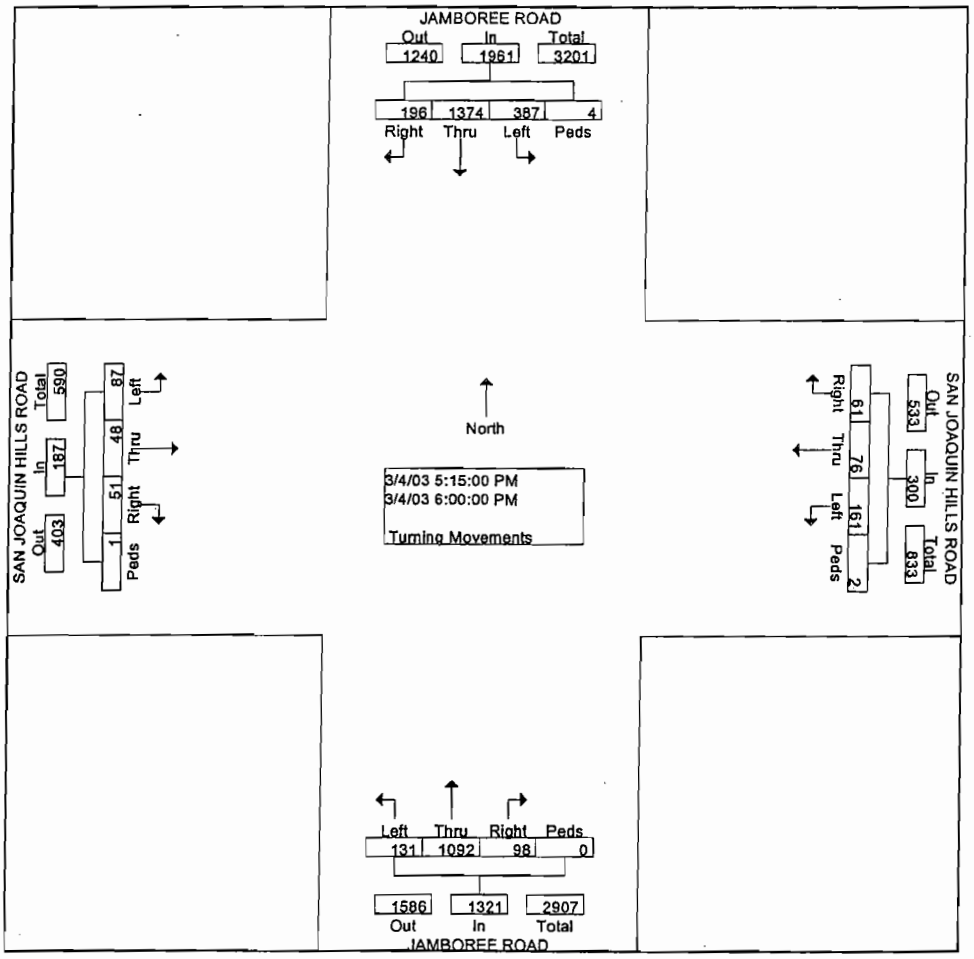
	JAMBOREE ROAD Southbound					SAN JOAQUIN HILLS ROAD Westbound					JAMBOREE ROAD Northbound					SAN JOAQUIN HILLS ROAD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:15 PM																				
Volume	196	1374	387	4	1961	61	76	161	2	300	98	1092	131	0	1321	51	48	87	1	187	3769
Percent	10.0	70.1	19.7	0.2		20.3	25.3	53.7	0.7		7.4	82.7	9.9	0.0		27.3	25.7	46.5	0.5		
05:30 Volume	52	353	108	0	513	16	21	43	0	80	29	274	31	0	334	11	13	20	1	45	972
Peak Factor																					0.969
High Int.	05:15 PM					05:45 PM					06:00 PM					05:45 PM					
Volume	48	371	95	1	515	11	23	46	2	82	22	298	34	0	354	15	14	29	0	58	
Peak Factor					0.952					0.915					0.933					0.806	



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Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

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

File Name : H0303014
Site Code : 00000944
Start Date : 03/04/2003

Groups Printed- FREE RIGHT

	JAMBOREE ROAD Southbound				SAN JOAQUIN HILLS ROAD Westbound				JAMBOREE ROAD Northbound				SAN JOAQUIN HILLS ROAD Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	32
07:30 AM	0	0	0	0	77	0	0	0	0	0	0	0	0	0	0	0	77
07:45 AM	0	0	0	0	142	0	0	0	0	0	0	0	0	0	0	0	142
Total	0	0	0	0	251	0	0	0	0	0	0	0	0	0	0	0	251
08:00 AM	0	0	0	0	59	0	0	0	0	0	0	0	0	0	0	0	59
08:15 AM	0	0	0	0	51	0	0	0	0	0	0	0	0	0	0	0	51
08:30 AM	0	0	0	0	57	0	0	0	0	0	0	0	0	0	0	0	57
08:45 AM	0	0	0	0	53	0	0	0	0	0	0	0	0	0	0	0	53
Total	0	0	0	0	220	0	0	0	0	0	0	0	0	0	0	0	220
09:00 AM	0	0	0	0	49	0	0	0	0	0	0	0	0	0	0	0	49
*** BREAK ***																	
Total	0	0	0	0	49	0	0	0	0	0	0	0	0	0	0	0	49
*** BREAK ***																	
11:30 AM	0	0	0	0	112	0	0	0	0	0	0	0	0	0	0	0	112
11:45 AM	0	0	0	0	103	0	0	0	0	0	0	0	0	0	0	0	103
Total	0	0	0	0	215	0	0	0	0	0	0	0	0	0	0	0	215
12:00 PM	0	0	0	0	124	0	0	0	0	0	0	0	0	0	0	0	124
12:15 PM	0	0	0	0	88	0	0	0	0	0	0	0	0	0	0	0	88
12:30 PM	0	0	0	0	90	0	0	0	0	0	0	0	0	0	0	0	90
12:45 PM	0	0	0	0	113	0	0	0	0	0	0	0	0	0	0	0	113
Total	0	0	0	0	415	0	0	0	0	0	0	0	0	0	0	0	415
01:00 PM	0	0	0	0	87	0	0	0	0	0	0	0	0	0	0	0	87
01:15 PM	0	0	0	0	97	0	0	0	0	0	0	0	0	0	0	0	97
*** BREAK ***																	
Total	0	0	0	0	184	0	0	0	0	0	0	0	0	0	0	0	184
*** BREAK ***																	
03:30 PM	0	0	0	0	126	0	0	0	0	0	0	0	0	0	0	0	126
03:45 PM	0	0	0	0	137	0	0	0	0	0	0	0	0	0	0	0	137
Total	0	0	0	0	263	0	0	0	0	0	0	0	0	0	0	0	263
04:00 PM	0	0	0	0	138	0	0	0	0	0	0	0	0	0	0	0	138
04:15 PM	0	0	0	0	151	0	0	0	0	0	0	0	0	0	0	0	151
04:30 PM	0	0	0	0	141	0	0	0	0	0	0	0	0	0	0	0	141
04:45 PM	0	0	0	0	149	0	0	0	0	0	0	0	0	0	0	0	149
Total	0	0	0	0	579	0	0	0	0	0	0	0	0	0	0	0	579
05:00 PM	0	0	0	0	102	0	0	0	0	0	0	0	0	0	0	0	102
05:15 PM	0	0	0	0	120	0	0	0	0	0	0	0	0	0	0	0	120
05:30 PM	0	0	0	0	110	0	0	0	0	0	0	0	0	0	0	0	110
05:45 PM	0	0	0	0	131	0	0	0	0	0	0	0	0	0	0	0	131
Total	0	0	0	0	463	0	0	0	0	0	0	0	0	0	0	0	463
06:00 PM	0	0	0	0	103	0	0	0	0	0	0	0	0	0	0	0	103
06:15 PM	0	0	0	0	93	0	0	0	0	0	0	0	0	0	0	0	93
Grand Total	0	0	0	0	2835	0	0	0	0	0	0	0	0	0	0	0	2835
Apprch %	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Transportation Studies, Inc.
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File Name : H0303014
Site Code : 00000944
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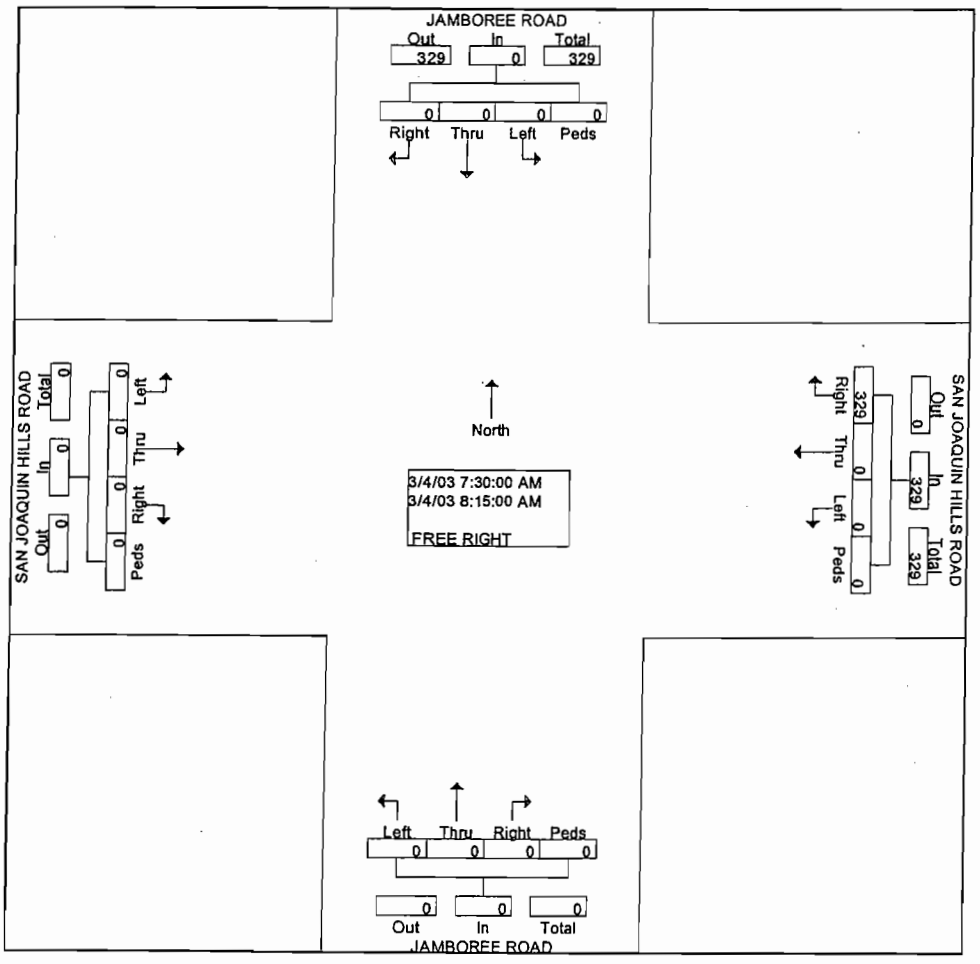
	JAMBOREE ROAD Southbound					SAN JOAQUIN HILLS ROAD Westbound					JAMBOREE ROAD Northbound					SAN JOAQUIN HILLS ROAD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	0	0	0	0	0	329	0	0	0	329	0	0	0	0	0	0	0	0	0	0	329
Percent	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
07:45 Volume	0	0	0	0	0	142	0	0	0	142	0	0	0	0	0	0	0	0	0	0	142
Peak Factor																					0.579
High Int.	7:00:00 AM					07:45 AM					7:00:00 AM					7:00:00 AM					
Volume	0	0	0	0	0	142	0	0	0	142											
Peak Factor										0.579											



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Transportation Studies, Inc.
1820 E. Garry Avenue
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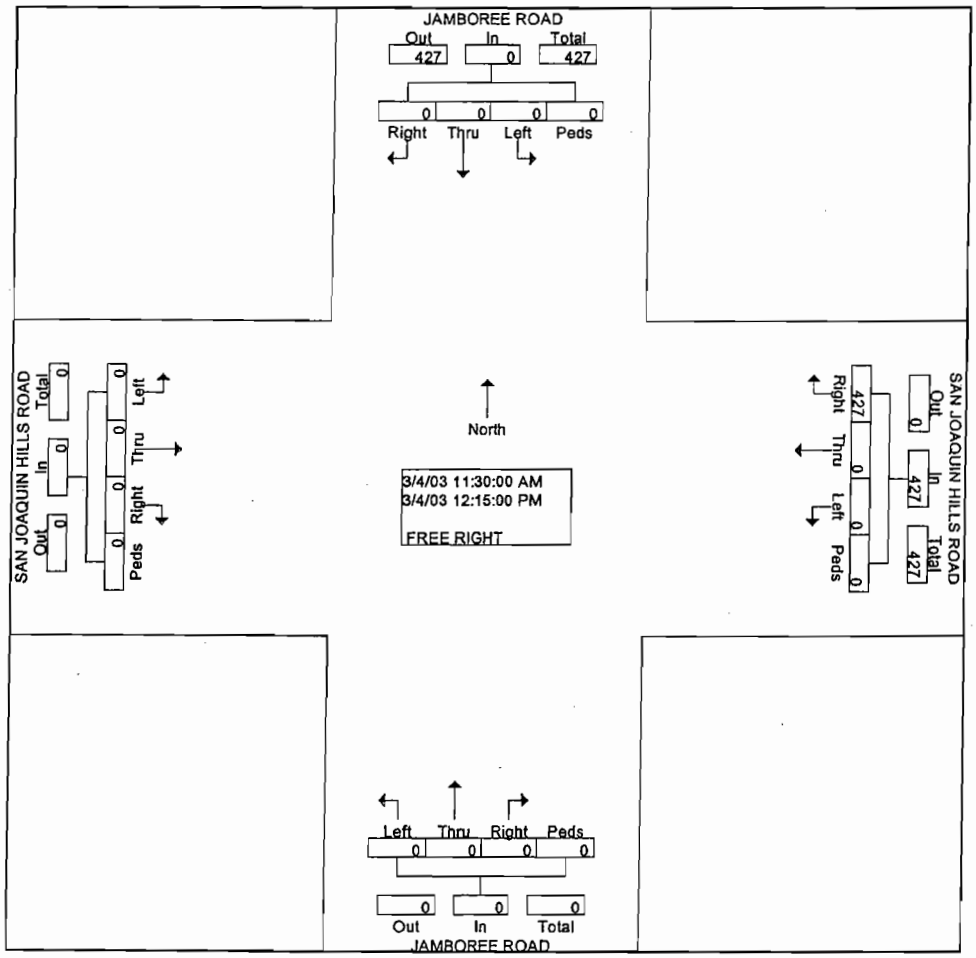
Santa Ana, CA. 92705

File Name : H0303014
Site Code : 00000944
Start Date : 03/04/2003
Page No : 3

	JAMBOREE ROAD Southbound					SAN JOAQUIN HILLS ROAD Westbound					JAMBOREE ROAD Northbound					SAN JOAQUIN HILLS ROAD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Intersection	11:30 AM																				
Volume	0	0	0	0	0	427	0	0	0	427	0	0	0	0	0	0	0	0	0	0	427
Percent	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
12:00 Volume	0	0	0	0	0	124	0	0	0	124	0	0	0	0	0	0	0	0	0	0	124
Peak Factor																					0.861
High Int.						12:00 PM															
Volume	0	0	0	0	0	124	0	0	0	124											
Peak Factor										0.861											



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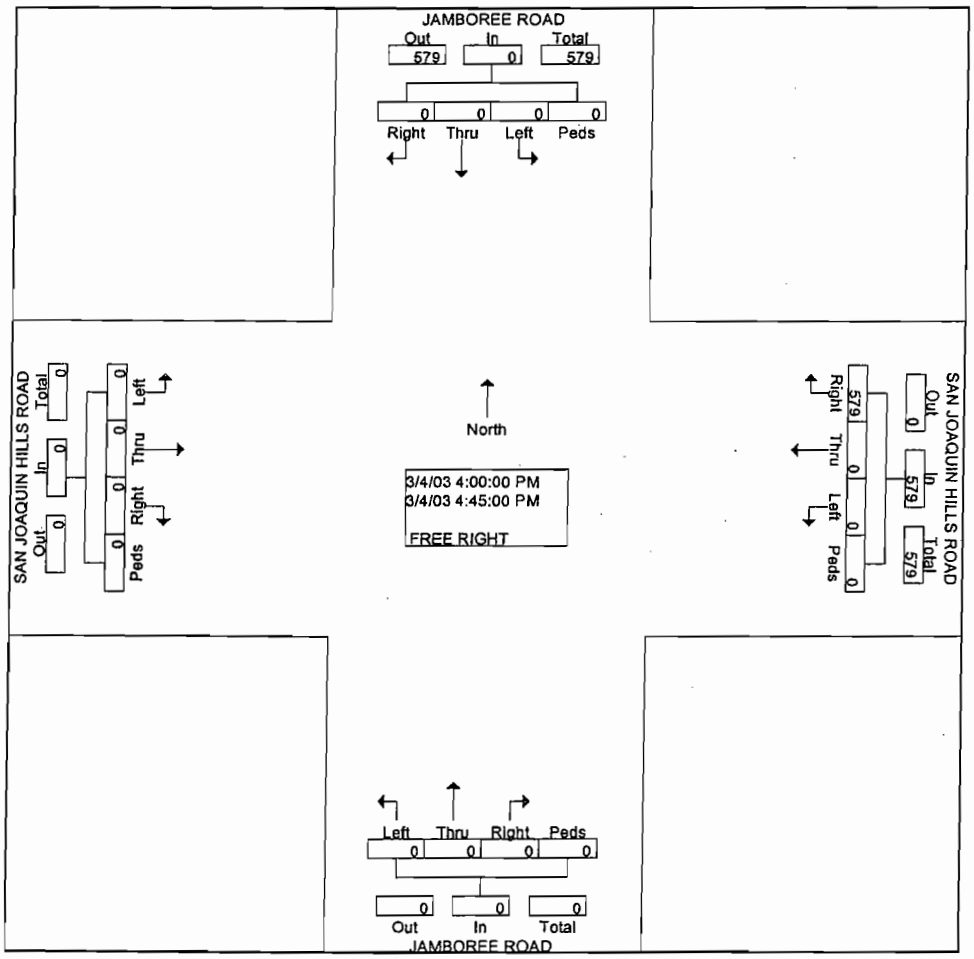
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0303014
Site Code : 00000944
Start Date : 03/04/2003

	JAMBOREE ROAD Southbound					SAN JOAQUIN HILLS ROAD Westbound					JAMBOREE ROAD Northbound					SAN JOAQUIN HILLS ROAD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	0	0	0	0	0	579	0	0	0	579	0	0	0	0	0	0	0	0	0	0	579
Percent	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
04:15 Volume	0	0	0	0	0	151	0	0	0	151	0	0	0	0	0	0	0	0	0	0	151
Peak Factor																					0.959
High Int.						04:15 PM															
Volume	0	0	0	0	0	151	0	0	0	151											
Peak Factor										0.959											



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Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

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

File Name : H0303017
Site Code : 00010917
Start Date : 03/06/2003
Page No : 1

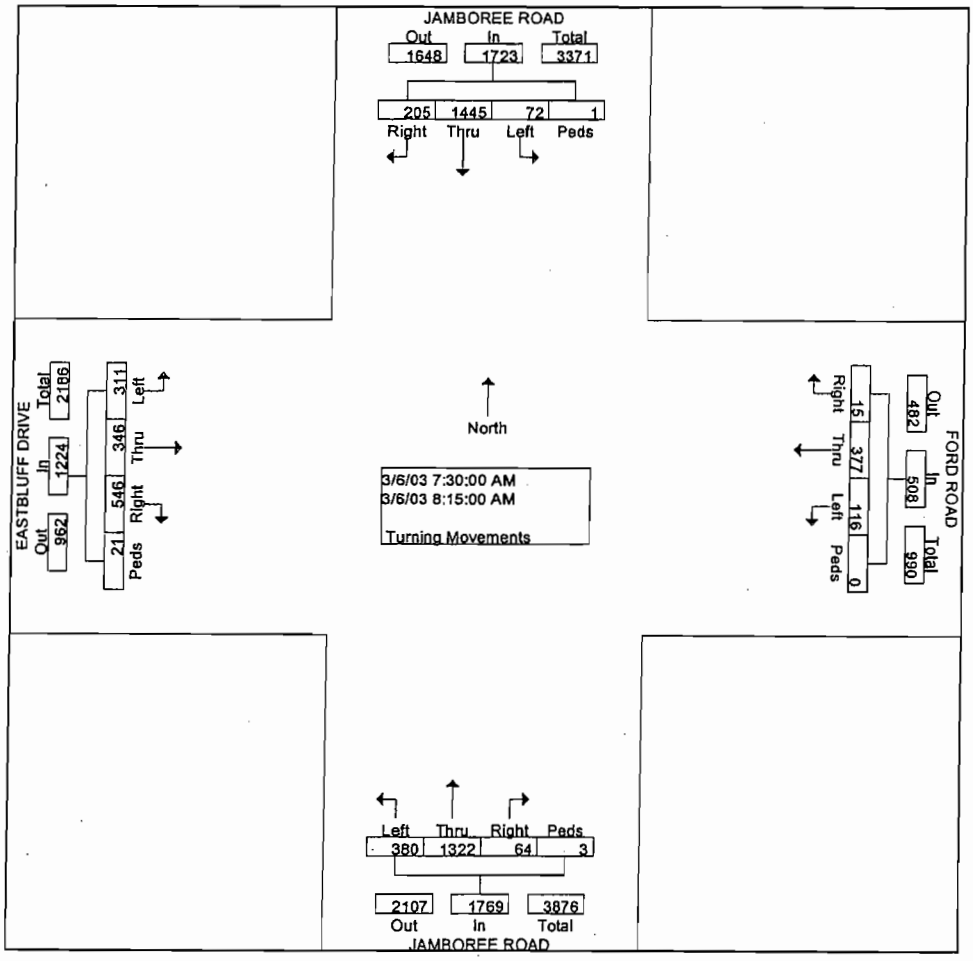
Groups Printed- Turning Movements

	JAMBOREE ROAD Southbound				FORD ROAD Westbound				JAMBOREE ROAD Northbound				EASTBLUFF DRIVE Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	15	254	4	0	7	34	15	1	18	370	56	2	29	41	31	4	881
07:30 AM	35	299	8	0	1	206	20	0	4	298	145	1	88	71	51	4	1231
07:45 AM	91	353	4	0	5	134	17	0	13	366	127	1	188	133	100	8	1540
Total	141	906	16	0	13	374	52	1	35	1034	328	4	305	245	182	16	3652
08:00 AM	70	461	52	1	7	19	30	0	17	313	62	1	224	117	133	6	1513
08:15 AM	9	332	8	0	2	18	49	0	30	345	46	0	46	25	27	3	940
08:30 AM	6	354	9	0	11	21	17	0	19	401	29	2	61	21	18	5	974
08:45 AM	16	328	11	0	9	10	45	0	23	382	21	1	49	27	12	3	937
Total	101	1475	80	1	29	68	141	0	89	1441	158	4	380	190	190	17	4364
09:00 AM	12	360	11	0	5	23	37	0	14	291	36	0	74	49	27	1	940
*** BREAK ***																	
Total	12	360	11	0	5	23	37	0	14	291	36	0	74	49	27	1	940
*** BREAK ***																	
03:30 PM	37	353	22	3	5	21	19	0	20	388	47	0	118	56	21	5	1115
03:45 PM	32	308	13	0	4	40	29	0	17	348	28	1	101	51	29	5	1006
Total	69	661	35	3	9	61	48	0	37	736	75	1	219	107	50	10	2121
04:00 PM	17	329	13	0	3	28	17	0	35	288	53	10	79	76	37	4	989
04:15 PM	15	339	7	0	2	25	18	0	23	350	94	2	86	57	18	8	1044
04:30 PM	24	361	8	0	2	45	18	0	24	362	100	0	73	55	22	0	1094
04:45 PM	24	389	15	0	3	23	25	0	23	405	45	0	62	41	26	2	1083
Total	80	1418	43	0	10	121	78	0	105	1405	292	12	300	229	103	14	4210
05:00 PM	18	394	16	0	3	34	44	0	11	239	50	1	61	39	7	1	918
05:15 PM	29	431	13	0	9	11	10	0	58	373	101	0	52	34	10	3	1134
05:30 PM	35	431	14	3	8	31	34	0	12	276	76	0	76	38	8	8	1050
05:45 PM	35	424	15	0	4	32	24	0	36	353	109	0	111	59	20	4	1226
Total	117	1680	58	3	24	108	112	0	117	1241	336	1	300	170	45	16	4328
06:00 PM	28	327	16	0	2	26	42	0	33	259	84	0	134	73	26	0	1050
06:15 PM	97	232	17	1	5	53	21	0	18	294	128	0	135	41	24	0	1066
Grand Total	645	7059	276	8	97	834	531	1	448	6701	1437	22	1847	1104	647	74	21731
Apprch %	8.1	88.4	3.5	0.1	6.6	57.0	36.3	0.1	5.2	77.8	16.7	0.3	50.3	30.1	17.6	2.0	
Total %	3.0	32.5	1.3	0.0	0.4	3.8	2.4	0.0	2.1	30.8	6.6	0.1	8.5	5.1	3.0	0.3	

Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0303017
Site Code : 00010917
Start Date : 03/06/2003
Page No : 2

	JAMBOREE ROAD Southbound					FORD ROAD Westbound					JAMBOREE ROAD Northbound					EASTBLUFF DRIVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	205	1445	72	1	1723	15	377	116	0	508	64	1322	380	3	1769	546	346	311	21	1224	5224
Percent	11.9	83.9	4.2	0.1		3.0	74.2	22.8	0.0		3.6	74.7	21.5	0.2		44.6	28.3	25.4	1.7		
07:45 Volume	91	353	4	0	448	5	134	17	0	156	13	366	127	1	507	188	133	100	8	429	1540
Peak Factor																					0.848
High Int.	08:00 AM					07:30 AM					07:45 AM					08:00 AM					
Volume	70	461	52	1	584	1	206	20	0	227	13	366	127	1	507	224	117	133	6	480	
Peak Factor					0.738					0.559					0.872					0.638	



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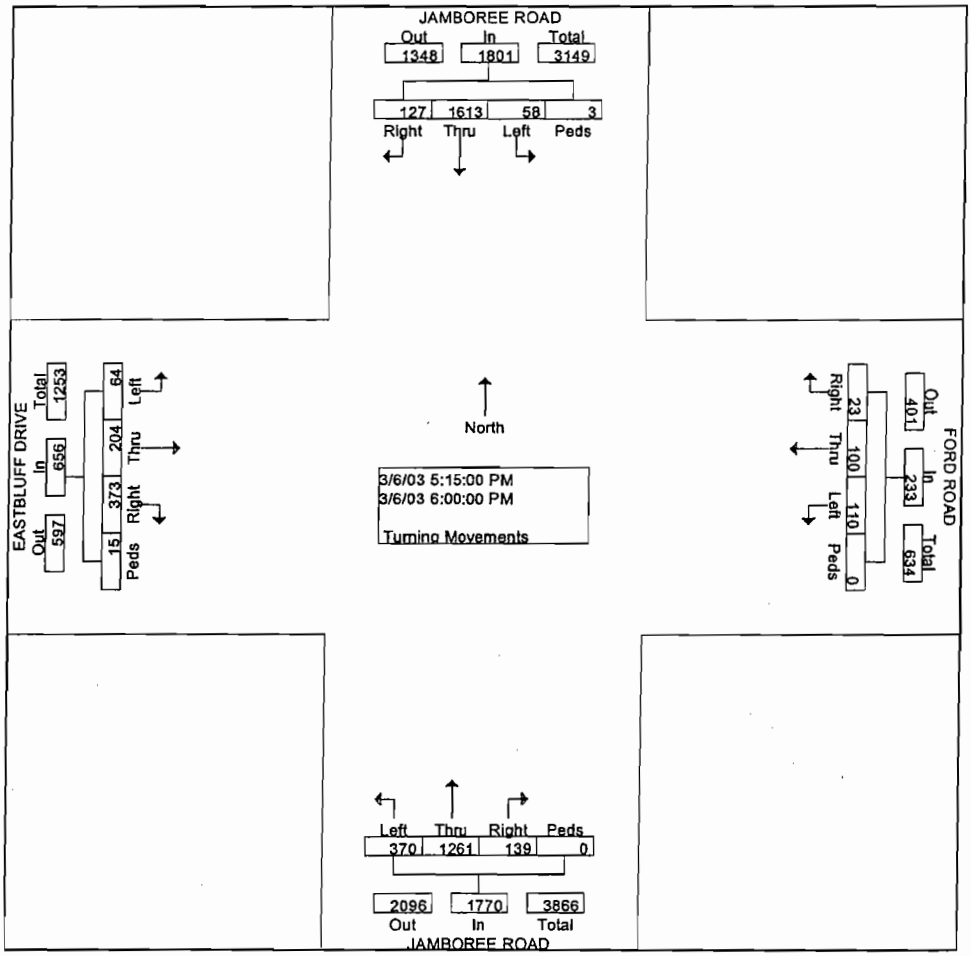
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0303017
Site Code : 00010917
Start Date : 03/06/2003
Page No : 3

	JAMBOREE ROAD Southbound					FORD ROAD Westbound					JAMBOREE ROAD Northbound					EASTBLUFF DRIVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:15 PM																				
Volume	127	1613	58	3	1801	23	100	110	0	233	139	1261	370	0	1770	373	204	64	15	656	4460
Percent	7.1	89.6	3.2	0.2		9.9	42.9	47.2	0.0		7.9	71.2	20.9	0.0		56.9	31.1	9.8	2.3		
05:45 Volume	35	424	15	0	474	4	32	24	0	60	36	353	109	0	498	111	59	20	4	194	1226
Peak Factor																					0.909
High Int.	05:30 PM					05:30 PM					05:15 PM					06:00 PM					
Volume	35	431	14	3	483	8	31	34	0	73	58	373	101	0	532	134	73	26	0	233	
Peak Factor					0.932					0.798					0.832					0.704	



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Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: BISON AVENUE

File Name : H0303011
Site Code : 00000979
Start Date : 03/04/2003
Page No : 1

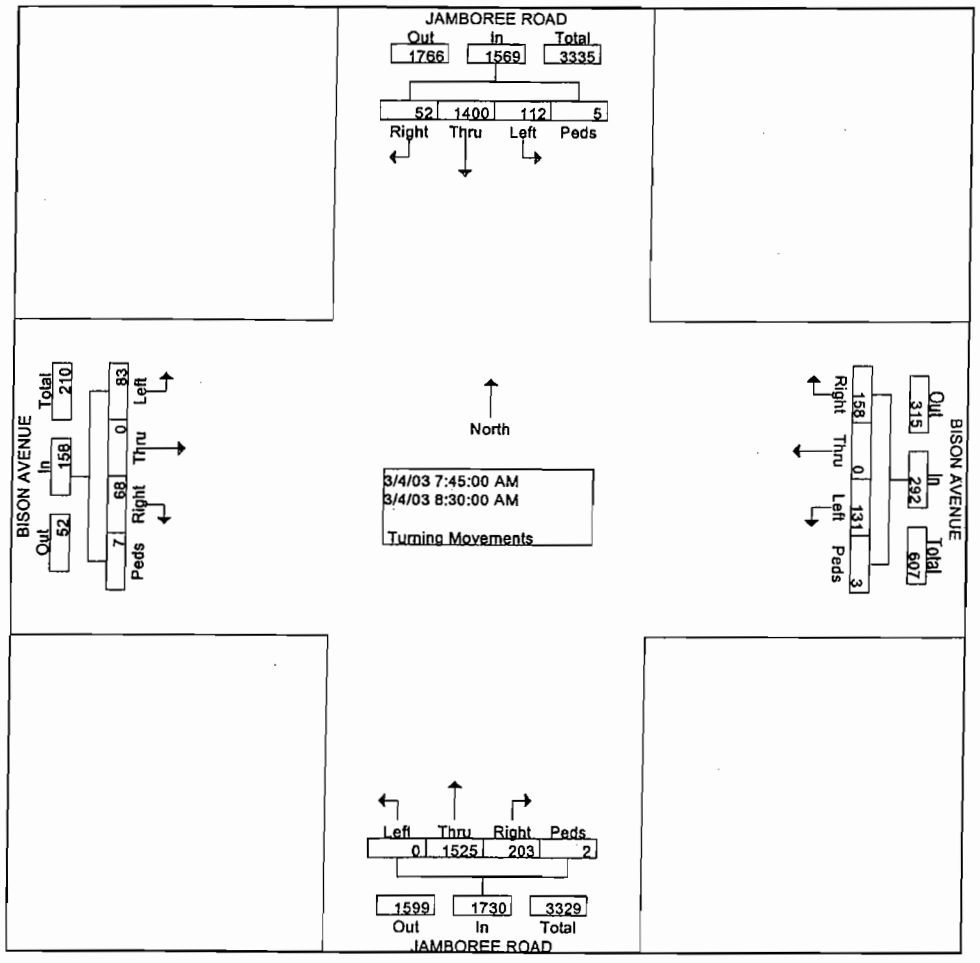
Groups Printed- Turning Movements

	JAMBOREE ROAD Southbound				BISON AVENUE Westbound				JAMBOREE ROAD Northbound				BISON AVENUE Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	4	286	16	0	23	0	18	1	39	285	0	1	7	0	15	3	698
07:30 AM	4	269	19	0	38	0	36	0	31	327	0	0	10	0	15	3	752
07:45 AM	12	354	26	0	45	0	46	0	47	410	0	0	34	0	27	1	1002
Total	20	909	61	0	106	0	100	1	117	1022	0	1	51	0	57	7	2452
08:00 AM	19	341	13	4	39	0	23	3	71	385	0	0	29	0	25	2	954
08:15 AM	10	379	21	0	32	0	29	0	39	342	0	2	4	0	21	4	883
08:30 AM	11	326	52	1	42	0	33	0	46	388	0	0	1	0	10	0	910
08:45 AM	11	386	24	2	40	0	38	0	49	359	0	0	7	0	13	2	931
Total	51	1432	110	7	153	0	123	3	205	1474	0	2	41	0	69	8	3678
09:00 AM	11	351	32	2	40	0	24	0	56	270	0	3	4	0	16	1	810
*** BREAK ***																	
Total	11	351	32	2	40	0	24	0	56	270	0	3	4	0	16	1	810
*** BREAK ***																	
03:30 PM	12	344	31	0	45	2	41	1	53	369	0	3	3	0	27	3	934
03:45 PM	14	304	28	0	35	0	40	4	36	345	0	1	6	0	5	0	818
Total	26	648	59	0	80	2	81	5	89	714	0	4	9	0	32	3	1752
04:00 PM	6	324	34	0	35	0	39	2	39	367	0	2	1	0	17	2	868
04:15 PM	15	350	33	1	37	0	46	1	37	367	0	1	0	0	10	1	899
04:30 PM	14	332	20	0	29	0	42	2	27	393	2	0	4	0	15	0	880
04:45 PM	14	364	29	1	40	0	55	1	36	373	0	0	3	0	12	4	932
Total	49	1370	116	2	141	0	182	6	139	1500	2	3	8	0	54	7	3579
05:00 PM	11	374	21	0	46	0	72	4	42	333	0	2	7	0	10	3	925
05:15 PM	13	444	31	1	54	0	52	2	45	310	0	0	2	0	9	0	963
05:30 PM	13	450	29	0	34	0	47	0	51	308	1	0	5	2	12	0	952
05:45 PM	21	397	37	0	42	0	35	0	33	284	0	4	7	0	19	1	880
Total	58	1665	118	1	176	0	206	6	171	1235	1	6	21	2	50	4	3720
06:00 PM	11	343	29	0	38	1	49	0	36	287	0	2	2	0	5	0	803
06:15 PM	16	289	21	0	49	1	44	1	27	317	0	0	2	0	7	0	774
Grand Total	242	7007	546	12	783	4	809	22	840	6819	3	21	138	2	290	30	17568
Apprch %	3.1	89.8	7.0	0.2	48.4	0.2	50.0	1.4	10.9	88.8	0.0	0.3	30.0	0.4	63.0	6.5	
Total %	1.4	39.9	3.1	0.1	4.5	0.0	4.6	0.1	4.8	38.8	0.0	0.1	0.8	0.0	1.7	0.2	

Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0303011
Site Code : 00000979
Start Date : 03/04/2003
Page No : 2

	JAMBOREE ROAD Southbound					BISON AVENUE Westbound					JAMBOREE ROAD Northbound					BISON AVENUE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	52	1400	112	5	1569	158	0	131	3	292	203	1525	0	2	1730	68	0	83	7	158	3749
Percent	3.3	89.2	7.1	0.3		54.1	0.0	44.9	1.0		11.7	88.2	0.0	0.1		43.0	0.0	52.5	4.4		
07:45 Volume	12	354	26	0	392	45	0	46	0	91	47	410	0	0	457	34	0	27	1	62	1002
Peak Factor																					0.935
High Int.	08:15 AM					07:45 AM					07:45 AM					07:45 AM					
Volume	10	379	21	0	410	45	0	46	0	91	47	410	0	0	457	34	0	27	1	62	
Peak Factor					0.957					0.802					0.946					0.637	



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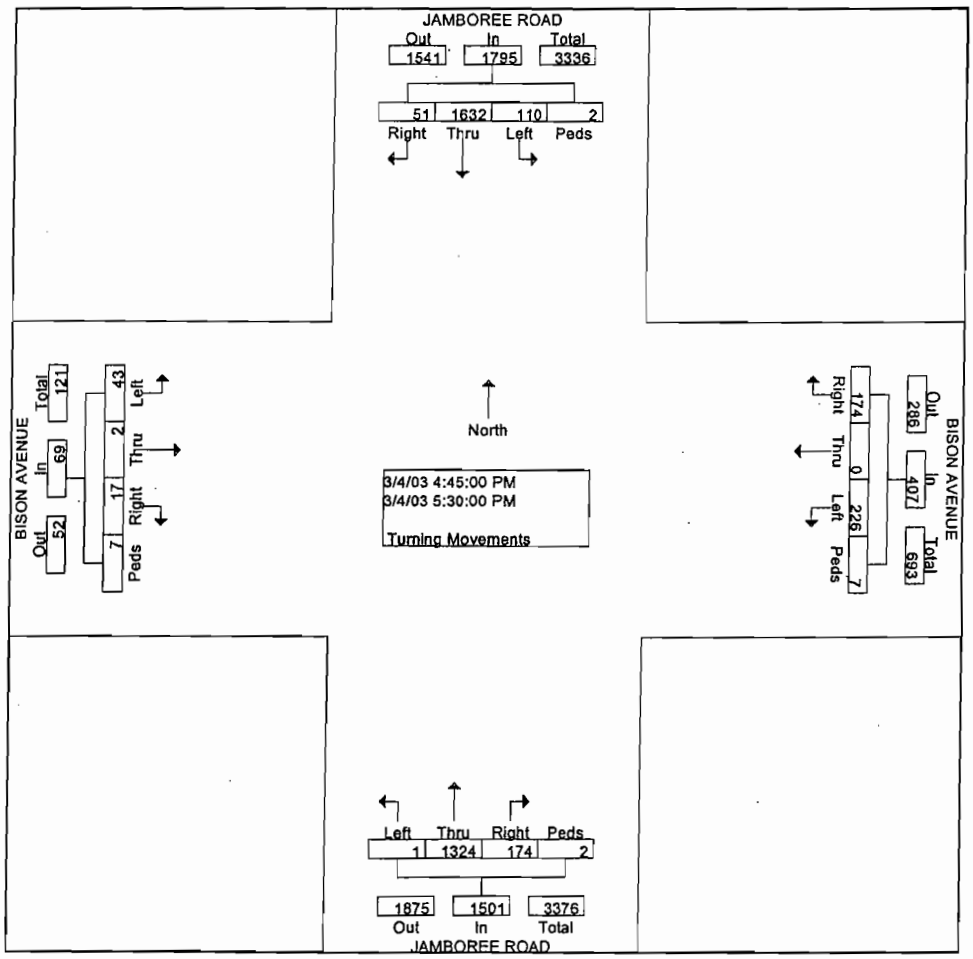
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0303011
Site Code : 00000979
Start Date : 03/04/2003
Page No : 3

	JAMBOREE ROAD Southbound					BISON AVENUE Westbound					JAMBOREE ROAD Northbound					BISON AVENUE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	51	1632	110	2	1795	174	0	226	7	407	174	1324	1	2	1501	17	2	43	7	69	3772
Percent	2.8	90.9	6.1	0.1		42.8	0.0	55.5	1.7		11.6	88.2	0.1	0.1		24.6	2.9	62.3	10.1		
05:15 Volume	13	444	31	1	489	54	0	52	2	108	45	310	0	0	355	2	0	9	0	11	963
Peak Factor																					0.979
High Int.	05:30 PM					05:00 PM					04:45 PM					05:00 PM					
Volume	13	450	29	0	492	46	0	72	4	122	36	373	0	0	409	7	0	10	3	20	
Peak Factor					0.912					0.834					0.917					0.863	



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Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

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

File Name : H0303015
Site Code : 00000918
Start Date : 03/05/2003
Page No : 1

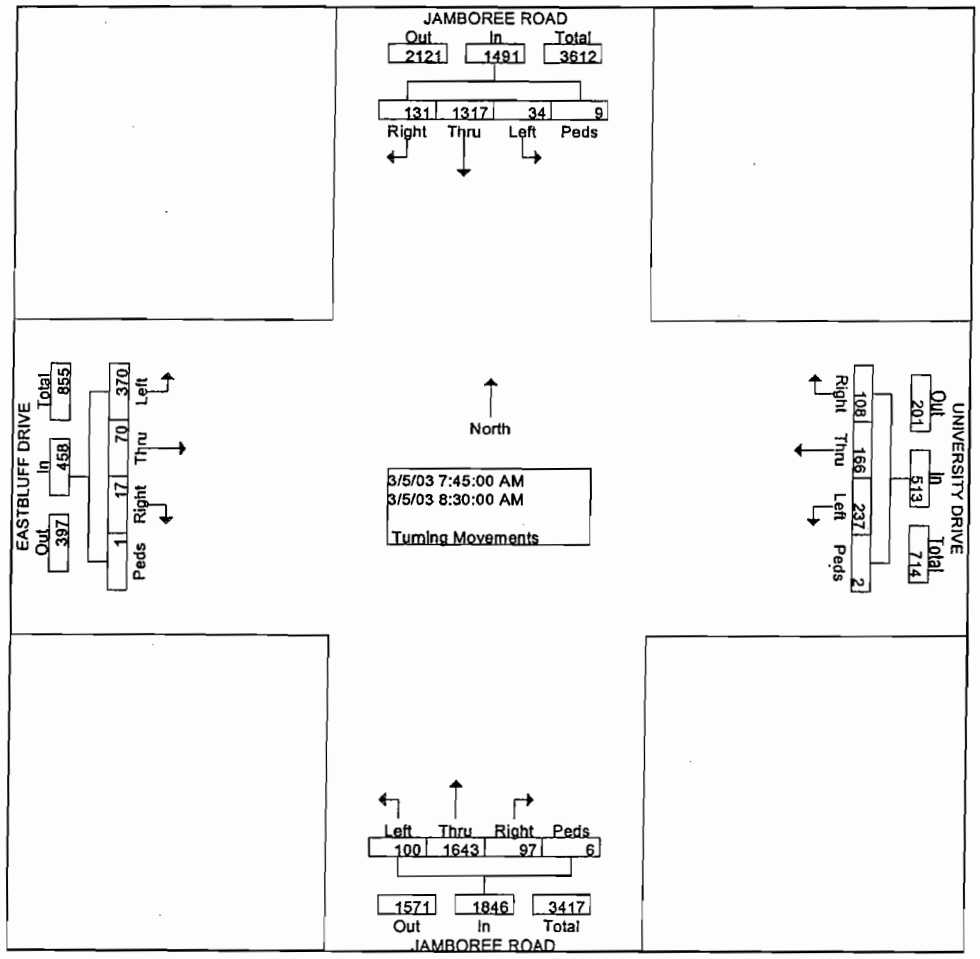
Groups Printed- Turning Movements

	JAMBOREE ROAD Southbound				UNIVERSITY DRIVE Westbound				JAMBOREE ROAD Northbound				EASTBLUFF DRIVE Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	26	243	0	1	5	41	14	0	2	242	4	0	8	16	57	0	659
07:30 AM	45	278	1	0	5	51	7	0	19	330	13	0	2	25	96	0	872
07:45 AM	42	332	1	1	20	102	53	0	22	398	79	0	11	19	90	0	1170
Total	113	853	2	2	30	194	74	0	43	970	96	0	21	60	243	0	2701
08:00 AM	43	335	17	1	20	30	63	1	18	396	8	2	3	20	98	0	1055
08:15 AM	21	344	5	0	27	19	58	1	26	460	6	1	1	13	98	1	1081
08:30 AM	25	306	11	7	41	15	63	0	31	389	7	3	2	18	84	0	1002
08:45 AM	34	290	12	2	37	19	47	0	23	403	3	0	2	10	66	0	948
Total	123	1275	45	10	125	83	231	2	98	1648	24	6	8	61	346	1	4086
09:00 AM	42	350	13	3	23	14	59	0	24	337	10	0	0	18	60	0	953
*** BREAK ***																	
Total	42	350	13	3	23	14	59	0	24	337	10	0	0	18	60	0	953
*** BREAK ***																	
11:30 AM	47	246	24	2	8	17	45	0	15	299	9	0	2	15	52	1	782
11:45 AM	51	275	9	0	7	14	28	2	11	319	5	0	1	12	28	1	763
Total	98	521	33	2	15	31	73	2	26	618	14	0	3	27	80	2	1545
12:00 PM	96	285	19	2	11	29	33	0	8	307	10	0	4	11	48	0	863
12:15 PM	63	254	27	1	8	16	41	0	14	323	3	0	5	13	67	1	836
12:30 PM	48	258	20	1	4	16	15	0	6	330	12	0	4	24	79	0	817
12:45 PM	86	267	26	2	2	17	38	0	8	320	5	0	1	21	58	0	851
Total	293	1064	92	6	25	78	127	0	36	1280	30	0	14	69	252	1	3367
01:00 PM	69	273	22	2	4	25	35	0	8	307	17	0	4	18	60	0	844
01:15 PM	59	247	12	3	5	39	25	0	12	353	11	0	2	16	50	0	834
*** BREAK ***																	
Total	128	520	34	5	9	64	60	0	20	660	28	0	6	34	110	0	1678
*** BREAK ***																	
03:30 PM	77	319	7	1	0	34	23	0	7	408	12	0	0	20	42	0	950
03:45 PM	95	331	26	0	6	33	45	1	5	371	8	0	0	11	44	0	976
Total	172	650	33	1	6	67	68	1	12	779	20	0	0	31	86	0	1926
04:00 PM	57	353	20	0	6	16	43	0	8	401	6	0	4	18	51	0	983
04:15 PM	69	320	5	0	3	29	41	0	2	401	6	0	2	14	34	0	926
04:30 PM	47	364	6	0	4	20	43	1	6	431	16	0	1	26	72	0	1037
04:45 PM	63	330	13	2	11	29	48	0	18	342	14	0	0	15	51	0	936
Total	236	1367	44	2	24	94	175	1	34	1575	42	0	7	73	208	0	3882
05:00 PM	55	358	16	0	8	18	64	0	15	370	10	1	2	23	56	0	996
05:15 PM	74	418	34	8	18	34	60	0	30	292	11	0	3	21	32	3	1038
05:30 PM	87	421	42	13	12	48	71	0	47	357	10	0	2	24	61	1	1196
05:45 PM	81	364	19	5	14	33	93	0	35	304	12	0	1	21	43	3	1028
Total	297	1561	111	26	52	133	288	0	127	1323	43	1	8	89	192	7	4258
06:00 PM	71	327	3	6	14	33	45	0	46	374	14	0	2	30	52	0	1017
06:15 PM	74	265	7	5	15	33	55	0	37	340	8	1	1	17	36	1	895
Grand Total	1647	8753	417	68	338	824	1255	6	503	9904	329	8	70	509	1665	12	26308
Apprch %	15.1	80.4	3.8	0.6	13.9	34.0	51.8	0.2	4.7	92.2	3.1	0.1	3.1	22.6	73.8	0.5	
Total %	6.3	33.3	1.6	0.3	1.3	3.1	4.8	0.0	1.9	37.6	1.3	0.0	0.3	1.9	6.3	0.0	

Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0303015
Site Code : 00000918
Start Date : 03/05/2003
Page No : 2

	JAMBOREE ROAD Southbound					UNIVERSITY DRIVE Westbound					JAMBOREE ROAD Northbound					EASTBLUFF DRIVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	131	1317	34	9	1491	108	166	237	2	513	97	1643	100	6	1846	17	70	370	1	458	4308
Percent	8.8	88.3	2.3	0.6		21.1	32.4	46.2	0.4		5.3	89.0	5.4	0.3		3.7	15.3	80.8	0.2		
07:45 Volume	42	332	1	1	376	20	102	53	0	175	22	398	79	0	499	11	19	90	0	120	1170
Peak Factor																					0.921
High Int.	08:00 AM					07:45 AM					07:45 AM					08:00 AM					
Volume	43	335	17	1	396	20	102	53	0	175	22	398	79	0	499	3	20	98	0	121	
Peak Factor					0.941					0.733					0.925					0.946	



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Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
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File Name : H0303015
Site Code : 00000918
Start Date : 03/05/2003
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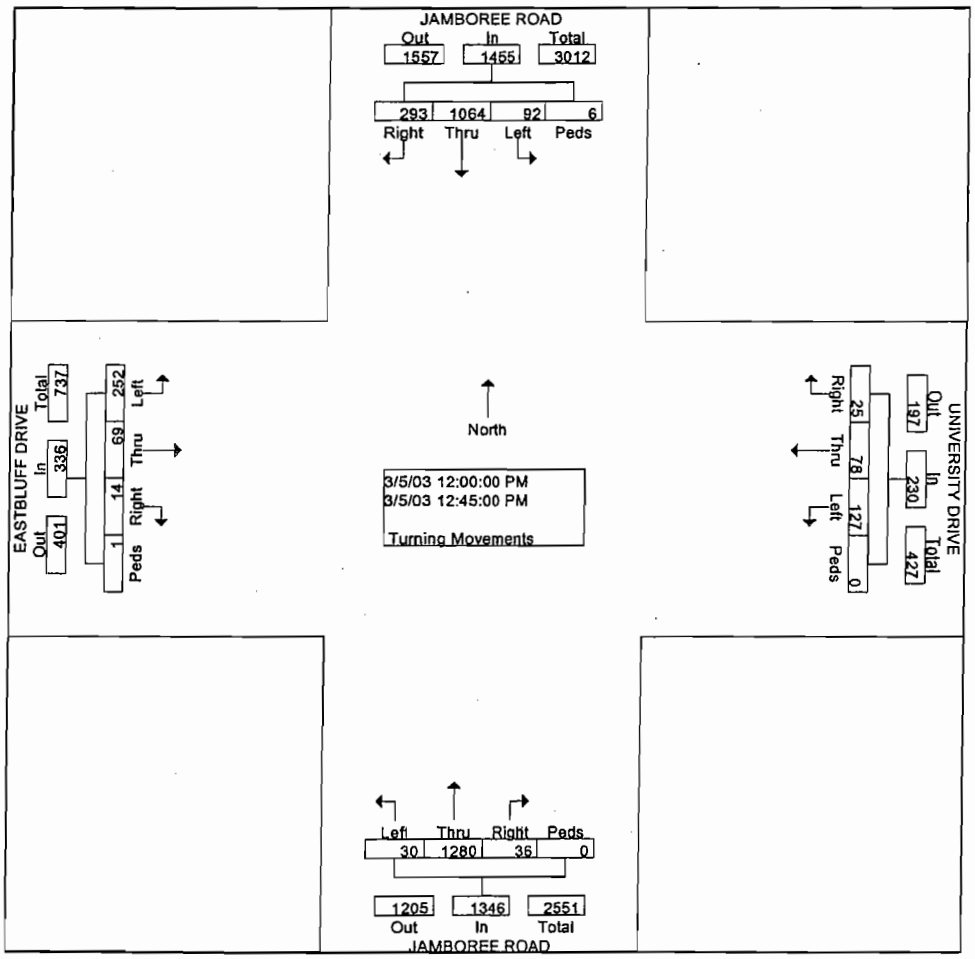
	JAMBOREE ROAD Southbound					UNIVERSITY DRIVE Westbound					JAMBOREE ROAD Northbound					EASTBLUFF DRIVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Intersection	12:00 PM																				
Volume	293	1064	92	6	1455	25	78	127	0	230	36	1280	30	0	1346	14	69	252	1	336	3367
Percent	20.1	73.1	6.3	0.4		10.9	33.9	55.2	0.0		2.7	95.1	2.2	0.0		4.2	20.5	75.0	0.3		
12:00 Volume	96	285	19	2	402	11	29	33	0	73	8	307	10	0	325	4	11	48	0	63	863
Peak Factor																					0.975
High Int.	12:00 PM					12:00 PM					12:30 PM					12:30 PM					
Volume	96	285	19	2	402	11	29	33	0	73	6	330	12	0	348	4	24	79	0	107	
Peak Factor					0.905					0.788					0.967					0.785	



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Transportation Studies, Inc.
1820 E. Garry Avenue
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File Name : H0303015
Site Code : 00000918
Start Date : 03/05/2003
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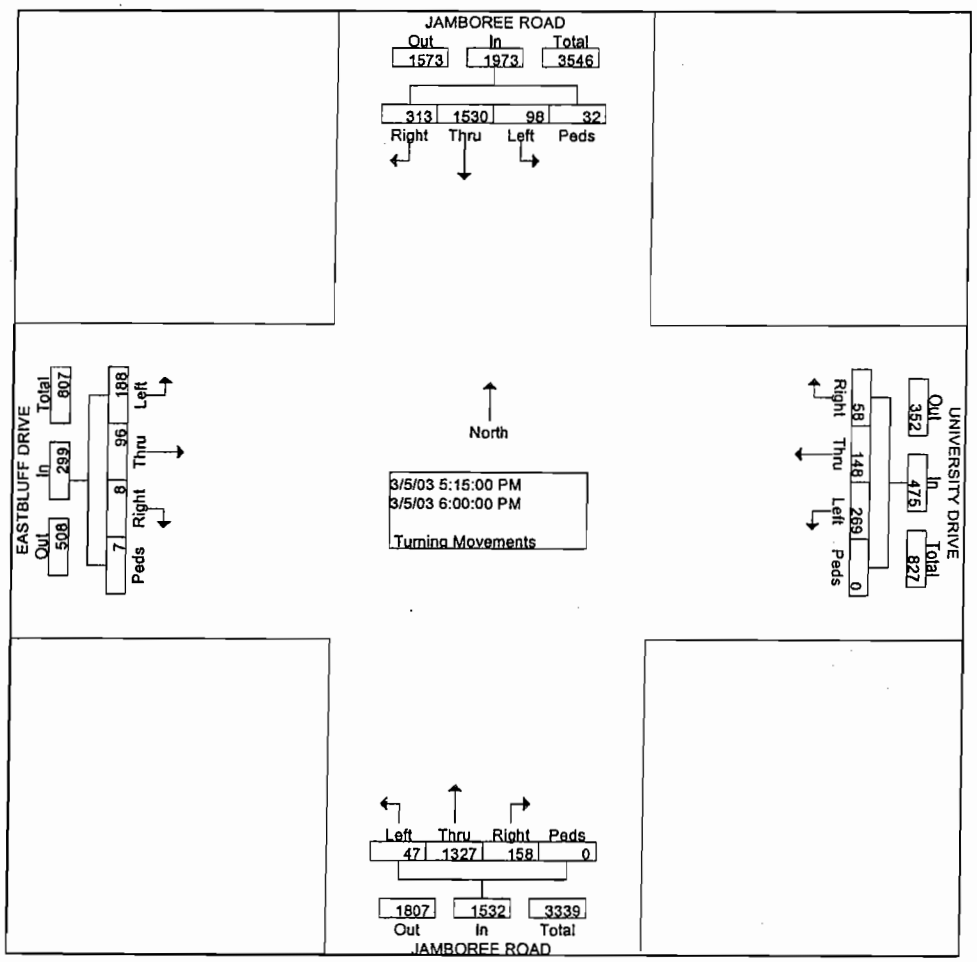
	JAMBOREE ROAD Southbound					UNIVERSITY DRIVE Westbound					JAMBOREE ROAD Northbound					EASTBLUFF DRIVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:15 PM																				
Volume	313	1530	98	32	1973	58	148	269	0	475	158	1327	47	0	1532	8	96	188	7	299	4279
Percent	15.9	77.5	5.0	1.6		12.2	31.2	56.6	0.0		10.3	86.6	3.1	0.0		2.7	32.1	62.9	2.3		
05:30 Volume	87	421	42	13	563	12	48	71	0	131	47	357	10	0	414	2	24	61	1	88	1196
Peak Factor																					0.894
High Int.	05:30 PM					05:45 PM					06:00 PM					05:30 PM					
Volume	87	421	42	13	563	14	33	93	0	140	46	374	14	0	434	2	24	61	1	88	
Peak Factor					0.876					0.848					0.882					0.849	



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Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City: NEWPORT BEACH
N-S Direction: MACARTHUR BOULEVARD
E-W Direction: SAN MIGUEL DRIVE

File Name : h0303021
Site Code : 00000924
Start Date : 03/05/2003
Page No : 1

Groups Printed- Turning Movements

	MACARTHUR BOULEVARD Southbound				SAN MIGUEL DRIVE Westbound				MACARTHUR BOULEVARD Northbound				SAN MIGUEL DRIVE Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	88	211	1	0	0	21	22	0	8	280	12	0	8	8	18	0	677
07:30 AM	91	197	2	1	2	34	41	0	19	398	10	0	4	13	34	1	847
07:45 AM	154	240	1	0	1	65	54	0	41	337	19	0	5	19	24	1	961
Total	333	648	4	1	3	120	117	0	68	1015	41	0	17	40	76	2	2485
08:00 AM	143	195	0	0	2	76	85	0	71	294	29	1	5	17	39	2	959
08:15 AM	184	185	0	0	1	68	39	1	49	361	36	0	5	24	53	0	1006
08:30 AM	148	170	1	0	3	66	49	0	44	279	41	0	7	16	58	0	882
08:45 AM	155	199	0	0	1	87	39	0	55	311	36	0	4	21	54	0	962
Total	630	749	1	0	7	297	212	1	219	1245	142	1	21	78	204	2	3809
09:00 AM	192	150	1	0	0	87	73	0	38	236	24	0	4	32	67	2	906
*** BREAK ***																	
Total	192	150	1	0	0	87	73	0	38	236	24	0	4	32	67	2	906
*** BREAK ***																	
11:30 AM	113	176	1	0	2	71	50	0	24	175	11	0	9	48	121	0	801
11:45 AM	129	204	0	0	6	64	28	0	32	254	14	0	5	58	128	0	922
Total	242	380	1	0	8	135	78	0	56	429	25	0	14	106	249	0	1723
12:00 PM	130	204	1	0	6	51	64	0	37	193	34	0	15	70	125	0	930
12:15 PM	103	175	4	0	9	73	54	0	61	213	23	0	5	75	124	0	919
12:30 PM	108	131	1	1	10	49	46	2	59	230	27	0	4	55	119	0	842
12:45 PM	120	197	0	1	2	54	41	2	45	164	28	1	6	58	104	3	826
Total	461	707	6	2	27	227	205	4	202	800	112	1	30	258	472	3	3517
01:00 PM	124	234	1	0	12	72	40	2	74	334	19	2	4	99	58	1	1076
01:15 PM	84	208	0	0	6	82	61	0	71	301	39	0	3	75	105	1	1036
*** BREAK ***																	
Total	208	442	1	0	18	154	101	2	145	635	58	2	7	174	163	2	2112
*** BREAK ***																	
03:30 PM	78	215	2	1	6	39	36	0	44	253	9	0	10	79	146	0	918
03:45 PM	100	300	2	1	1	67	51	0	63	237	27	1	9	64	123	0	1046
Total	178	515	4	2	7	106	87	0	107	490	36	1	19	143	269	0	1964
04:00 PM	118	258	0	0	7	58	38	1	54	220	21	0	14	72	133	1	995
04:15 PM	98	244	1	0	10	72	60	0	46	261	39	0	7	93	116	0	1047
04:30 PM	101	241	1	1	4	55	37	2	52	203	14	0	6	118	135	0	970
04:45 PM	75	249	2	0	4	48	50	2	68	252	29	1	4	97	143	0	1024
Total	392	992	4	1	25	233	185	5	220	936	103	1	31	380	527	1	4036
05:00 PM	62	255	0	0	8	41	52	1	54	222	20	0	15	90	206	1	1027
05:15 PM	80	261	3	1	6	69	42	0	75	268	18	3	7	92	186	2	1113
05:30 PM	67	253	1	0	4	73	52	1	49	190	18	1	20	93	153	0	975
05:45 PM	104	265	4	0	2	56	53	1	72	231	18	0	7	87	142	0	1042
Total	313	1034	8	1	20	239	199	3	250	911	74	4	49	362	687	3	4157
06:00 PM	64	328	2	0	5	56	73	2	54	203	13	0	11	80	118	0	1009
06:15 PM	51	301	2	0	1	45	51	1	78	237	25	0	7	68	118	0	985
Grand Total	3064	6246	34	7	121	1699	1381	18	1437	7137	653	10	210	1721	2950	15	26703
Apprch %	32.8	66.8	0.4	0.1	3.8	52.8	42.9	0.6	15.6	77.3	7.1	0.1	4.3	35.2	60.3	0.3	
Total %	11.5	23.4	0.1	0.0	0.5	6.4	5.2	0.1	5.4	26.7	2.4	0.0	0.8	6.4	11.0	0.1	

Transportation Studies, Inc.
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File Name : h0303021
Site Code : 00000924
Start Date : 03/05/2003
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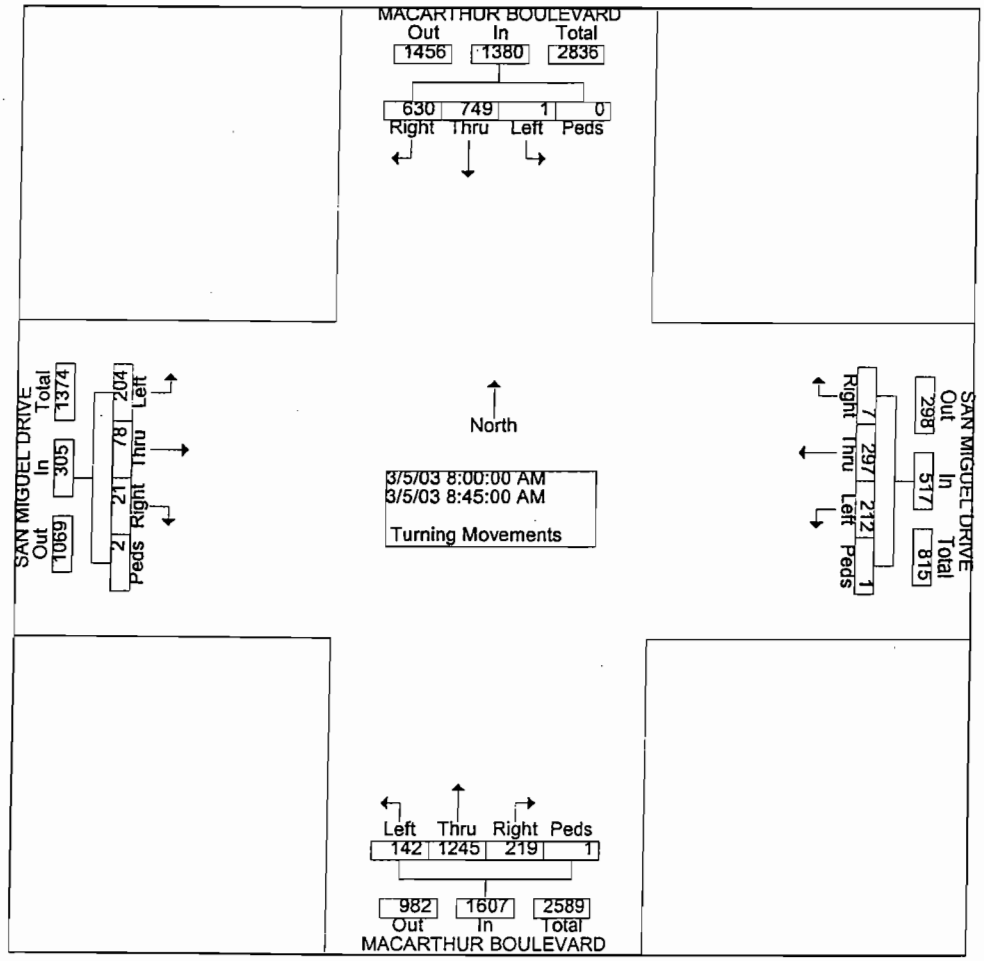
	MACARTHUR BOULEVARD Southbound					SAN MIGUEL DRIVE Westbound					MACARTHUR BOULEVARD Northbound					SAN MIGUEL DRIVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	630	749	1	0	1380	7	297	212	1	517	219	1245	142	1	1607	21	78	204	2	305	3809
Percent	45.7	54.3	0.1	0.0		1.4	57.4	41.0	0.2		13.6	77.5	8.8	0.1		6.9	25.6	66.9	0.7		
08:15 Volume	184	185	0	0	369	1	68	39	1	109	49	361	36	0	446	5	24	53	0	82	1006
Peak Factor																					0.947
High Int.	08:15 AM					08:00 AM					08:15 AM					08:15 AM					
Volume	184	185	0	0	369	2	76	85	0	163	49	361	36	0	446	5	24	53	0	82	
Peak Factor					0.935					0.793					0.901					0.930	



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Transportation Studies, Inc.
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File Name : h0303021
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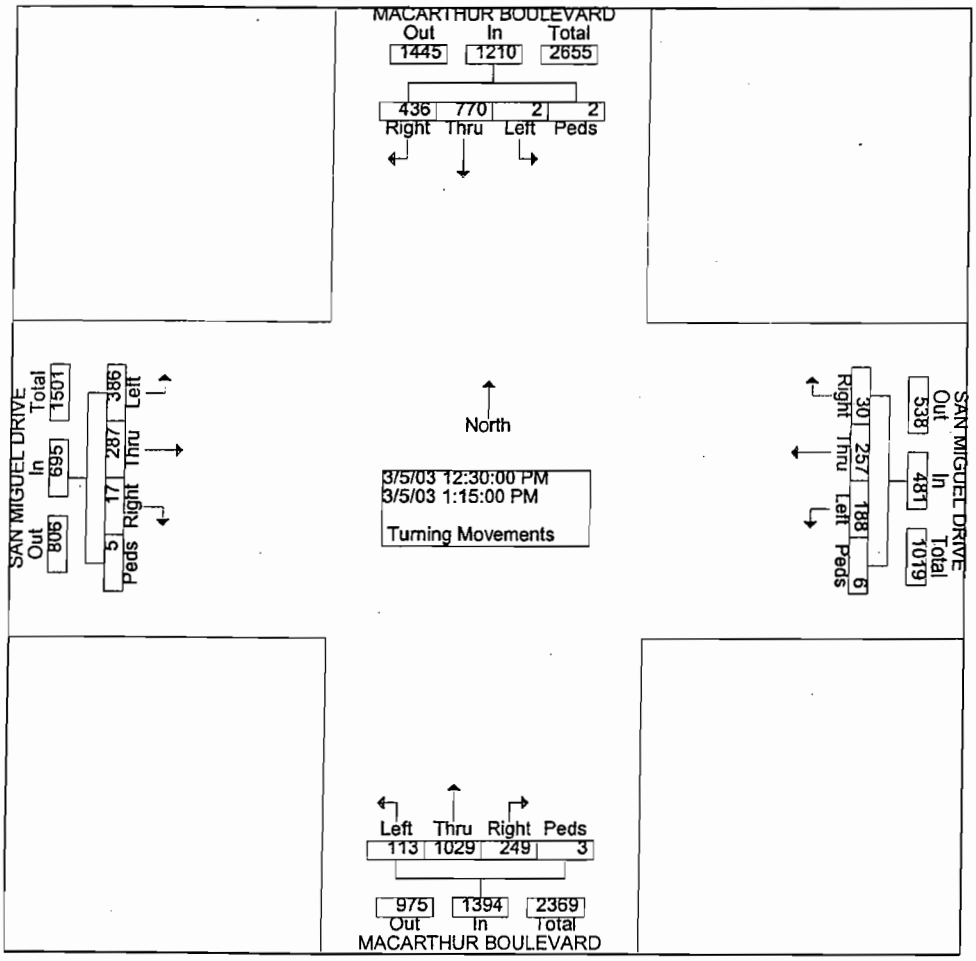
	MACARTHUR BOULEVARD Southbound					SAN MIGUEL DRIVE Westbound					MACARTHUR BOULEVARD Northbound					SAN MIGUEL DRIVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Intersection	12:30 PM																				
Volume	436	770	2	2	1210	30	257	188	6	481	249	1029	113	3	1394	17	287	386	5	695	3780
Percent	36.0	63.6	0.2	0.2		6.2	53.4	39.1	1.2		17.9	73.8	8.1	0.2		2.4	41.3	55.5	0.7		
01:00 Volume	124	234	1	0	359	12	72	40	2	126	74	334	19	2	429	4	99	58	1	162	1076
Peak Factor																					0.878
High Int.	01:00 PM					01:15 PM					01:00 PM					01:15 PM					
Volume	124	234	1	0	359	6	82	61	0	149	74	334	19	2	429	3	75	105	1	184	
Peak Factor					0.843					0.807					0.812					0.944	



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Transportation Studies, Inc.
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File Name : h0303021
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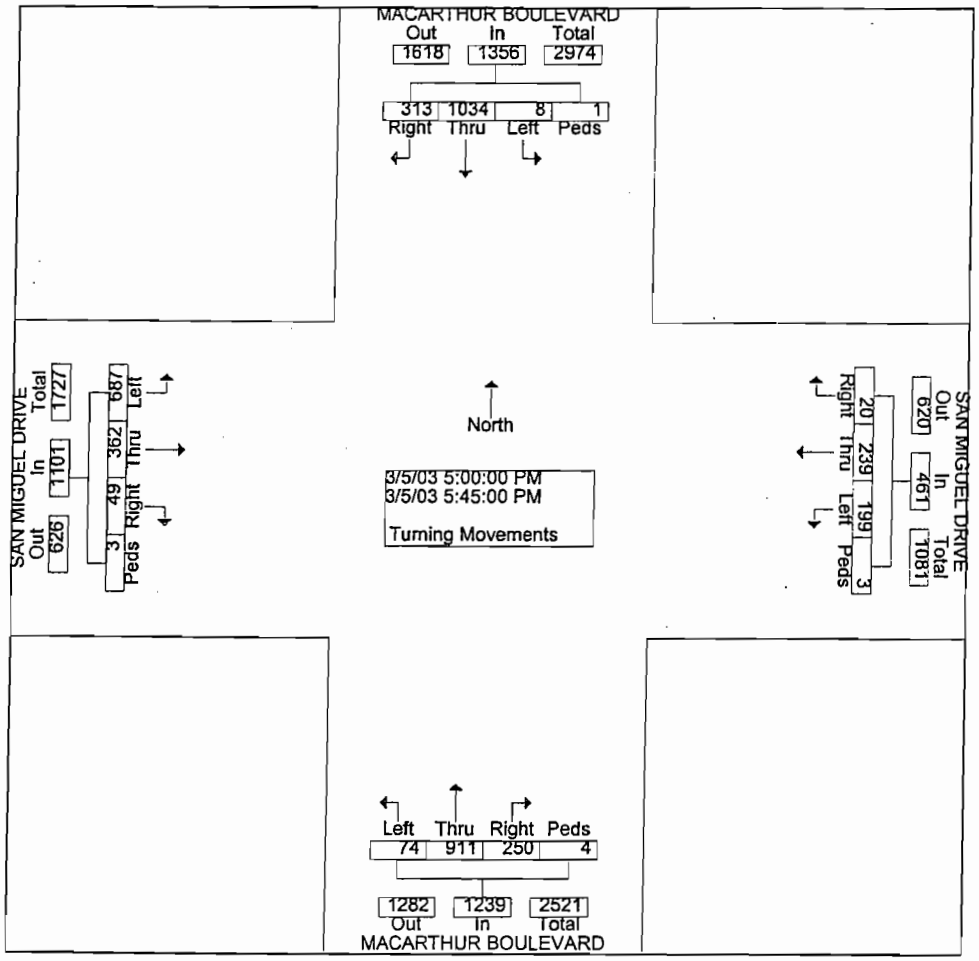
	MACARTHUR BOULEVARD Southbound					SAN MIGUEL DRIVE Westbound					MACARTHUR BOULEVARD Northbound					SAN MIGUEL DRIVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	313	1034	8	1	1356	20	239	199	3	461	250	911	74	4	1239	49	362	687	3	1101	4157
Percent	23.1	76.3	0.6	0.1		4.3	51.8	43.2	0.7		20.2	73.5	6.0	0.3		4.5	32.9	62.4	0.3		
05:15 Volume	80	261	3	1	345	6	69	42	0	117	75	268	18	3	364	7	92	186	2	287	1113
Peak Factor																					0.934
High Int.	05:45 PM					05:30 PM					05:15 PM					05:00 PM					
Volume	104	265	4	0	373	4	73	52	1	130	75	268	18	3	364	15	90	206	1	312	
Peak Factor					0.909					0.887					0.851					0.882	



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Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

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

File Name : H0303022
Site Code : 00000919
Start Date : 03/05/2003
Page No : 1

Groups Printed- Turning Movements

	MACARTHUR BOULEVARD Southbound				SAN JOAQUIN HILLS ROAD Westbound				MACARTHUR BOULEVARD Northbound				SAN JOAQUIN HILLS ROAD Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	179	251	93	0	24	16	4	3	7	296	15	2	5	22	25	1	943
07:30 AM	167	307	101	0	48	47	1	0	0	310	29	0	11	40	29	0	1090
07:45 AM	238	410	136	0	166	105	4	1	1	411	20	0	14	62	23	0	1591
Total	584	968	330	0	238	168	9	4	8	1017	64	2	30	124	77	1	3624
08:00 AM	269	354	101	1	150	122	6	2	0	284	23	0	15	76	25	2	1430
08:15 AM	245	327	89	0	217	124	4	4	2	374	19	2	9	31	31	1	1479
08:30 AM	235	329	82	2	172	113	5	0	3	384	5	0	7	30	28	0	1395
08:45 AM	221	322	77	0	164	73	5	1	0	350	22	0	6	24	24	0	1289
Total	970	1332	349	3	703	432	20	7	5	1392	69	2	37	161	108	3	5593
09:00 AM	209	311	72	1	167	76	8	0	2	336	19	0	4	21	19	0	1245
*** BREAK ***																	
Total	209	311	72	1	167	76	8	0	2	336	19	0	4	21	19	0	1245
*** BREAK ***																	
11:30 AM	103	279	94	0	46	58	3	1	21	286	27	1	20	46	69	0	1054
11:45 AM	97	339	87	1	78	57	5	0	5	339	15	0	21	61	73	1	1179
Total	200	618	181	1	124	115	8	1	26	625	42	1	41	107	142	1	2233
12:00 PM	131	306	101	0	43	70	2	0	3	308	11	0	16	60	72	1	1124
12:15 PM	125	274	97	0	92	62	0	0	0	339	9	1	22	59	93	1	1174
12:30 PM	102	219	80	0	132	32	7	0	7	322	9	0	14	74	73	0	1071
12:45 PM	104	311	108	0	66	46	2	0	1	249	24	0	16	54	76	0	1057
Total	462	1110	386	0	333	210	11	0	11	1218	53	1	68	247	314	2	4426
01:00 PM	101	296	105	2	85	84	10	0	7	389	10	0	15	58	75	0	1237
01:15 PM	98	289	96	0	153	91	10	0	19	376	9	0	13	55	68	3	1280
*** BREAK ***																	
Total	199	585	201	2	238	175	20	0	26	765	19	0	28	113	143	3	2517
*** BREAK ***																	
03:30 PM	100	290	90	0	134	89	16	0	6	378	11	0	22	71	100	0	1307
03:45 PM	84	362	121	0	174	59	4	0	2	413	7	0	21	69	98	2	1416
Total	184	652	211	0	308	148	20	0	8	791	18	0	43	140	198	2	2723
04:00 PM	69	349	133	0	121	47	6	1	6	397	19	0	20	83	126	2	1379
04:15 PM	63	336	113	2	98	62	17	0	9	353	10	0	17	57	116	1	1254
04:30 PM	57	285	140	0	101	70	6	1	1	330	10	0	29	89	131	0	1250
04:45 PM	60	308	152	0	100	54	6	0	2	345	16	0	36	98	143	0	1320
Total	249	1278	538	2	420	233	35	2	18	1425	55	0	102	327	516	3	5203
05:00 PM	57	302	146	0	100	44	6	3	0	376	9	3	39	111	157	1	1354
05:15 PM	50	280	149	1	103	81	8	0	9	402	17	0	33	105	155	1	1394
05:30 PM	54	300	140	1	88	85	5	0	2	393	10	2	30	95	146	1	1352
05:45 PM	59	327	135	0	104	75	8	1	3	396	8	0	26	92	130	1	1365
Total	220	1209	570	2	395	285	27	4	14	1567	44	5	128	403	588	4	5465
06:00 PM	62	355	146	0	84	69	2	0	2	348	13	0	24	100	137	0	1342
06:15 PM	57	310	134	0	128	85	6	1	0	350	7	0	21	88	122	0	1309
Grand Total	3396	8728	3118	11	3138	1996	166	19	120	9834	403	11	526	1831	2364	19	35680
Apprch %	22.3	57.2	20.4	0.1	59.0	37.5	3.1	0.4	1.2	94.8	3.9	0.1	11.1	38.6	49.9	0.4	
Total %	9.5	24.5	8.7	0.0	8.8	5.6	0.5	0.1	0.3	27.6	1.1	0.0	1.5	5.1	6.6	0.1	

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Transportation Studies, Inc.
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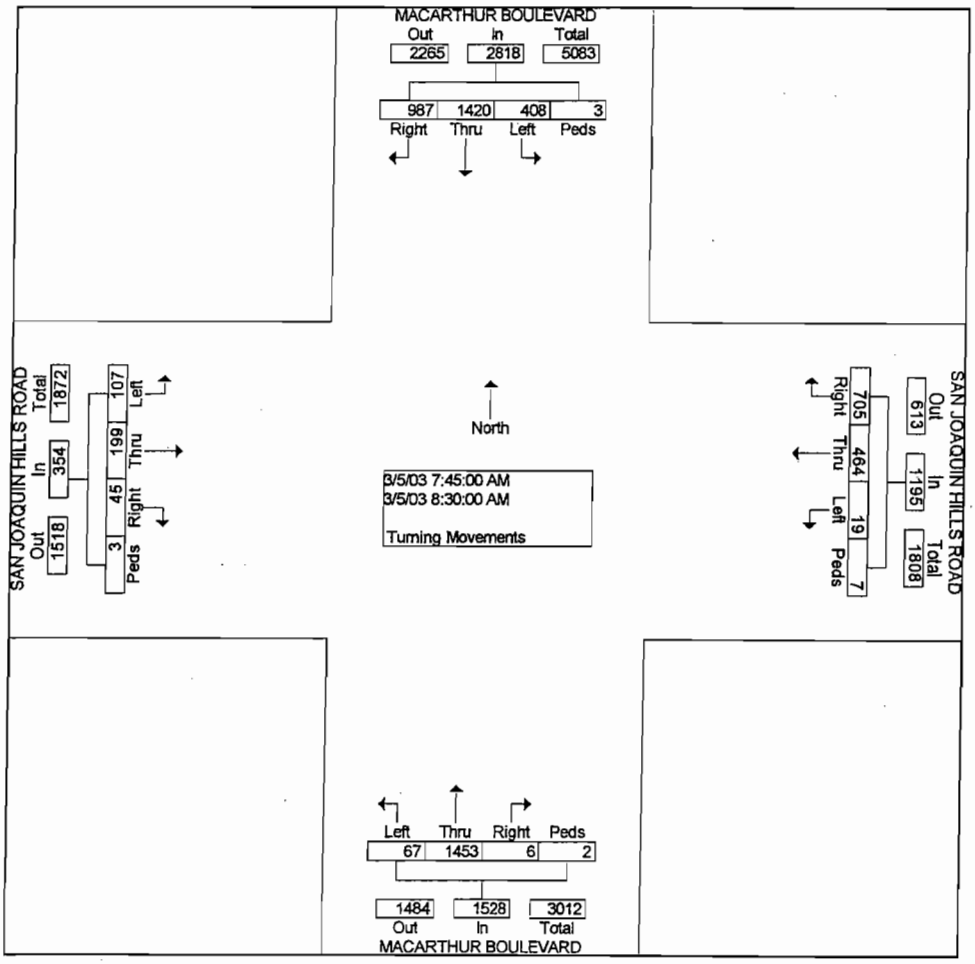
Suite 116
Santa Ana, CA. 92705

File Name : H0303022
Site Code : 00000919
Start Date : 03/05/2003
Page No : 2

	MACARTHUR BOULEVARD Southbound					SAN JOAQUIN HILLS ROAD Westbound					MACARTHUR BOULEVARD Northbound					SAN JOAQUIN HILLS ROAD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	987	1420	408	3	2818	705	464	19	7	1195	6	1453	67	2	1528	45	199	107	3	354	5895
Percent	35.0	50.4	14.5	0.1		59.0	38.8	1.6	0.6		0.4	95.1	4.4	0.1		12.7	56.2	30.2	0.8		
07:45 Volume	238	410	136	0	784	166	105	4	1	276	1	411	20	0	432	14	62	23	0	99	1591
Peak Factor																					0.926
High Int.	07:45 AM					08:15 AM					07:45 AM					08:00 AM					
Volume	238	410	136	0	784	217	124	4	4	349	1	411	20	0	432	15	76	25	2	118	
Peak Factor					0.899					0.856					0.884					0.750	



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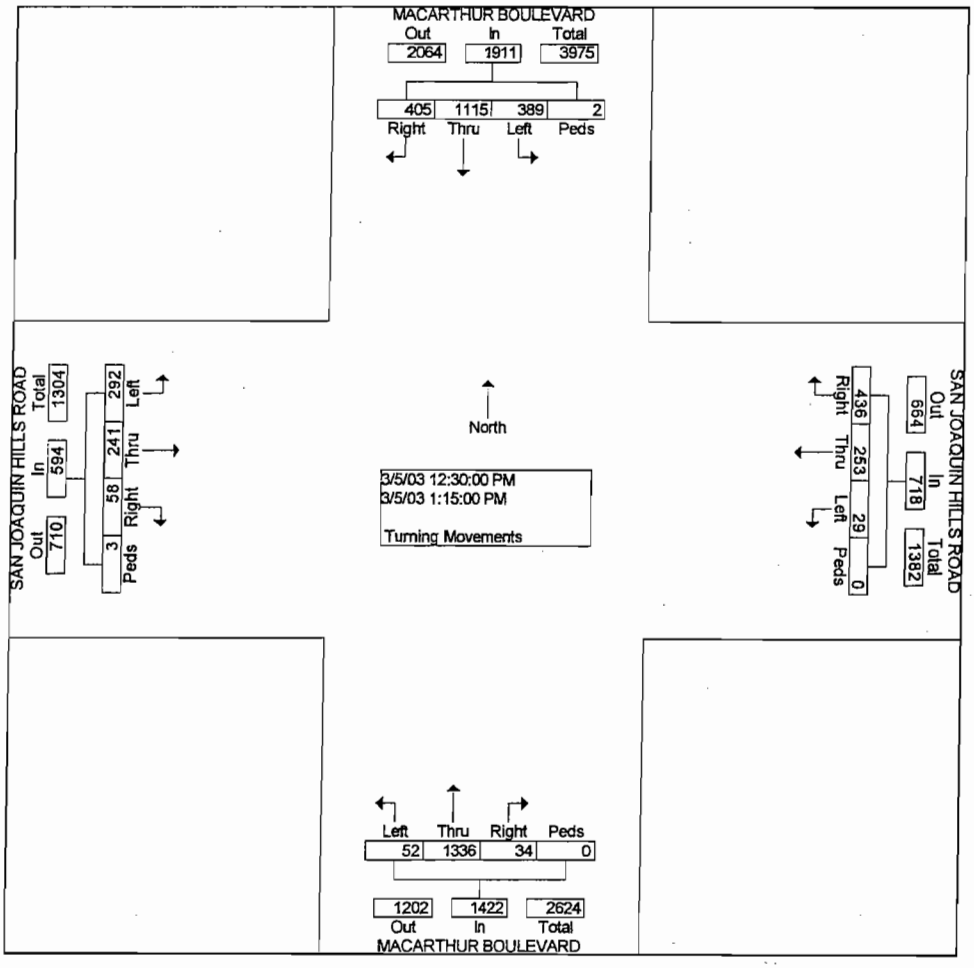
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0303022
Site Code : 00000919
Start Date : 03/05/2003
Page No : 3

	MACARTHUR BOULEVARD Southbound					SAN JOAQUIN HILLS ROAD Westbound					MACARTHUR BOULEVARD Northbound					SAN JOAQUIN HILLS ROAD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Intersection	12:30 PM																				
Volume	405	1115	389	2	1911	436	253	29	0	718	34	1336	52	0	1422	58	241	292	3	594	4645
Percent	21.2	58.3	20.4	0.1		60.7	35.2	4.0	0.0		2.4	94.0	3.7	0.0		9.8	40.6	49.2	0.5		
01:15 Volume	98	289	96	0	483	153	91	10	0	254	19	376	9	0	404	13	55	68	3	139	1280
Peak Factor																					0.907
High Int.	12:45 PM					01:15 PM					01:00 PM					12:30 PM					
Volume	104	311	108	0	523	153	91	10	0	254	7	389	10	0	406	14	74	73	0	161	
Peak Factor					0.913					0.707					0.876					0.922	



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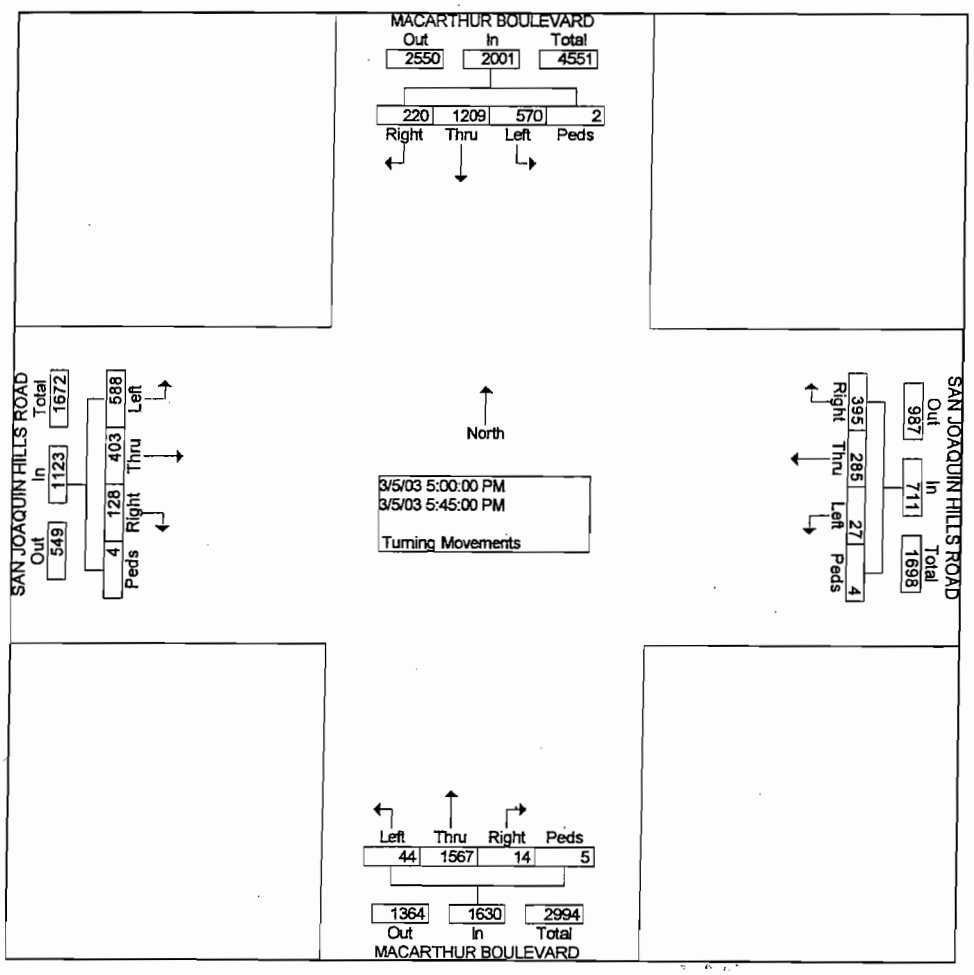
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0303022
Site Code : 00000919
Start Date : 03/05/2003
Page No : 4

	MACARTHUR BOULEVARD Southbound					SAN JOAQUIN HILLS ROAD Westbound					MACARTHUR BOULEVARD Northbound					SAN JOAQUIN HILLS ROAD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	220	1209	570	2	2001	395	285	27	4	711	14	1567	44	5	1630	128	403	588	4	1123	5465
Percent	11.0	60.4	28.5	0.1		55.6	40.1	3.8	0.6		0.9	96.1	2.7	0.3		11.4	35.9	52.4	0.4		
05:15 Volume	50	280	149	1	480	103	81	8	0	192	9	402	17	0	428	33	105	155	1	294	1394
Peak Factor																					0.980
High Int.	05:45 PM					05:15 PM					05:15 PM					05:00 PM					
Volume	59	327	135	0	521	103	81	8	0	192	9	402	17	0	428	39	111	157	1	308	
Peak Factor					0.960					0.926					0.952					0.912	



P153

Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

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

File Name : H0303023
Site Code : 00000924
Start Date : 03/06/2003
Page No : 1

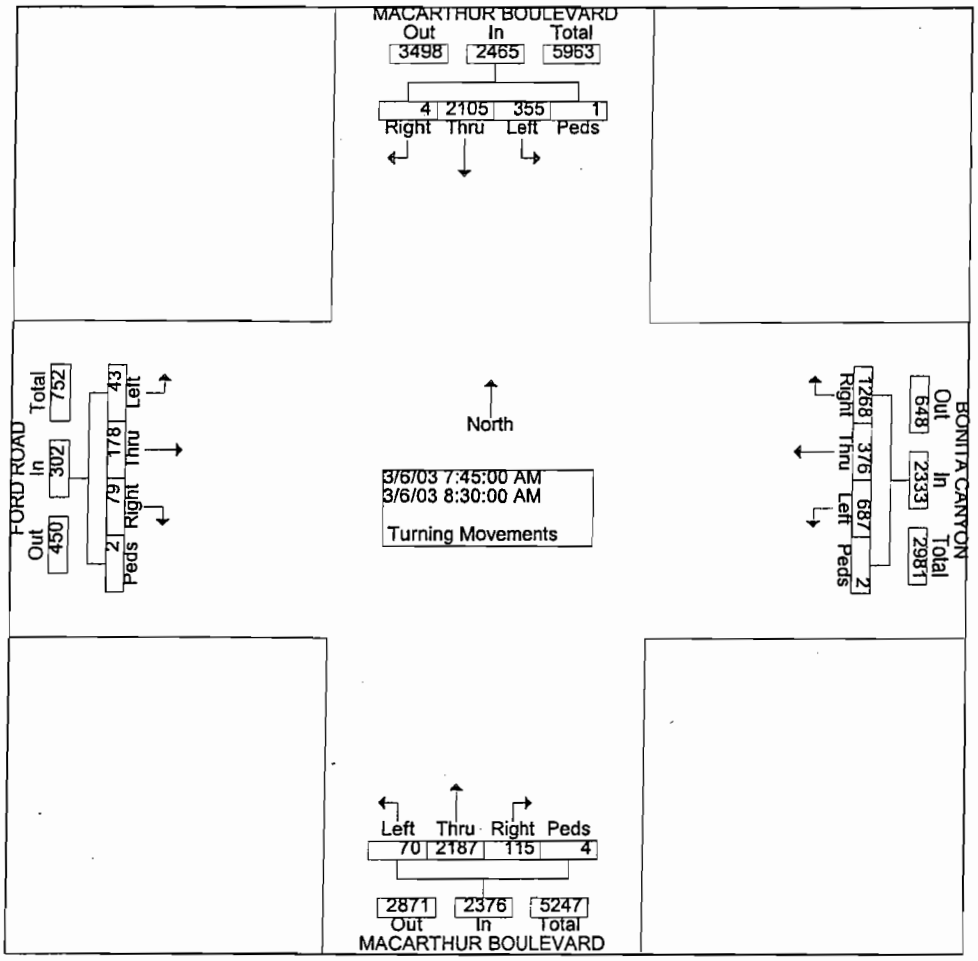
Groups Printed- Turning Movements

	MACARTHUR BOULEVARD Southbound				BONITA CANYON Westbound				MACARTHUR BOULEVARD Northbound				FORD ROAD Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	2	402	87	0	97	79	116	0	8	302	10	0	4	36	5	0	1148
07:30 AM	7	453	108	0	208	239	99	1	14	343	72	0	23	92	17	0	1676
07:45 AM	0	565	74	0	334	183	169	0	23	580	39	2	41	67	16	0	2093
Total	9	1420	269	0	639	501	384	1	45	1225	121	2	68	195	38	0	4917
08:00 AM	1	504	93	1	306	64	128	0	28	527	16	0	10	42	2	2	1724
08:15 AM	1	469	92	0	279	77	191	2	34	540	9	1	12	35	15	0	1757
08:30 AM	2	567	96	0	349	52	199	0	30	540	6	1	16	34	10	0	1902
08:45 AM	2	458	91	0	274	82	157	0	44	444	11	1	13	48	12	0	1637
Total	6	1998	372	1	1208	275	675	2	136	2051	42	3	51	159	39	2	7020
09:00 AM	5	442	88	1	279	51	124	0	28	483	6	1	10	17	6	0	1541
*** BREAK ***																	
Total	5	442	88	1	279	51	124	0	28	483	6	1	10	17	6	0	1541
*** BREAK ***																	
11:30 AM	4	389	117	0	138	43	68	0	30	386	8	0	16	34	8	2	1243
11:45 AM	1	405	105	0	201	55	100	0	56	439	18	1	10	31	7	0	1429
Total	5	794	222	0	339	98	168	0	86	825	26	1	26	65	15	2	2672
12:00 PM	4	428	127	0	153	29	75	0	53	373	14	0	4	40	3	1	1304
12:15 PM	8	465	104	0	188	25	51	0	49	406	19	1	8	23	5	0	1352
12:30 PM	4	404	121	0	196	59	102	0	46	464	17	1	3	35	6	0	1458
12:45 PM	2	395	112	0	195	53	74	0	52	454	15	0	21	28	4	0	1405
Total	18	1692	464	0	732	166	302	0	200	1697	65	2	36	126	18	1	5519
01:00 PM	7	400	107	1	227	36	63	0	55	471	7	1	16	45	7	0	1443
01:15 PM	4	468	106	1	235	52	75	0	34	511	8	2	9	28	10	0	1543
*** BREAK ***																	
Total	11	868	213	2	462	88	138	0	89	982	15	3	25	73	17	0	2986
*** BREAK ***																	
03:30 PM	5	365	117	0	166	75	75	0	32	558	0	0	12	46	9	0	1460
03:45 PM	5	450	117	0	242	58	63	3	31	583	0	0	20	61	7	0	1640
Total	10	815	234	0	408	133	138	3	63	1141	0	0	32	107	16	0	3100
04:00 PM	4	402	129	1	172	47	56	7	38	579	0	0	14	51	5	0	1505
04:15 PM	6	389	129	0	169	49	63	0	52	630	0	0	18	39	10	0	1554
04:30 PM	2	455	110	0	123	56	73	0	16	485	0	0	12	48	5	1	1386
04:45 PM	8	478	132	0	136	57	44	0	36	506	9	0	14	43	6	0	1469
Total	20	1724	500	1	600	209	236	7	142	2200	9	0	58	181	26	1	5914
05:00 PM	0	341	117	0	110	65	58	0	83	637	9	0	11	53	4	0	1488
05:15 PM	7	476	164	0	122	57	62	0	103	549	13	5	11	32	8	0	1609
05:30 PM	7	420	125	0	77	59	50	0	98	414	12	1	12	51	9	0	1335
05:45 PM	9	446	119	0	86	66	76	0	97	573	16	1	14	73	4	0	1580
Total	23	1683	525	0	395	247	246	0	381	2173	50	7	48	209	25	0	6012
06:00 PM	8	522	148	0	136	57	64	1	100	487	11	0	14	67	6	0	1621
06:15 PM	11	456	141	0	146	56	68	0	109	460	16	0	11	51	4	0	1529
Grand Total	126	12414	3176	5	5344	1881	2543	14	1379	13724	361	19	379	1250	210	6	42831
Apprch %	0.8	79.0	20.2	0.0	54.6	19.2	26.0	0.1	8.9	88.6	2.3	0.1	20.5	67.8	11.4	0.3	
Total %	0.3	29.0	7.4	0.0	12.5	4.4	5.9	0.0	3.2	32.0	0.8	0.0	0.9	2.9	0.5	0.0	

Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0303023
Site Code : 00000924
Start Date : 03/06/2003
Page No : 3

	MACARTHUR BOULEVARD Southbound					BONITA CANYON Westbound					MACARTHUR BOULEVARD Northbound					FORD ROAD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	4	2105	355	1	2465	1268	376	687	2	2333	115	2187	70	4	2376	79	178	43	2	302	7476
Percent	0.2	85.4	14.4	0.0		54.4	16.1	29.4	0.1		4.8	92.0	2.9	0.2		26.2	58.9	14.2	0.7		
07:45 Volume	0	565	74	0	639	334	183	169	0	686	23	580	39	2	644	41	67	16	0	124	2093
Peak Factor																					0.893
High Int.	08:30 AM					07:45 AM					07:45 AM					07:45 AM					
Volume	2	567	96	0	665	334	183	169	0	686	23	580	39	2	644	41	67	16	0	124	
Peak Factor					0.927					0.850					0.922					0.609	



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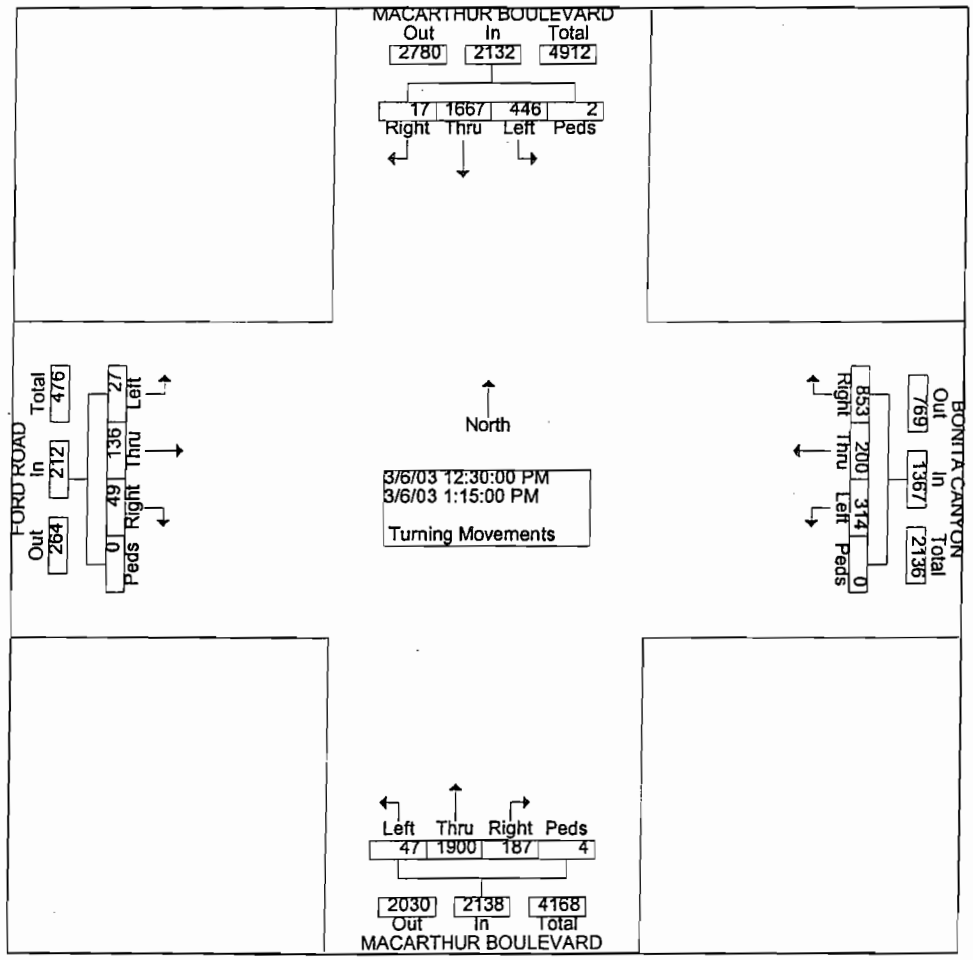
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0303023
Site Code : 00000924
Start Date : 03/06/2003
Page No : 4

	MACARTHUR BOULEVARD Southbound					BONITA CANYON Westbound					MACARTHUR BOULEVARD Northbound					FORD ROAD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Intersection	12:30 PM																				
Volume	17	1667	446	2	2132	853	200	314	0	1367	187	1900	47	4	2138	49	136	27	0	212	5849
Percent	0.8	78.2	20.9	0.1		62.4	14.6	23.0	0.0		8.7	88.9	2.2	0.2		23.1	64.2	12.7	0.0		
01:15 Volume	4	468	106	1	579	235	52	75	0	362	34	511	8	2	555	9	28	10	0	47	1543
Peak Factor																					0.948
High Int.	01:15 PM					01:15 PM					01:15 PM					01:00 PM					
Volume	4	468	106	1	579	235	52	75	0	362	34	511	8	2	555	16	45	7	0	68	
Peak Factor					0.921					0.944					0.963					0.779	



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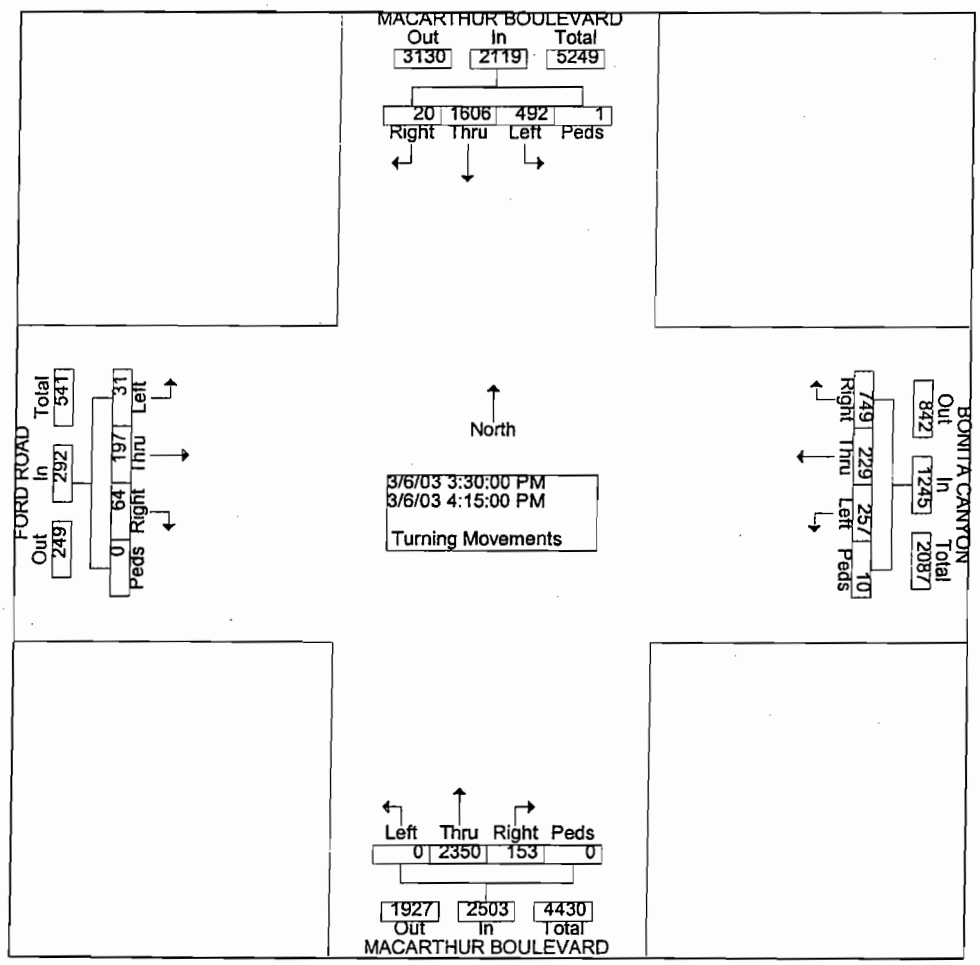
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0303023
Site Code : 00000924
Start Date : 03/06/2003
Page No : 5

	MACARTHUR BOULEVARD Southbound					BONITA CANYON Westbound					MACARTHUR BOULEVARD Northbound					FORD ROAD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	03:30 PM																				
Volume	20	1606	492	1	2119	749	229	257	10	1245	153	2350	0	0	2503	64	197	31	0	292	6159
Percent	0.9	75.8	23.2	0.0		60.2	18.4	20.6	0.8		6.1	93.9	0.0	0.0		21.9	67.5	10.6	0.0		
03:45 Volume	5	450	117	0	572	242	58	63	3	366	31	583	0	0	614	20	61	7	0	88	1640
Peak Factor																					0.939
High Int.	03:45 PM					03:45 PM					04:15 PM					03:45 PM					
Volume	5	450	117	0	572	242	58	63	3	366	52	630	0	0	682	20	61	7	0	88	
Peak Factor					0.926					0.850					0.918					0.830	



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Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: MACARTHUR BOULEVARD
W Direction: VON KARMAN AVENUE

File Name : H0304040
Site Code : 00000978
Start Date : 04/29/2003
Page No : 1

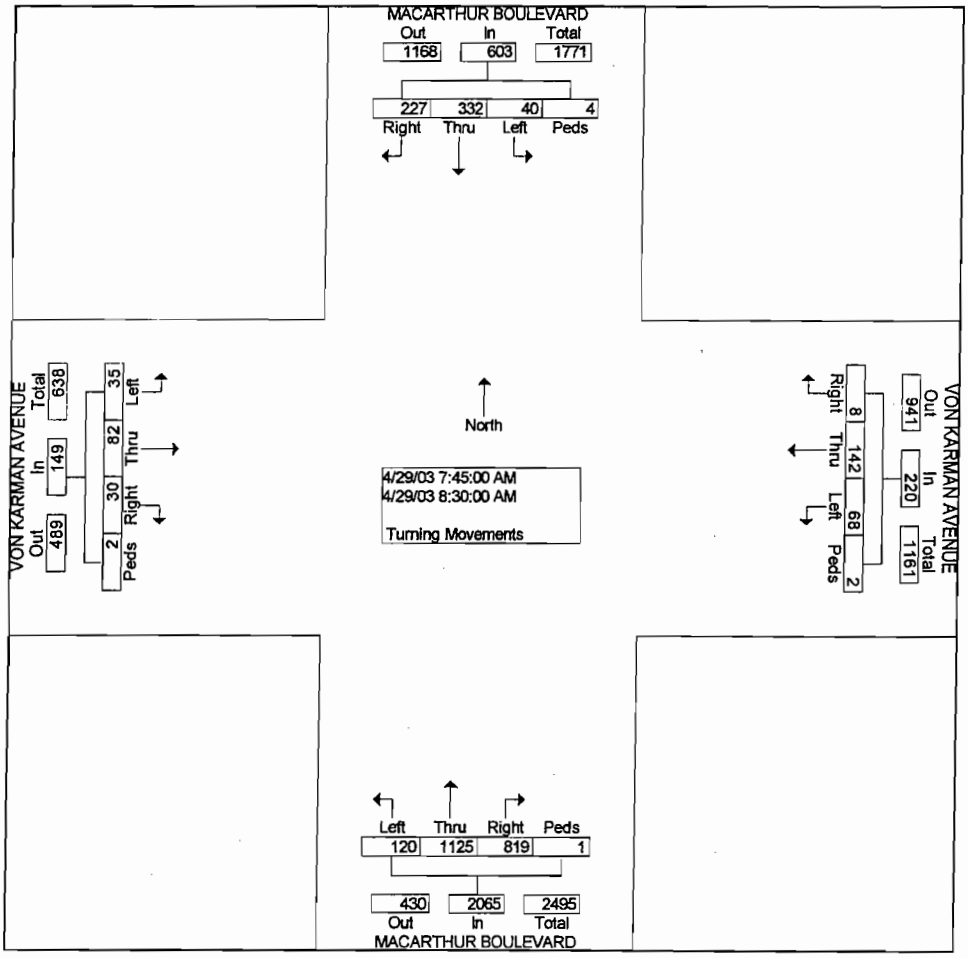
Groups Printed- Turning Movements

	MACARTHUR BOULEVARD Southbound				VON KARMAN AVENUE Westbound				MACARTHUR BOULEVARD Northbound				VON KARMAN AVENUE Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	46	53	7	0	2	17	5	0	73	137	18	0	2	9	4	0	373
07:30 AM	58	89	10	0	1	18	13	0	141	204	17	0	5	16	6	0	578
07:45 AM	57	84	7	1	1	27	19	0	188	308	30	1	7	24	5	0	759
Total	161	226	24	1	4	62	37	0	402	649	65	1	14	49	15	0	1710
08:00 AM	51	85	14	0	3	30	10	0	220	279	31	0	10	25	9	1	768
08:15 AM	70	80	10	2	2	37	16	1	214	276	33	0	4	23	10	0	778
08:30 AM	49	83	9	1	2	48	23	1	197	262	26	0	9	10	11	1	732
08:45 AM	37	75	15	0	3	21	34	0	168	215	27	0	4	12	10	0	621
Total	207	323	48	3	10	136	83	2	799	1032	117	0	27	70	40	2	2899
09:00 AM	34	73	11	0	5	28	22	0	158	224	22	1	6	23	7	1	615
*** BREAK ***																	
Total	34	73	11	0	5	28	22	0	158	224	22	1	6	23	7	1	615
*** BREAK ***																	
11:30 AM	23	133	13	1	2	37	51	2	56	124	17	2	27	28	20	5	541
11:45 AM	26	136	21	2	4	46	69	3	68	147	14	1	30	32	25	1	625
Total	49	269	34	3	6	83	120	5	124	271	31	3	57	60	45	6	1166
12:00 PM	33	133	22	0	5	48	64	4	59	165	19	3	27	43	31	2	658
12:15 PM	24	158	19	0	5	36	48	4	34	146	16	5	31	52	30	3	611
12:30 PM	25	133	37	1	3	44	28	5	50	109	29	1	24	40	29	2	560
12:45 PM	40	164	20	5	4	31	42	4	54	141	18	4	34	43	25	4	633
Total	122	588	98	6	17	159	182	17	197	561	82	13	116	178	115	11	2462
01:00 PM	22	114	29	0	7	50	56	3	49	137	36	2	44	41	32	5	627
01:15 PM	29	127	29	3	6	34	43	4	59	131	27	0	25	34	25	0	576
*** BREAK ***																	
Total	51	241	58	3	13	84	99	7	108	268	63	2	69	75	57	5	1203
*** BREAK ***																	
03:30 PM	14	115	14	0	5	22	45	0	34	104	13	0	21	21	25	0	433
03:45 PM	18	112	10	0	2	23	44	1	32	141	15	1	17	26	17	2	461
Total	32	227	24	0	7	45	89	1	66	245	28	1	38	47	42	2	894
04:00 PM	28	132	8	0	4	27	75	0	31	129	12	0	40	36	35	1	558
04:15 PM	16	146	11	0	8	27	65	0	28	130	8	0	24	29	28	0	520
04:30 PM	16	147	6	0	1	25	85	0	36	131	11	2	49	31	34	2	576
04:45 PM	14	177	7	0	3	29	81	0	49	115	12	1	42	33	30	0	593
Total	74	602	32	0	16	108	306	0	144	505	43	3	155	129	127	3	2247
05:00 PM	21	204	7	0	8	48	109	0	34	139	12	0	55	72	57	0	766
05:15 PM	18	222	8	0	3	31	219	1	40	157	12	1	63	35	28	1	839
05:30 PM	16	240	7	0	5	32	161	0	49	160	12	0	62	52	42	0	838
05:45 PM	16	207	10	1	7	31	160	1	44	157	11	0	51	56	33	0	785
Total	71	873	32	1	23	142	649	2	167	613	47	1	231	215	160	1	3228
06:00 PM	11	222	3	0	1	21	98	0	28	109	5	1	47	41	28	0	615
06:15 PM	12	139	17	0	4	17	95	0	18	97	10	0	41	17	14	0	481
Grand Total	824	3783	381	17	106	885	1780	34	2211	4574	513	26	801	904	650	31	17520
Apprch %	16.5	75.6	7.6	0.3	3.8	31.6	63.5	1.2	30.2	62.5	7.0	0.4	33.6	37.9	27.2	1.3	
Total %	4.7	21.6	2.2	0.1	0.6	5.1	10.2	0.2	12.6	26.1	2.9	0.1	4.6	5.2	3.7	0.2	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304040
Site Code : 00000978
Start Date : 04/29/2003
Page No : 2

	MACARTHUR BOULEVARD Southbound					VON KARMAN AVENUE Westbound					MACARTHUR BOULEVARD Northbound					VON KARMAN AVENUE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	227	332	40	4	603	8	142	68	2	220	819	1125	120	1	2065	30	82	35	2	149	3037
Percent	37.6	55.1	6.6	0.7		3.6	64.5	30.9	0.9		39.7	54.5	5.8	0.0		20.1	55.0	23.5	1.3		
08:15 Volume	70	80	10	2	162	2	37	16	1	56	214	276	33	0	523	4	23	10	0	37	778
Peak Factor																					0.976
High Int.	08:15 AM					08:30 AM					08:00 AM					08:00 AM					
Volume	70	80	10	2	162	2	48	23	1	74	220	279	31	0	530	10	25	9	1	45	
Peak Factor					0.931					0.743					0.974					0.828	



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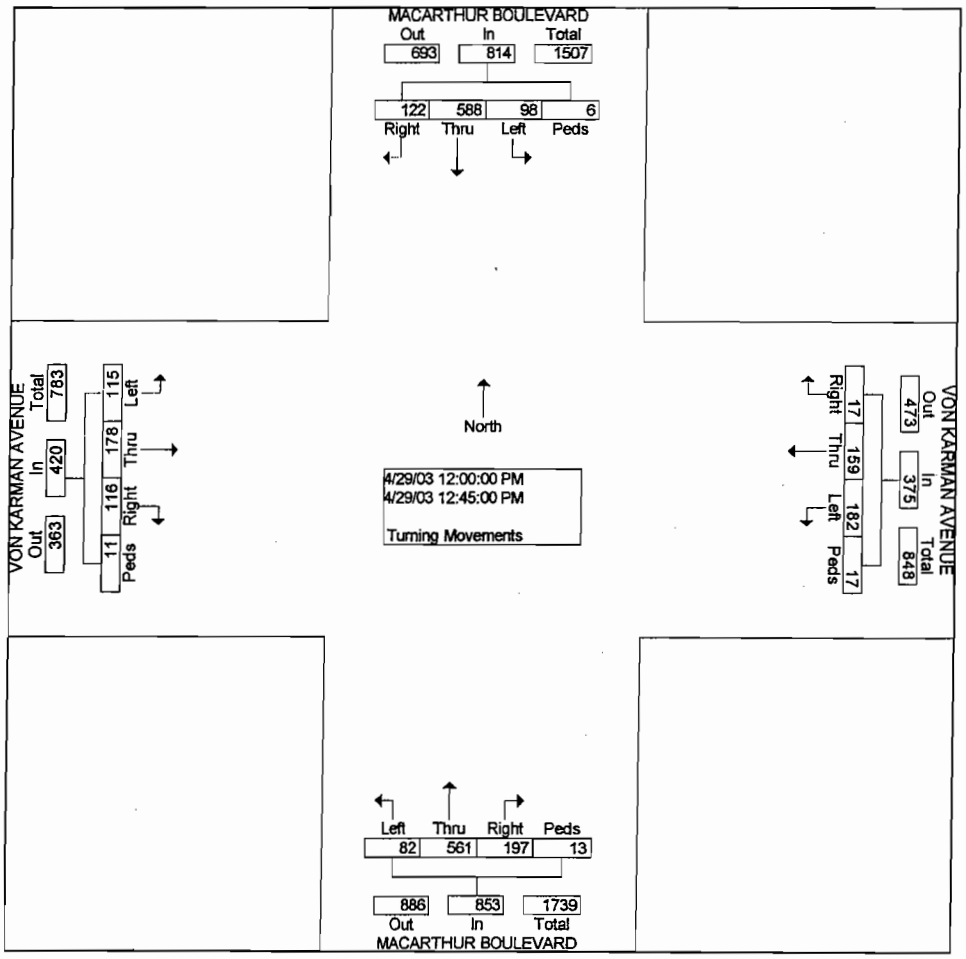
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304040
Site Code : 00000978
Start Date : 04/29/2003
Page No : 3

	MACARTHUR BOULEVARD Southbound					VON KARMAN AVENUE Westbound					MACARTHUR BOULEVARD Northbound					VON KARMAN AVENUE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Intersection	12:00 PM																				
Volume	122	588	98	6	814	17	159	182	17	375	197	561	82	13	853	116	178	115	11	420	2462
Percent	15.0	72.2	12.0	0.7		4.5	42.4	48.5	4.5		23.1	65.8	9.6	1.5		27.6	42.4	27.4	2.6		
12:00 Volume	33	133	22	0	188	5	48	64	4	121	59	165	19	3	246	27	43	31	2	103	658
Peak Factor																					0.935
High Int.	12:45 PM					12:00 PM					12:00 PM					12:15 PM					
Volume	40	164	20	5	229	5	48	64	4	121	59	165	19	3	246	31	52	30	3	116	
Peak Factor					0.889					0.775					0.867					0.905	



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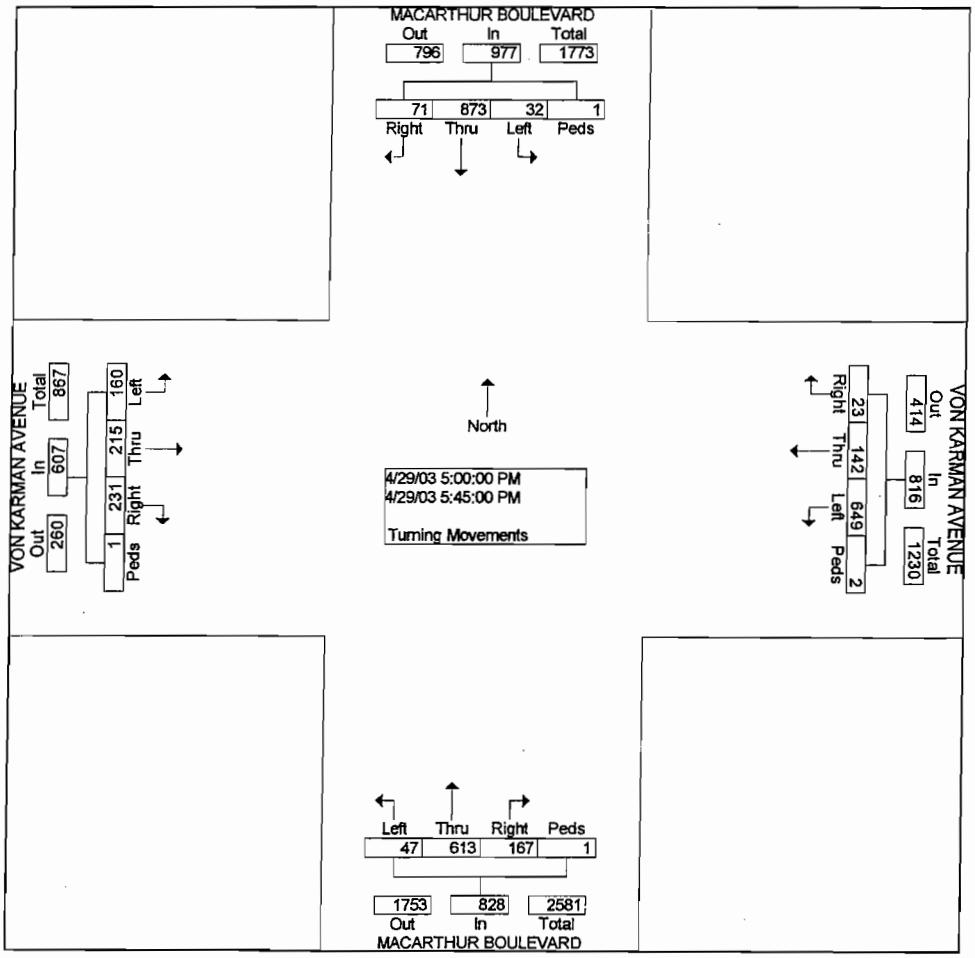
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304040
Site Code : 00000978
Start Date : 04/29/2003

	MACARTHUR BOULEVARD Southbound					VON KARMAN AVENUE Westbound					MACARTHUR BOULEVARD Northbound					VON KARMAN AVENUE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 01:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	71	873	32	1	977	23	142	649	2	816	167	613	47	1	828	231	215	160	1	607	3228
Percent	7.3	89.4	3.3	0.1		2.8	17.4	79.5	0.2		20.2	74.0	5.7	0.1		38.1	35.4	26.4	0.2		
05:15 Volume	18	222	8	0	248	3	31	219	1	254	40	157	12	1	210	63	35	28	1	127	839
Peak Factor																					0.962
High Int.	05:30 PM					05:15 PM					05:30 PM					05:00 PM					
Volume	16	240	7	0	263	3	31	219	1	254	49	160	12	0	221	55	72	57	0	184	
Peak Factor					0.929					0.803					0.937					0.825	



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Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

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

File Name : H0304038
Site Code : 00000975
Start Date : 05/07/2003
Page No : 1

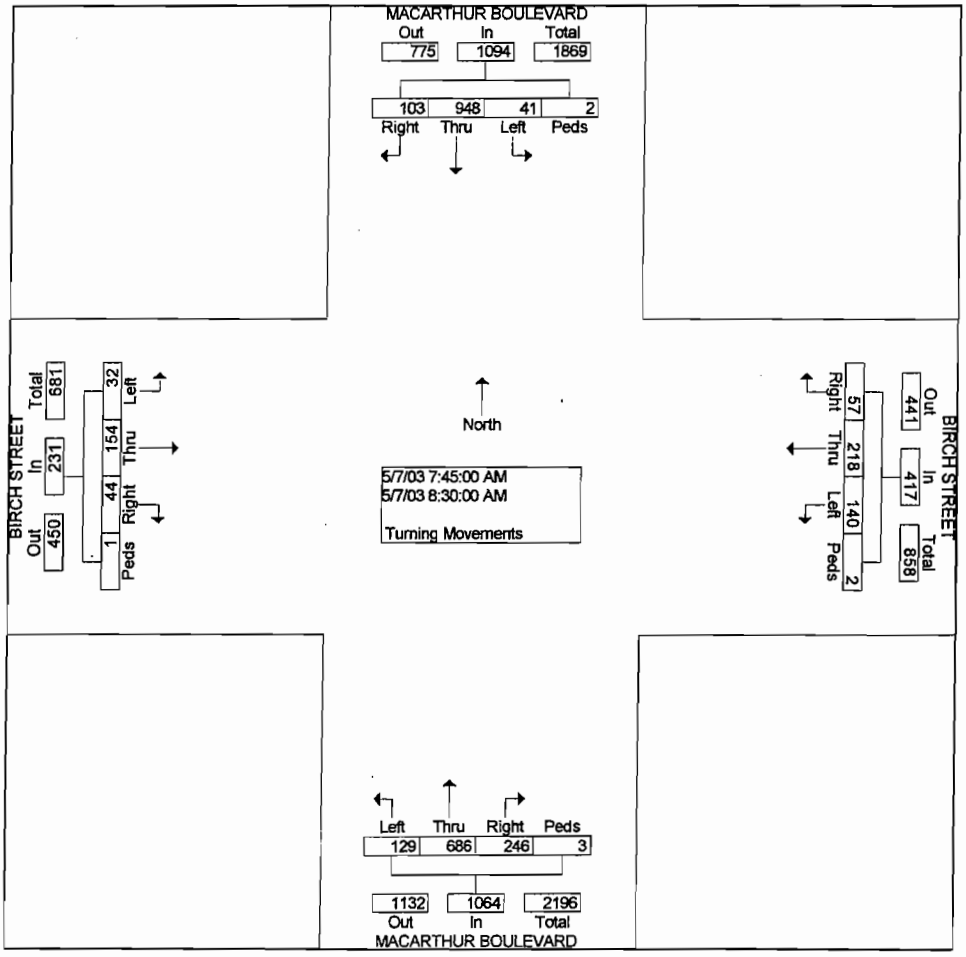
Groups Printed- Turning Movements

	MACARTHUR BOULEVARD Southbound				BIRCH STREET Westbound				MACARTHUR BOULEVARD Northbound				BIRCH STREET Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	14	146	4	0	8	37	19	0	41	125	20	5	7	17	4	3	450
07:30 AM	20	185	3	0	12	44	21	1	59	143	18	1	11	22	3	1	544
07:45 AM	26	233	6	2	13	57	19	0	59	152	28	0	12	36	5	0	648
Total	60	564	13	2	33	138	59	1	159	420	66	6	30	75	12	4	1642
08:00 AM	26	240	8	0	11	56	45	1	64	156	31	2	6	36	10	1	693
08:15 AM	26	244	13	0	20	57	43	0	64	196	33	1	17	35	7	0	756
08:30 AM	25	231	14	0	13	48	33	1	59	182	37	0	9	47	10	0	709
08:45 AM	29	200	14	0	17	44	37	0	70	161	21	1	9	33	8	0	644
Total	106	915	49	0	61	205	158	2	257	695	122	4	41	151	35	1	2802
09:00 AM	19	183	9	0	10	59	32	2	62	149	27	0	11	45	11	1	620
*** BREAK ***																	
Total	19	183	9	0	10	59	32	2	62	149	27	0	11	45	11	1	620
*** BREAK ***																	
11:30 AM	12	142	20	0	12	50	57	0	55	169	17	6	21	27	24	7	619
11:45 AM	11	161	37	1	15	40	64	2	64	194	28	6	25	25	20	4	697
Total	23	303	57	1	27	90	121	2	119	363	45	12	46	52	44	11	1316
12:00 PM	3	157	39	0	17	27	38	3	58	194	30	3	33	23	34	2	661
12:15 PM	11	137	36	2	21	40	43	3	75	185	18	9	26	29	28	8	671
12:30 PM	16	177	21	1	28	47	53	0	48	195	22	9	31	21	24	4	697
12:45 PM	12	139	29	0	26	81	62	11	67	189	26	10	20	22	15	5	714
Total	42	610	125	3	92	195	196	17	248	763	96	31	110	95	101	19	2743
01:00 PM	18	159	18	1	19	62	37	5	49	168	29	2	33	32	19	2	653
01:15 PM	12	162	20	0	21	47	47	4	60	185	27	4	31	45	20	0	685
*** BREAK ***																	
Total	30	321	38	1	40	109	84	9	109	353	56	6	64	77	39	2	1338
*** BREAK ***																	
03:30 PM	10	120	10	0	12	40	63	1	41	144	18	4	18	20	13	2	516
03:45 PM	9	164	23	0	8	36	62	0	37	143	13	1	14	25	19	2	556
Total	19	284	33	0	20	76	125	1	78	287	31	5	32	45	32	4	1072
04:00 PM	11	202	21	0	9	47	22	0	50	164	14	2	15	20	13	0	590
04:15 PM	4	163	22	0	10	33	30	0	56	182	12	3	19	13	17	0	564
04:30 PM	5	165	17	0	6	39	41	0	42	143	11	0	15	25	13	0	522
04:45 PM	9	135	18	0	7	56	24	0	41	172	8	0	12	38	20	0	540
Total	29	665	78	0	32	175	117	0	189	661	45	5	61	96	63	0	2216
05:00 PM	5	196	38	0	13	74	59	0	55	224	15	0	19	76	20	0	794
05:15 PM	9	234	27	1	7	48	57	0	44	284	21	1	13	37	42	0	825
05:30 PM	8	188	36	1	9	59	47	0	52	224	8	2	27	40	23	0	724
05:45 PM	5	158	31	0	23	53	30	2	53	205	10	2	15	41	25	1	654
Total	27	776	132	2	52	234	193	2	204	937	54	5	74	194	110	1	2997
06:00 PM	4	182	25	0	17	49	46	1	35	283	12	2	20	57	20	0	753
06:15 PM	4	138	15	1	4	40	47	0	43	175	5	0	23	45	14	0	554
Grand Total	363	4941	574	10	388	1370	1178	37	1503	5086	559	76	512	932	481	43	18053
Apprch %	6.2	83.9	9.7	0.2	13.1	46.1	39.6	1.2	20.8	70.4	7.7	1.1	26.0	47.4	24.4	2.2	
Total %	2.0	27.4	3.2	0.1	2.1	7.6	6.5	0.2	8.3	28.2	3.1	0.4	2.8	5.2	2.7	0.2	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304038
Site Code : 00000975
Start Date : 05/07/2003
Page No : 2

	MACARTHUR BOULEVARD Southbound					BIRCH STREET Westbound					MACARTHUR BOULEVARD Northbound					BIRCH STREET Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	103	948	41	2	1094	57	218	140	2	417	246	686	129	3	1064	44	154	32	1	231	2806
Percent	9.4	86.7	3.7	0.2		13.7	52.3	33.6	0.5		23.1	64.5	12.1	0.3		19.0	66.7	13.9	0.4		
08:15 Volume	26	244	13	0	283	20	57	43	0	120	64	196	33	1	294	17	35	7	0	59	756
Peak Factor																					0.928
High Int.	08:15 AM					08:15 AM					08:15 AM					08:30 AM					
Volume	26	244	13	0	283	20	57	43	0	120	64	196	33	1	294	9	47	10	0	66	
Peak Factor					0.966					0.869					0.905					0.875	



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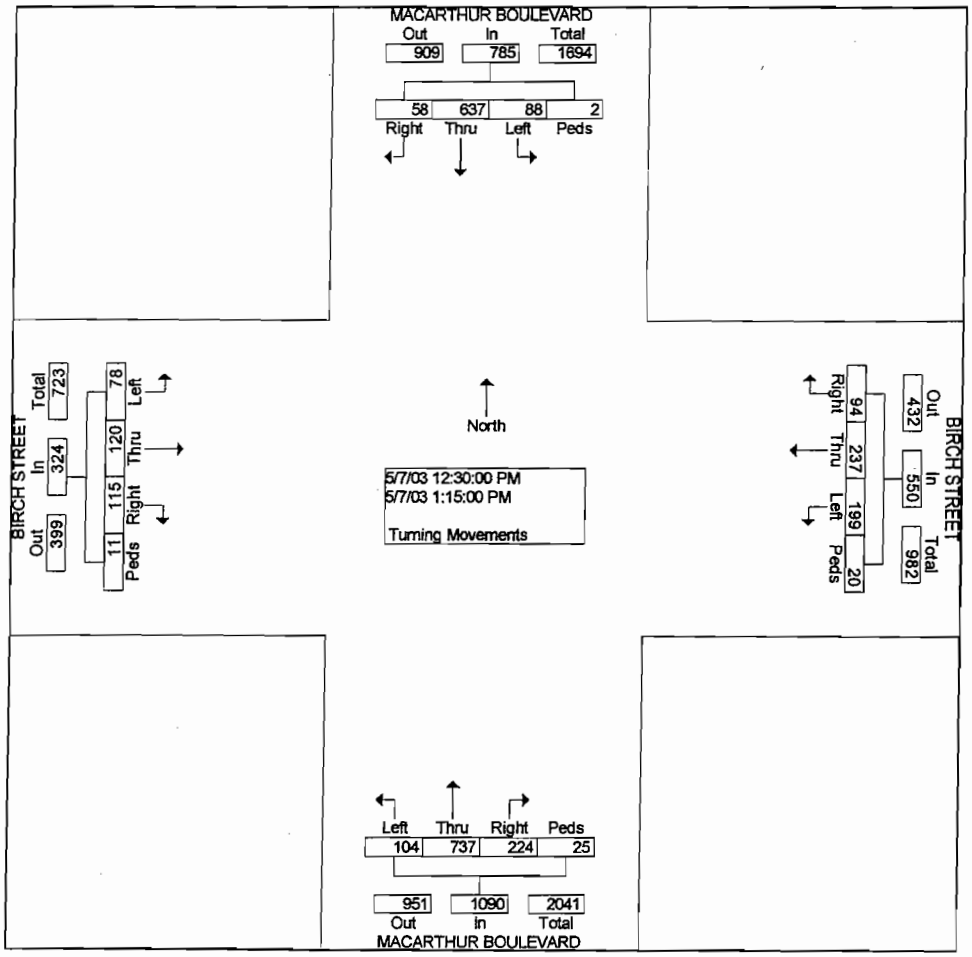
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304038
Site Code : 00000975
Start Date : 05/07/2003
Page No : 3

	MACARTHUR BOULEVARD Southbound					BIRCH STREET Westbound					MACARTHUR BOULEVARD Northbound					BIRCH STREET Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Intersection	12:30 PM																				
Volume	58	637	88	2	785	94	237	199	20	550	224	737	104	25	1090	115	120	78	11	324	2749
Percent	7.4	81.1	11.2	0.3		17.1	43.1	36.2	3.6		20.6	67.6	9.5	2.3		35.5	37.0	24.1	3.4		
12:45 Volume	12	139	29	0	180	26	81	62	11	180	67	189	26	10	292	20	22	15	5	62	714
Peak Factor																					0.963
High Int.	12:30 PM					12:45 PM					12:45 PM					01:15 PM					
Volume	16	177	21	1	215	26	81	62	11	180	67	189	26	10	292	31	45	20	0	96	
Peak Factor					0.913					0.764					0.933					0.844	



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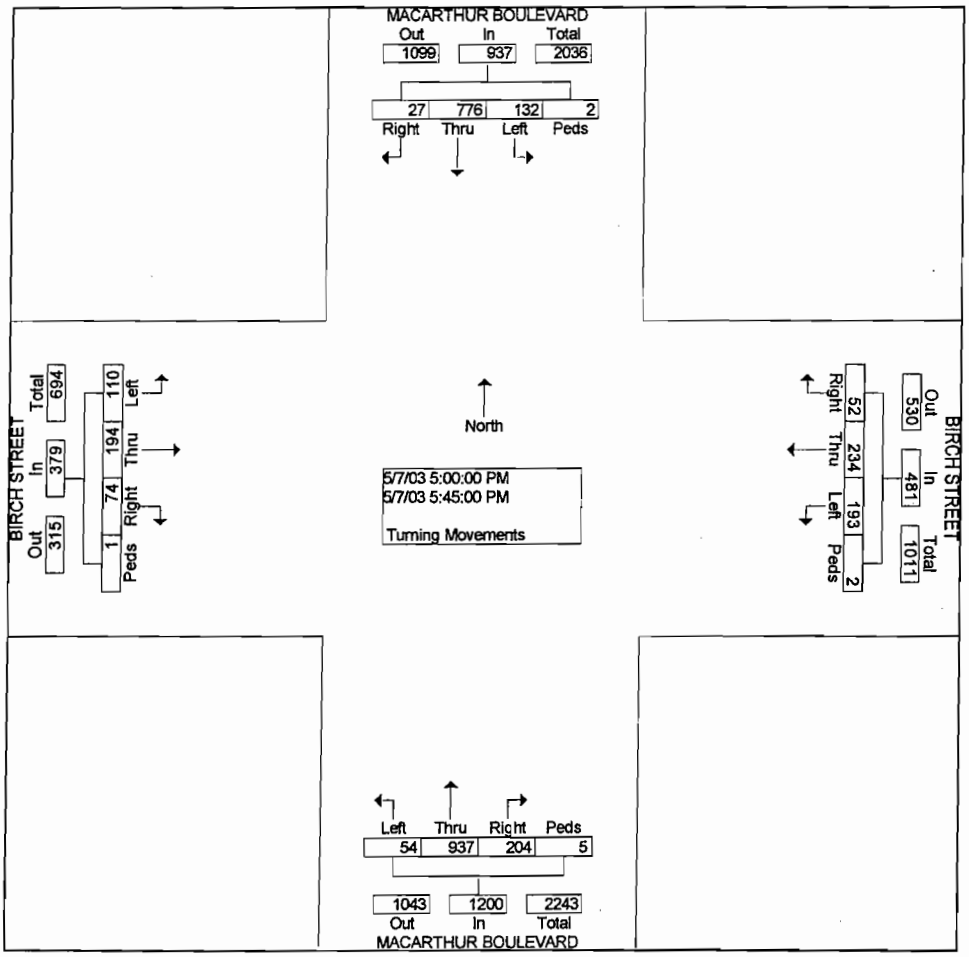
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304038
Site Code : 00000975
Start Date : 05/07/2003
Page No : 4

	MACARTHUR BOULEVARD Southbound					BIRCH STREET Westbound					MACARTHUR BOULEVARD Northbound					BIRCH STREET Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	27	776	132	2	937	52	234	193	2	481	204	937	54	5	1200	74	194	110	1	379	2997
Percent	2.9	82.8	14.1	0.2		10.8	48.6	40.1	0.4		17.0	78.1	4.5	0.4		19.5	51.2	29.0	0.3		
05:15 Volume	9	234	27	1	271	7	48	57	0	112	44	284	21	1	350	13	37	42	0	92	825
Peak Factor																					0.908
High Int.	05:15 PM					05:00 PM					05:15 PM					05:00 PM					
Volume	9	234	27	1	271	13	74	59	0	146	44	284	21	1	350	19	76	20	0	115	
Peak Factor					0.864					0.824					0.857					0.824	



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Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: NEWPORT BOULEVARD
-W Direction: 32ND STREET

File Name : H0304050
Site Code : 00000979
Start Date : 04/29/2003
Page No : 1

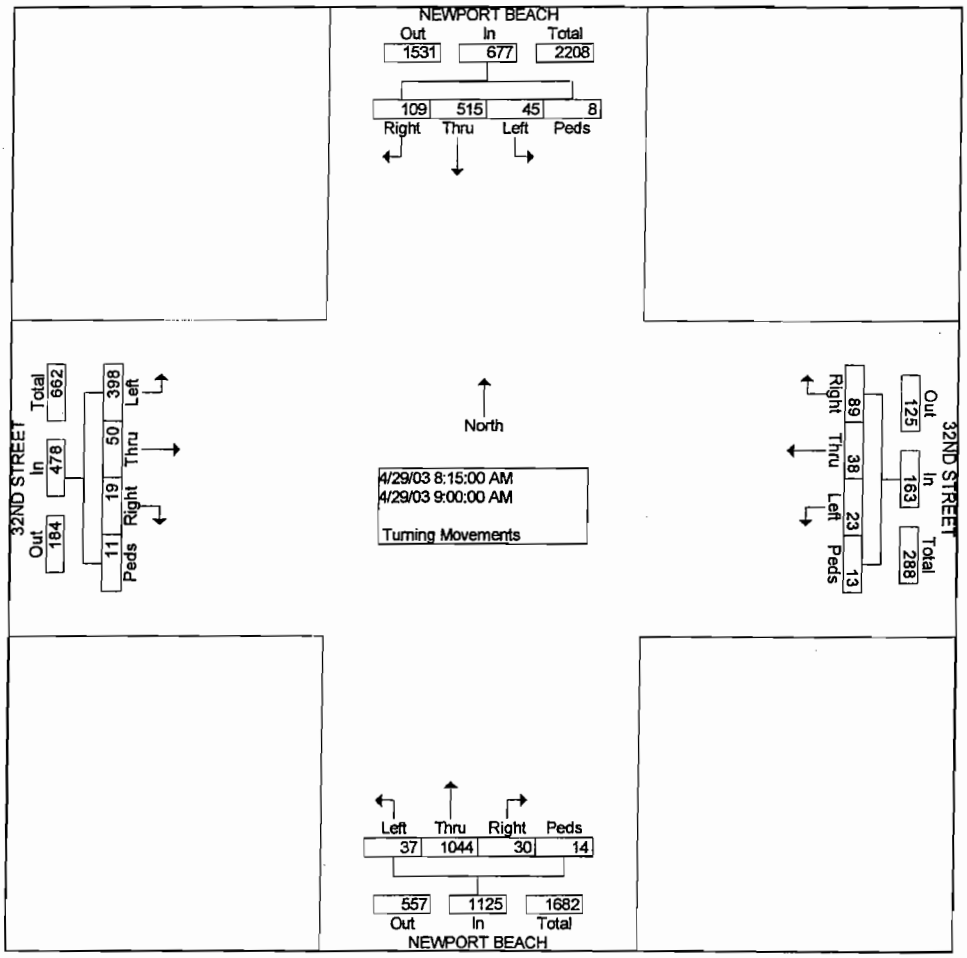
Groups Printed- Turning Movements

	NEWPORT BEACH Southbound				32ND STREET Westbound				NEWPORT BEACH Northbound				32ND STREET Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	16	114	8	0	3	4	1	0	0	170	4	4	3	9	94	2	432
07:30 AM	28	135	9	0	14	7	3	3	1	205	6	4	2	6	98	2	523
07:45 AM	24	129	12	1	17	8	4	4	3	211	10	7	3	11	103	3	550
Total	68	378	29	1	34	19	8	7	4	586	20	15	8	26	295	7	1505
08:00 AM	29	131	12	3	19	5	6	2	4	244	9	4	2	10	94	1	575
08:15 AM	26	120	13	2	21	9	5	6	6	252	8	3	6	13	112	4	606
08:30 AM	32	121	12	3	23	7	6	5	9	258	12	4	6	11	107	1	617
08:45 AM	27	124	11	1	24	10	7	1	9	256	9	3	4	14	92	5	597
Total	114	496	48	9	87	31	24	14	28	1010	38	14	18	48	405	11	2395
09:00 AM	24	150	9	2	21	12	5	1	6	278	8	4	3	12	87	1	623
*** BREAK ***																	
Total	24	150	9	2	21	12	5	1	6	278	8	4	3	12	87	1	623
*** BREAK ***																	
11:30 AM	7	120	9	3	24	16	14	5	13	244	19	5	12	4	98	8	601
11:45 AM	9	123	11	5	21	18	13	4	11	246	17	3	14	5	96	1	597
Total	16	243	20	8	45	34	27	9	24	490	36	8	26	9	194	9	1198
12:00 PM	7	119	14	9	19	23	11	6	9	241	13	4	16	7	91	4	593
12:15 PM	11	128	13	12	27	21	16	8	7	251	18	3	12	6	94	6	633
12:30 PM	16	131	16	7	29	19	14	4	6	264	16	5	15	4	89	4	639
12:45 PM	14	125	15	4	24	24	19	4	4	258	12	7	13	7	99	2	631
Total	48	503	58	32	99	87	60	22	26	1014	59	19	56	24	373	16	2496
01:00 PM	12	129	11	8	23	20	21	4	12	261	14	5	17	9	104	3	653
01:15 PM	13	122	14	0	24	22	17	0	11	249	15	0	11	4	106	0	608
*** BREAK ***																	
Total	25	251	25	8	47	42	38	4	23	510	29	5	28	13	210	3	1261
*** BREAK ***																	
03:30 PM	34	281	21	6	10	9	11	8	8	261	8	5	11	13	22	4	712
03:45 PM	29	284	19	4	12	7	9	3	11	258	6	2	12	9	14	2	681
Total	63	565	40	10	22	16	20	11	19	519	14	7	23	22	36	6	1393
04:00 PM	27	326	23	4	13	11	6	4	9	254	7	5	9	11	18	3	730
04:15 PM	30	317	16	6	12	9	10	6	12	250	9	8	10	14	12	7	728
04:30 PM	31	320	18	2	11	12	13	5	11	255	8	2	13	10	16	1	728
04:45 PM	33	322	20	1	9	10	12	1	17	257	5	2	10	11	19	4	733
Total	121	1285	77	13	45	42	41	16	49	1016	29	17	42	46	65	15	2919
05:00 PM	34	319	16	0	7	13	11	0	16	251	6	0	14	13	17	0	717
05:15 PM	30	311	15	4	10	11	9	3	12	250	4	2	11	9	11	3	695
05:30 PM	29	298	17	5	8	12	10	7	9	264	5	5	9	12	5	2	697
05:45 PM	24	306	16	3	9	9	8	1	12	241	7	1	10	7	11	3	668
Total	117	1234	64	12	34	45	38	11	49	1006	22	8	44	41	44	8	2777
06:00 PM	27	286	12	4	6	6	7	2	12	242	8	2	8	8	9	6	645
06:15 PM	22	284	11	4	10	8	8	2	10	244	7	1	6	6	7	5	635
Grand Total	645	5675	393	103	450	342	276	99	250	6915	270	100	262	255	1725	87	17847
Apprch %	9.5	83.3	5.8	1.5	38.6	29.3	23.7	8.5	3.3	91.8	3.6	1.3	11.2	10.9	74.1	3.7	
Total %	3.6	31.8	2.2	0.6	2.5	1.9	1.5	0.6	1.4	38.7	1.5	0.6	1.5	1.4	9.7	0.5	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304050
Site Code : 00000979
Start Date : 04/29/2003
Page No : 2

	NEWPORT BEACH Southbound					32ND STREET Westbound					NEWPORT BEACH Northbound					32ND STREET Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	08:15 AM																				
Volume	109	515	45	8	677	89	38	23	13	163	30	1044	37	14	1125	19	50	398	11	478	2443
Percent	16.1	76.1	6.6	1.2		54.6	23.3	14.1	8.0		2.7	92.8	3.3	1.2		4.0	10.5	83.3	2.3		
09:00 Volume	24	150	9	2	185	21	12	5	1	39	6	278	8	4	296	3	12	87	1	103	623
Peak Factor																					0.980
High Int.	09:00 AM					08:45 AM					09:00 AM					08:15 AM					
Volume	24	150	9	2	185	24	10	7	1	42	6	278	8	4	296	6	13	112	4	135	
Peak Factor					0.915					0.970					0.950					0.885	



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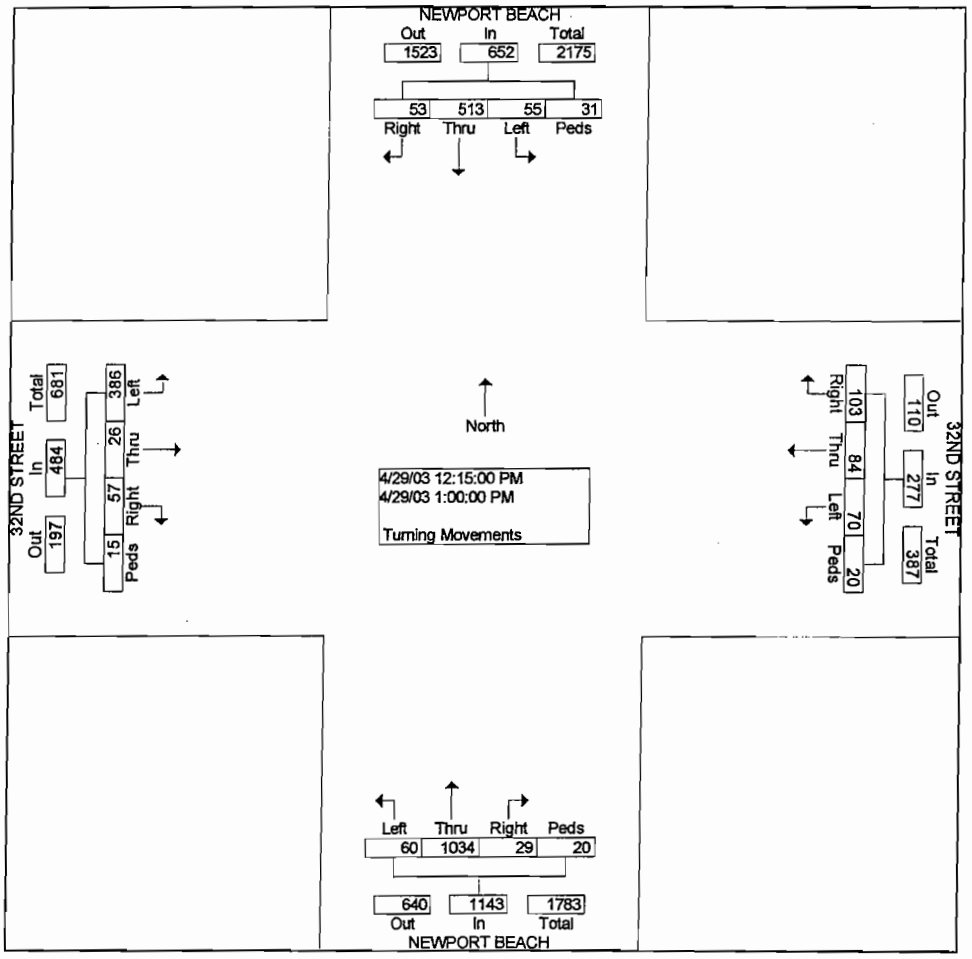
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304050
Site Code : 00000979
Start Date : 04/29/2003
Page No : 3

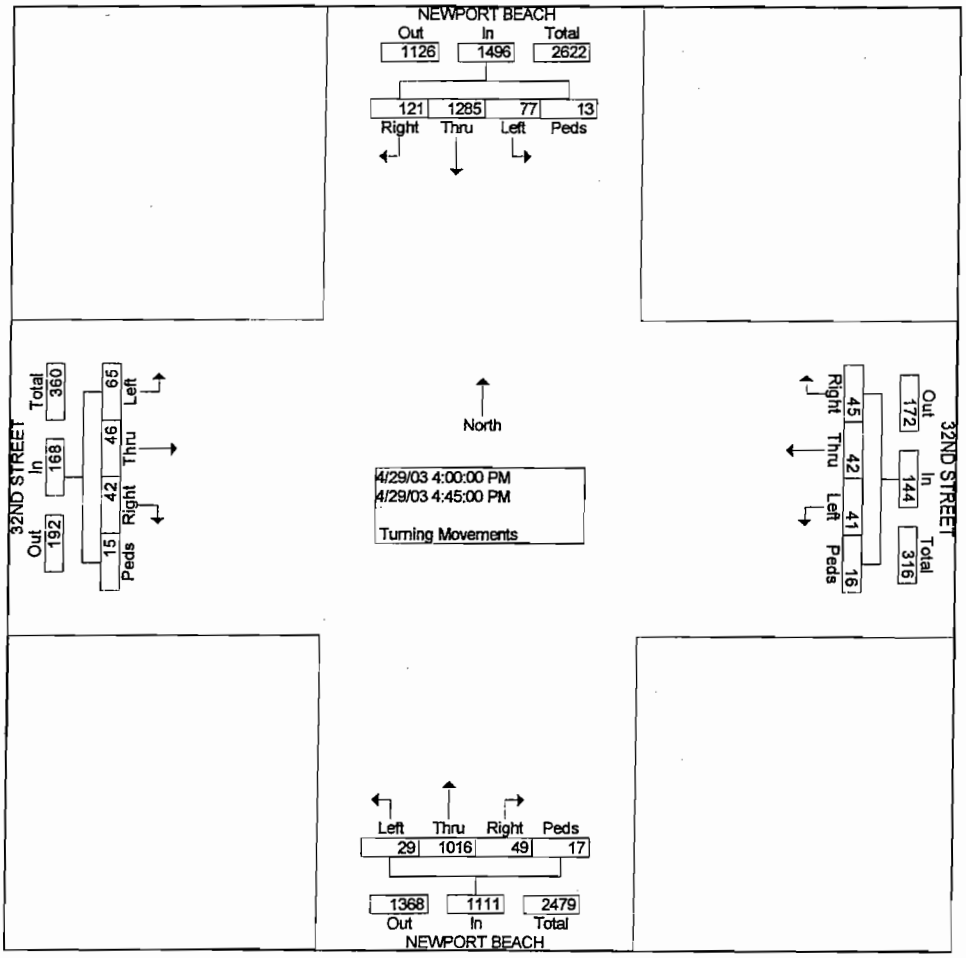
	NEWPORT BEACH Southbound					32ND STREET Westbound					NEWPORT BEACH Northbound					32ND STREET Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Intersection	12:15 PM																				
Volume	53	513	55	31	652	103	84	70	20	277	29	1034	60	20	1143	57	26	386	15	484	2556
Percent	8.1	78.7	8.4	4.8		37.2	30.3	25.3	7.2		2.5	90.5	5.2	1.7		11.8	5.4	79.8	3.1		
01:00 Volume	12	129	11	8	160	23	20	21	4	68	12	261	14	5	292	17	9	104	3	133	653
Peak Factor																					0.979
High Int.	12:30 PM					12:15 PM					01:00 PM					01:00 PM					
Volume	16	131	16	7	170	27	21	16	8	72	12	261	14	5	292	17	9	104	3	133	
Peak Factor					0.959					0.962					0.979					0.910	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304050
Site Code : 00000979
Start Date : 04/29/2003
Page No : 4

	NEWPORT BEACH Southbound					32ND STREET Westbound					NEWPORT BEACH Northbound					32ND STREET Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	121	1285	77	13	1496	45	42	41	16	144	49	1016	29	17	1111	42	46	65	15	168	2919
Percent	8.1	85.9	5.1	0.9		31.3	29.2	28.5	11.1		4.4	91.4	2.6	1.5		25.0	27.4	38.7	8.9		
04:45 Volume	33	322	20	1	376	9	10	12	1	32	17	257	5	2	281	10	11	19	4	44	733
Peak Factor																					0.996
High Int.	04:00 PM					04:30 PM					04:45 PM					04:45 PM					
Volume	27	326	23	4	380	11	12	13	5	41	17	257	5	2	281	10	11	19	4	44	
Peak Factor					0.984					0.878					0.988					0.955	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: NEWPORT BOULEVARD
E-W Direction: VIA LIDO

File Name : H0304052
Site Code : 00000917
Start Date : 05/01/2003
Page No : 1

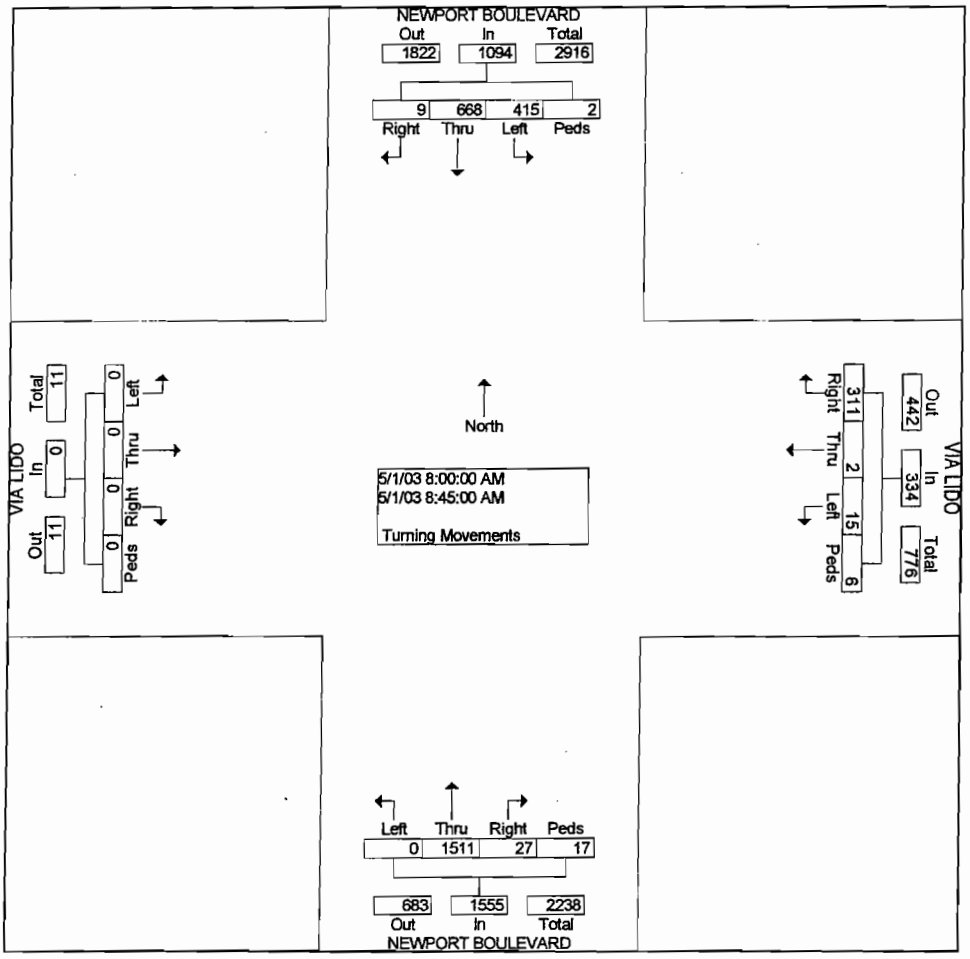
Groups Printed- Turning Movements

	NEWPORT BOULEVARD Southbound				VIA LIDO Westbound				NEWPORT BOULEVARD Northbound				VIA LIDO Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	1	158	61	1	81	1	0	1	5	285	0	1	0	0	0	0	595
07:30 AM	2	188	60	0	100	0	3	1	3	362	1	0	3	0	0	0	723
07:45 AM	2	209	98	0	62	0	1	3	7	303	0	4	0	0	0	0	689
Total	5	555	219	1	243	1	4	5	15	950	1	5	3	0	0	0	2007
08:00 AM	2	188	105	1	69	0	2	2	6	405	0	5	0	0	0	0	785
08:15 AM	0	156	83	0	100	0	3	1	8	379	0	5	0	0	0	0	735
08:30 AM	2	172	113	0	67	0	7	0	4	364	0	4	0	0	0	0	733
08:45 AM	5	152	114	1	75	2	3	3	9	363	0	3	0	0	0	0	730
Total	9	668	415	2	311	2	15	6	27	1511	0	17	0	0	0	0	2983
09:00 AM	1	109	117	1	60	0	2	0	12	362	0	2	0	0	0	0	666
*** BREAK ***																	
Total	1	109	117	1	60	0	2	0	12	362	0	2	0	0	0	0	666
*** BREAK ***																	
11:30 AM	0	118	123	2	47	0	20	0	7	318	0	2	0	0	0	0	637
11:45 AM	2	245	139	0	69	0	5	0	10	383	0	0	0	0	0	0	853
Total	2	363	262	2	116	0	25	0	17	701	0	2	0	0	0	0	1490
12:00 PM	0	171	155	0	108	0	9	0	5	383	0	0	0	0	0	0	831
12:15 PM	1	180	140	0	104	0	13	3	2	354	0	4	0	0	0	0	801
12:30 PM	1	179	156	0	133	0	9	0	2	345	0	3	0	0	0	0	828
12:45 PM	0	124	144	0	73	0	5	2	7	373	0	0	0	0	0	0	728
Total	2	654	595	0	418	0	36	5	16	1455	0	7	0	0	0	0	3188
01:00 PM	2	115	164	0	111	0	15	1	6	298	0	2	0	0	0	0	714
01:15 PM	3	168	123	0	108	0	4	0	14	365	0	0	0	0	0	0	785
*** BREAK ***																	
Total	5	283	287	0	219	0	19	1	20	663	0	2	0	0	0	0	1499
*** BREAK ***																	
03:30 PM	0	329	118	1	101	0	11	0	9	279	0	3	0	0	0	0	851
03:45 PM	1	313	98	0	104	0	9	0	14	265	0	2	0	0	0	0	806
Total	1	642	216	1	205	0	20	0	23	544	0	5	0	0	0	0	1657
04:00 PM	1	303	121	0	80	1	3	0	9	178	0	2	0	0	0	0	698
04:15 PM	0	368	127	0	87	0	2	0	3	169	0	4	0	0	0	0	760
04:30 PM	1	355	105	0	93	0	6	1	9	166	0	3	0	0	0	0	739
04:45 PM	1	368	96	0	96	0	3	0	3	164	0	0	0	0	0	0	731
Total	3	1394	449	0	356	1	14	1	24	677	0	9	0	0	0	0	2928
05:00 PM	1	382	102	0	50	0	8	2	7	258	0	4	0	0	0	0	814
05:15 PM	2	356	90	0	69	0	5	0	2	191	0	1	0	0	0	0	716
05:30 PM	2	381	119	0	51	1	9	0	5	198	0	0	0	0	0	0	766
05:45 PM	1	350	122	0	51	0	3	0	0	185	0	0	0	0	0	0	712
Total	6	1469	433	0	221	1	25	2	14	832	0	5	0	0	0	0	3008
06:00 PM	0	346	96	0	49	1	4	0	4	184	0	2	0	0	0	0	686
06:15 PM	0	357	73	0	49	0	5	0	4	197	0	0	0	0	0	0	685
Grand Total	34	6840	3162	7	2247	6	169	20	176	8076	1	56	3	0	0	0	20797
Apprch %	0.3	68.1	31.5	0.1	92.0	0.2	6.9	0.8	2.1	97.2	0.0	0.7	100.0	0.0	0.0	0.0	
Total %	0.2	32.9	15.2	0.0	10.8	0.0	0.8	0.1	0.8	38.8	0.0	0.3	0.0	0.0	0.0	0.0	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304052
Site Code : 00000917
Start Date : 05/01/2003
Page No : 2

	NEWPORT BOULEVARD Southbound					VIA LIDO Westbound					NEWPORT BOULEVARD Northbound					VIA LIDO Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	9	668	415	2	1094	311	2	15	6	334	27	1511	0	17	1555	0	0	0	0	0	2983
Percent	0.8	61.1	37.9	0.2		93.1	0.6	4.5	1.8		1.7	97.2	0.0	1.1		0.0	0.0	0.0	0.0		
08:00 Volume	2	188	105	1	296	69	0	2	2	73	6	405	0	5	416	0	0	0	0	0	785
Peak Factor																					0.950
High Int.	08:00 AM					08:15 AM					08:00 AM					7:00:00 AM					
Volume	2	188	105	1	296	100	0	3	1	104	6	405	0	5	416						
Peak Factor					0.924					0.803					0.934						



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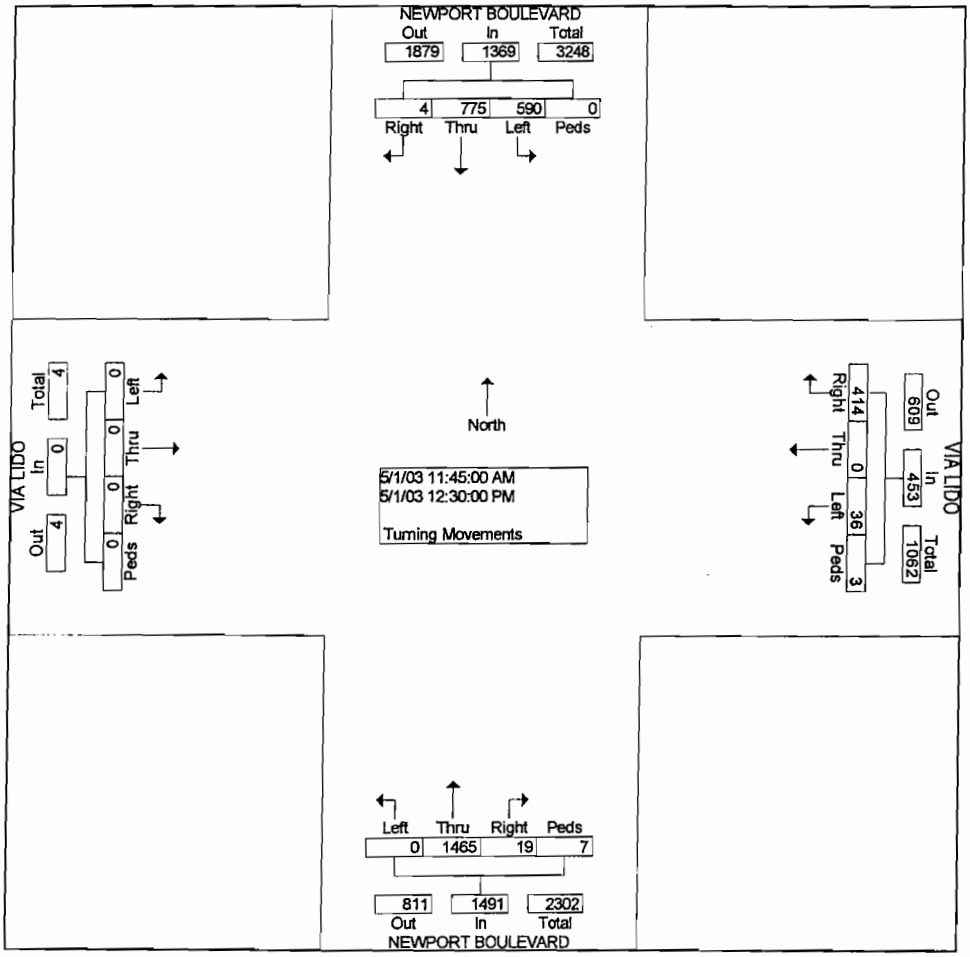
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304052
Site Code : 00000917
Start Date : 05/01/2003
Page No : 3

	NEWPORT BOULEVARD Southbound					VIA LIDO Westbound					NEWPORT BOULEVARD Northbound					VIA LIDO Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Intersection	11:45 AM																				
Volume	4	775	590	0	1369	414	0	36	3	453	19	1465	0	7	1491	0	0	0	0	0	3313
Percent	0.3	56.6	43.1	0.0		91.4	0.0	7.9	0.7		1.3	98.3	0.0	0.5		0.0	0.0	0.0	0.0		
11:45 Volume	2	245	139	0	386	69	0	5	0	74	10	383	0	0	393	0	0	0	0	0	853
Peak Factor																					0.971
High Int.	11:45 AM					12:30 PM					11:45 AM										
Volume	2	245	139	0	386	133	0	9	0	142	10	383	0	0	393						
Peak Factor					0.887					0.798					0.948						



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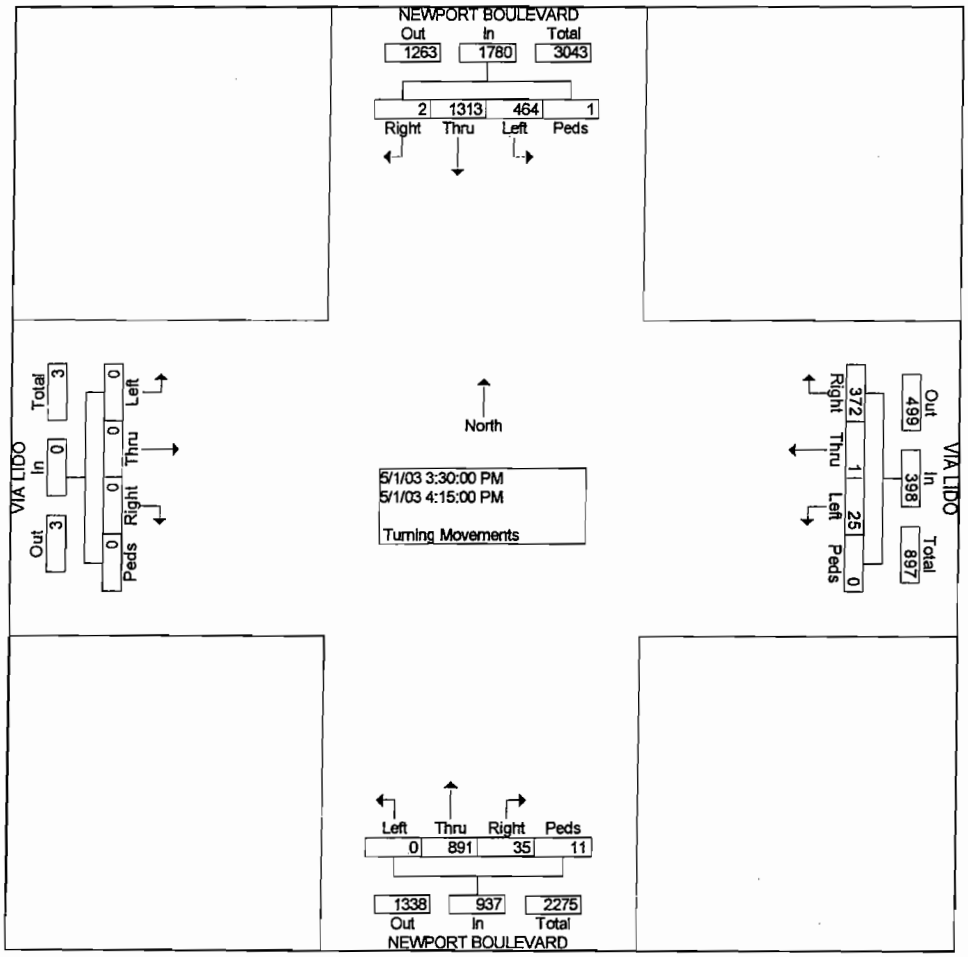
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304052
Site Code : 00000917
Start Date : 05/01/2003
Page No : 4

	NEWPORT BOULEVARD Southbound					VIA LIDO Westbound					NEWPORT BOULEVARD Northbound					VIA LIDO Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	03:30 PM																				
Volume	2	1313	464	1	1780	372	1	25	0	398	35	891	0	11	937	0	0	0	0	0	3115
Percent	0.1	73.8	26.1	0.1		93.5	0.3	6.3	0.0		3.7	95.1	0.0	1.2		0.0	0.0	0.0	0.0		
03:30 Volume	0	329	118	1	448	101	0	11	0	112	9	279	0	3	291	0	0	0	0	0	851
Peak Factor																					0.915
High Int.	04:15 PM					03:45 PM					03:30 PM										
Volume	0	368	127	0	495	104	0	9	0	113	9	279	0	3	291						
Peak Factor					0.899					0.881					0.805						



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Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

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

File Name : H0304053
Site Code : 00000922
Start Date : 04/29/2003
Page No : 1

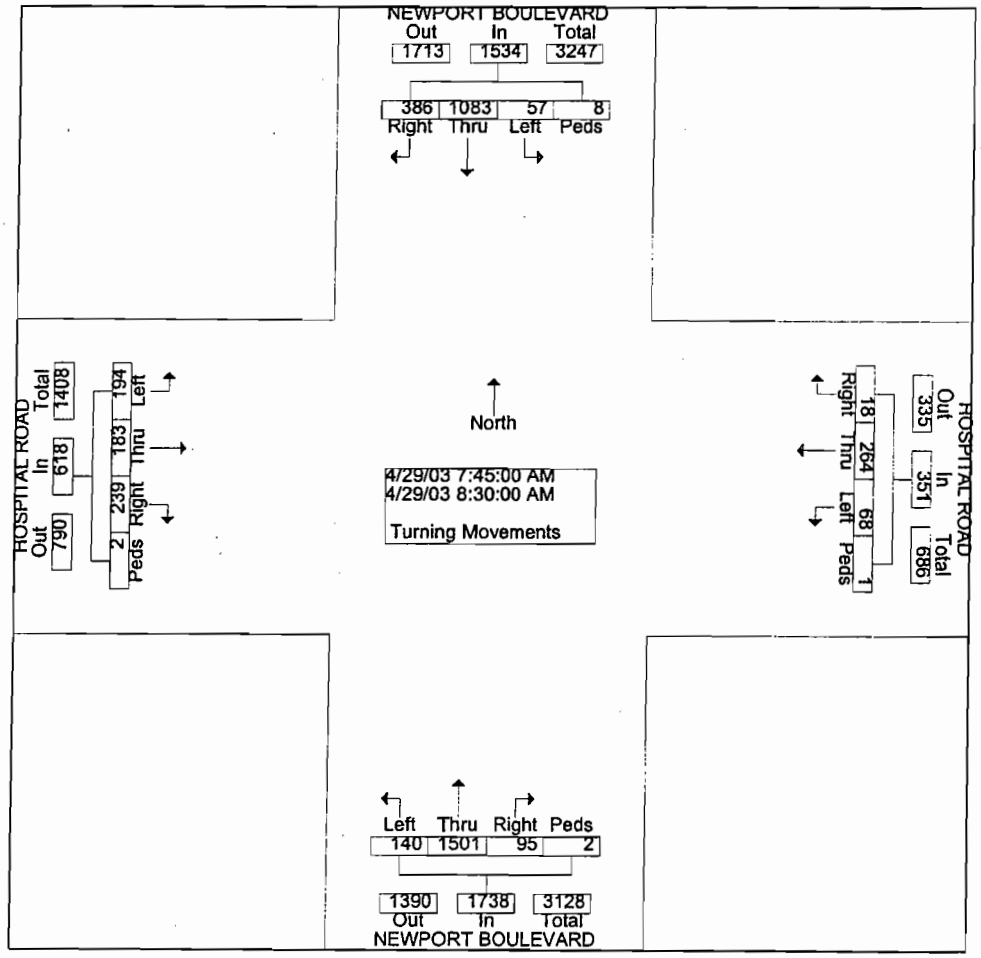
Groups Printed- Turning Movements

	NEWPORT BOULEVARD Southbound				HOSPITAL ROAD Westbound				NEWPORT BOULEVARD Northbound				HOSPITAL ROAD Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	74	198	8	1	0	29	7	0	6	377	15	0	27	13	27	0	782
07:30 AM	67	216	12	2	7	51	16	0	14	449	21	1	55	36	59	0	1006
07:45 AM	116	289	8	3	6	86	12	0	18	373	36	0	83	68	52	0	1150
Total	257	703	28	6	13	166	35	0	38	1191	72	1	165	117	138	0	2938
08:00 AM	79	255	16	1	1	62	18	0	26	373	28	1	63	44	62	2	1031
08:15 AM	101	258	14	1	5	62	10	0	27	387	38	1	54	39	37	0	1034
08:30 AM	90	281	19	3	6	54	28	1	24	368	38	0	39	32	43	0	1026
08:45 AM	109	295	12	0	7	56	17	0	19	369	35	1	51	20	37	0	1028
Total	379	1089	61	5	19	234	73	1	96	1497	139	3	207	135	179	2	4119
09:00 AM	66	283	14	2	5	43	17	0	16	293	35	1	68	25	44	0	912
*** BREAK ***																	
Total	66	283	14	2	5	43	17	0	16	293	35	1	68	25	44	0	912
*** BREAK ***																	
03:30 PM	85	334	15	0	9	40	23	0	11	375	32	1	43	38	82	1	1089
03:45 PM	72	378	11	1	7	41	28	0	14	281	33	1	61	25	73	0	1026
Total	157	712	26	1	16	81	51	0	25	656	65	2	104	63	155	1	2115
04:00 PM	75	322	10	0	5	71	25	0	13	348	36	0	67	40	78	1	1091
04:15 PM	69	383	14	0	9	42	29	0	11	288	26	0	48	29	65	0	1013
04:30 PM	54	341	19	0	13	52	26	0	20	332	40	0	68	23	98	0	1086
04:45 PM	55	423	14	0	9	46	32	0	15	291	45	2	48	29	78	0	1087
Total	253	1469	57	0	36	211	112	0	59	1259	147	2	231	121	319	1	4277
05:00 PM	41	396	12	1	13	40	49	0	22	331	41	0	81	28	99	0	1154
05:15 PM	54	403	7	2	5	52	34	0	17	336	40	0	69	37	90	0	1146
05:30 PM	53	434	9	1	19	46	36	0	11	285	36	0	39	49	116	0	1134
05:45 PM	64	468	15	1	12	41	32	0	15	283	26	1	37	38	166	0	1199
Total	212	1701	43	5	49	179	151	0	65	1235	143	1	226	152	471	0	4633
06:00 PM	69	416	17	0	9	33	34	1	17	314	24	0	26	29	145	0	1134
06:15 PM	53	460	9	0	5	38	29	0	20	279	30	0	36	20	84	0	1063
Grand Total	1446	6833	255	19	152	985	502	2	336	6732	655	10	1063	662	1535	4	21191
Apprch %	16.9	79.9	3.0	0.2	9.3	60.0	30.6	0.1	4.3	87.1	8.5	0.1	32.6	20.3	47.0	0.1	
Total %	6.8	32.2	1.2	0.1	0.7	4.6	2.4	0.0	1.6	31.8	3.1	0.0	5.0	3.1	7.2	0.0	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304053
Site Code : 00000922
Start Date : 04/29/2003
Page No : 2

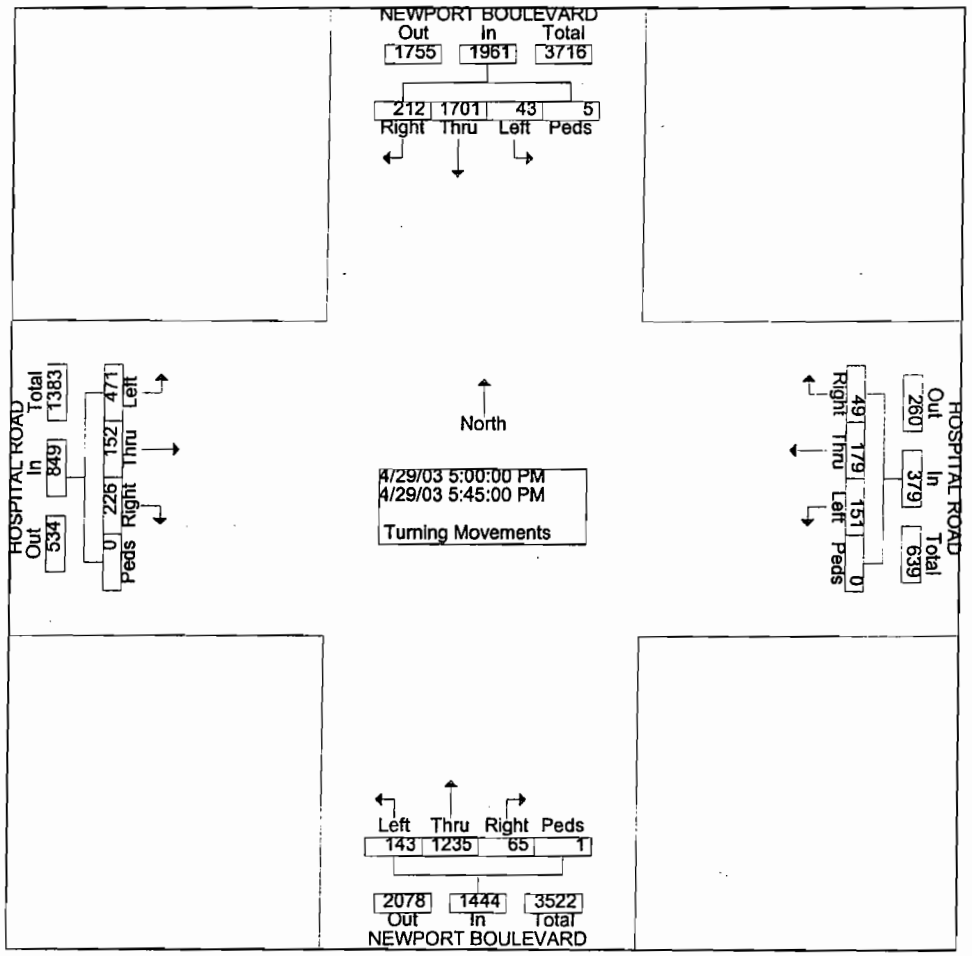
	NEWPORT BOULEVARD Southbound					HOSPITAL ROAD Westbound					NEWPORT BOULEVARD Northbound					HOSPITAL ROAD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	386	1083	57	8	1534	18	264	68	1	351	95	1501	140	2	1738	239	183	194	2	618	4241
Percent	25.2	70.6	3.7	0.5		5.1	75.2	19.4	0.3		5.5	86.4	8.1	0.1		38.7	29.6	31.4	0.3		
07:45 Volume	116	289	8	3	416	6	86	12	0	104	18	373	36	0	427	83	68	52	0	203	1150
Peak Factor																					0.922
High Int.	07:45 AM					07:45 AM					08:15 AM					07:45 AM					
Volume	116	289	8	3	416	6	86	12	0	104	27	387	38	1	453	83	68	52	0	203	
Peak Factor					0.922					0.844					0.959					0.761	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304053
Site Code : 00000922
Start Date : 04/29/2003
Page No : 3

	NEWPORT BOULEVARD Southbound					HOSPITAL ROAD Westbound					NEWPORT BOULEVARD Northbound					HOSPITAL ROAD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	212	1701	43	5	1961	49	179	151	0	379	65	1235	143	1	1444	226	152	471	0	849	4633
Percent	10.8	86.7	2.2	0.3		12.9	47.2	39.8	0.0		4.5	85.5	9.9	0.1		26.6	17.9	55.5	0.0		
05:45 Volume	64	468	15	1	548	12	41	32	0	85	15	283	26	1	325	37	38	166	0	241	1199
Peak Factor																					0.966
High Int.	05:45 PM					05:00 PM					05:00 PM					05:45 PM					
Volume	64	468	15	1	548	13	40	49	0	102	22	331	41	0	394	37	38	166	0	241	
Peak Factor					0.895					0.929					0.916					0.881	



Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City: NEWPORT BEACH
N-S Direction: NEWPORT CENTER DRIVE
E-W Direction: SANTA BARBARA DRIVE

File Name : H0303086
Site Code : 00000919
Start Date : 03/26/2003
Page No : 1

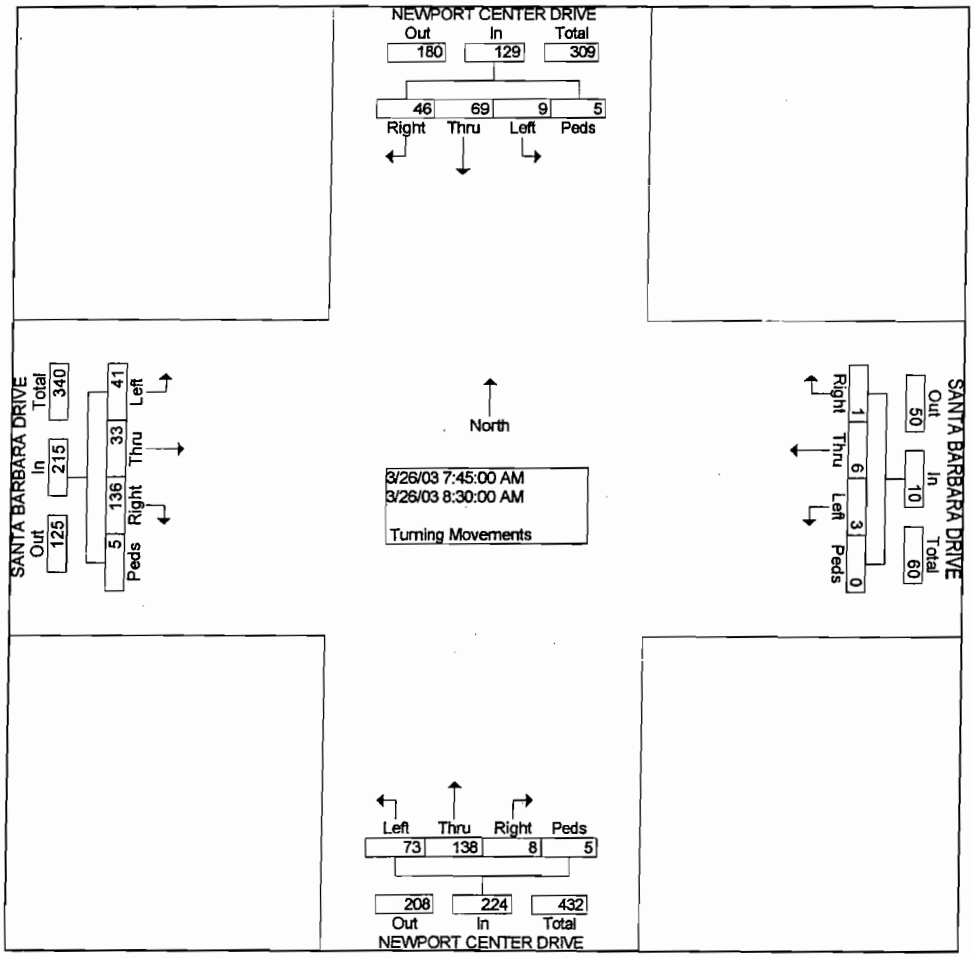
Groups Printed- Turning Movements

	NEWPORT CENTER DRIVE Southbound				SANTA BARBARA DRIVE Westbound				NEWPORT CENTER DRIVE Northbound				SANTA BARBARA DRIVE Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	9	16	3	0	1	2	0	4	0	21	12	5	13	3	7	1	97
07:30 AM	11	15	2	0	1	1	2	0	1	21	20	0	18	3	8	0	103
07:45 AM	11	16	1	3	0	3	2	0	2	37	23	2	36	9	14	0	159
Total	31	47	6	3	2	6	4	4	3	79	55	7	67	15	29	1	359
08:00 AM	12	26	1	2	1	1	1	0	1	28	20	1	45	5	13	1	158
08:15 AM	9	12	2	0	0	2	0	0	4	42	23	2	34	9	9	0	148
08:30 AM	14	15	5	0	0	0	0	0	1	31	7	0	21	10	5	4	113
08:45 AM	11	24	2	0	0	0	0	0	2	29	20	0	27	15	10	0	140
Total	46	77	10	2	1	3	1	0	8	130	70	3	127	39	37	5	559
09:00 AM	17	24	5	0	1	4	4	2	2	25	16	1	24	12	9	0	146
*** BREAK ***																	
Total	17	24	5	0	1	4	4	2	2	25	16	1	24	12	9	0	146
*** BREAK ***																	
11:30 AM	16	24	20	5	2	10	1	1	8	16	18	3	24	28	13	3	192
11:45 AM	16	47	20	1	4	10	5	0	9	22	22	6	21	36	11	5	235
Total	32	71	40	6	6	20	6	1	17	38	40	9	45	64	24	8	427
12:00 PM	21	46	11	7	6	12	4	1	8	33	25	6	26	36	15	4	261
12:15 PM	20	40	19	1	8	17	4	0	10	25	27	7	24	29	18	6	255
12:30 PM	13	40	10	7	11	13	4	0	11	28	24	0	26	24	16	3	230
12:45 PM	11	36	10	3	3	23	9	0	9	46	33	3	29	29	11	15	270
Total	65	162	50	18	28	65	21	1	38	132	109	16	105	118	60	28	1016
01:00 PM	13	32	10	8	0	25	16	0	7	35	31	7	40	33	12	6	275
01:15 PM	21	22	11	6	4	31	13	5	9	26	32	7	25	32	14	2	260
*** BREAK ***																	
Total	34	54	21	14	4	56	29	5	16	61	63	14	65	65	26	8	535
*** BREAK ***																	
03:30 PM	21	28	7	1	4	13	1	3	7	22	23	3	24	21	14	1	193
03:45 PM	11	37	7	0	5	17	9	0	7	19	37	0	34	30	11	2	226
Total	32	65	14	1	9	30	10	3	14	41	60	3	58	51	25	3	419
04:00 PM	14	38	8	1	1	14	5	1	5	14	16	7	30	23	11	0	188
04:15 PM	19	24	15	7	5	26	9	3	4	22	39	2	38	27	9	4	253
04:30 PM	24	35	16	0	7	24	9	0	6	27	36	5	39	25	10	4	267
04:45 PM	25	51	11	0	8	18	4	0	7	23	35	1	24	33	5	0	245
Total	82	148	50	8	21	82	27	4	22	86	126	15	131	108	35	8	953
05:00 PM	21	53	6	2	5	25	8	1	12	26	37	1	28	24	7	2	258
05:15 PM	24	43	14	1	5	15	8	0	11	18	27	5	32	33	21	4	261
05:30 PM	15	33	8	1	1	14	3	1	6	17	42	2	23	25	9	0	200
05:45 PM	17	26	6	1	6	21	9	0	4	18	25	3	30	23	7	0	196
Total	77	155	34	5	17	75	28	2	33	79	131	11	113	105	44	6	915
06:00 PM	16	31	9	2	4	25	5	0	1	10	36	2	30	19	14	0	204
06:15 PM	13	24	10	0	2	23	4	0	5	13	33	12	17	27	8	0	191
Grand Total	445	858	249	59	95	389	139	22	159	694	739	93	782	623	311	67	5724
Apprch %	27.6	53.3	15.5	3.7	14.7	60.3	21.6	3.4	9.4	41.2	43.9	5.5	43.9	34.9	17.4	3.8	
Total %	7.8	15.0	4.4	1.0	1.7	6.8	2.4	0.4	2.8	12.1	12.9	1.6	13.7	10.9	5.4	1.2	

Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0303086
Site Code : 00000919
Start Date : 03/26/2003
Page No : 2

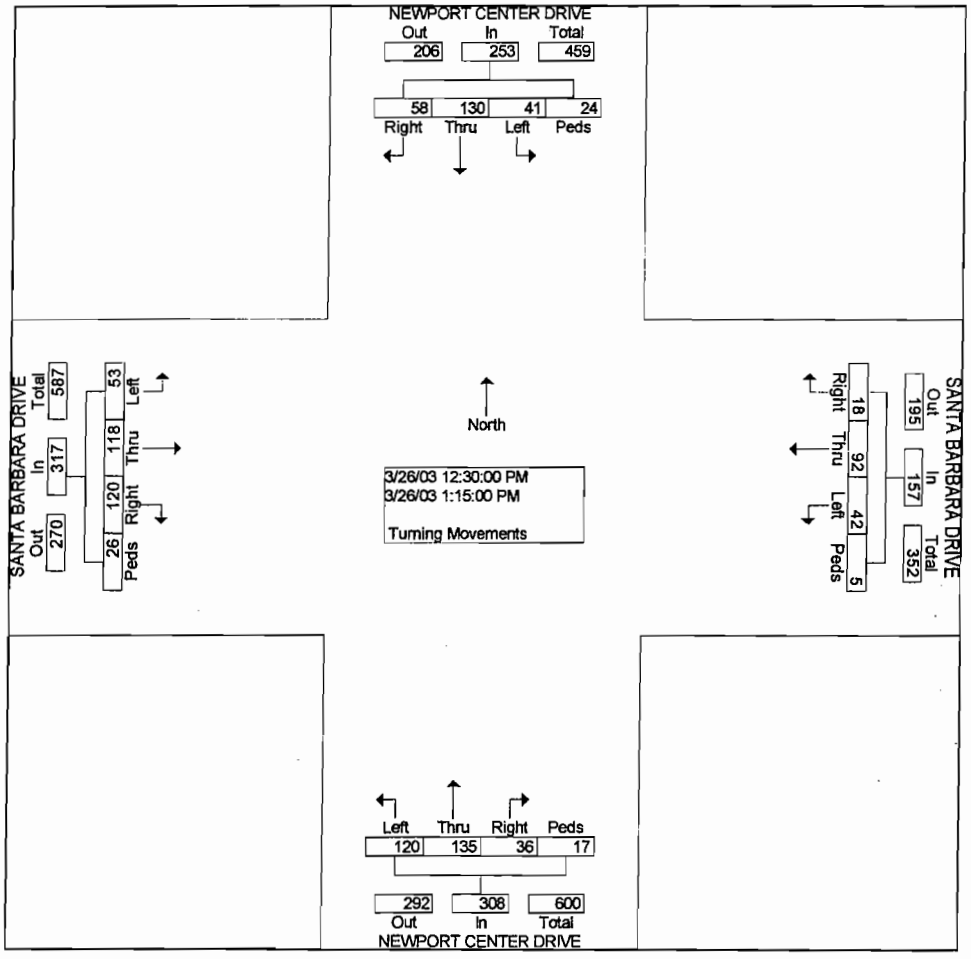
	NEWPORT CENTER DRIVE Southbound					SANTA BARBARA DRIVE Westbound					NEWPORT CENTER DRIVE Northbound					SANTA BARBARA DRIVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	46	69	9	5	129	1	6	3	0	10	8	138	73	5	224	136	33	41	5	215	578
Percent	35.7	53.5	7.0	3.9		10.0	60.0	30.0	0.0		3.6	61.6	32.6	2.2		63.3	15.3	19.1	2.3		
07:45 Volume	11	16	1	3	31	0	3	2	0	5	2	37	23	2	64	36	9	14	0	59	159
Peak Factor																					0.909
High Int.	08:00 AM					07:45 AM					08:15 AM					08:00 AM					
Volume	12	26	1	2	41	0	3	2	0	5	4	42	23	2	71	45	5	13	1	64	
Peak Factor					0.787					0.500					0.789					0.840	



Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0303086
Site Code : 00000919
Start Date : 03/26/2003
Page No : 3

	NEWPORT CENTER DRIVE Southbound					SANTA BARBARA DRIVE Westbound					NEWPORT CENTER DRIVE Northbound					SANTA BARBARA DRIVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Intersection	12:30 PM																				
Volume	58	130	41	24	253	18	92	42	5	157	36	135	120	17	308	120	118	53	26	317	1035
Percent	22.9	51.4	16.2	9.5		11.5	58.6	26.8	3.2		11.7	43.8	39.0	5.5		37.9	37.2	16.7	8.2		
01:00 Volume	13	32	10	8	63	0	25	16	0	41	7	35	31	7	80	40	33	12	6	91	275
Peak Factor																					0.941
High Int.	12:30 PM					01:15 PM					12:45 PM					01:00 PM					
Volume	13	40	10	7	70	4	31	13	5	53	9	46	33	3	91	40	33	12	6	91	
Peak Factor					0.904					0.741					0.846					0.871	



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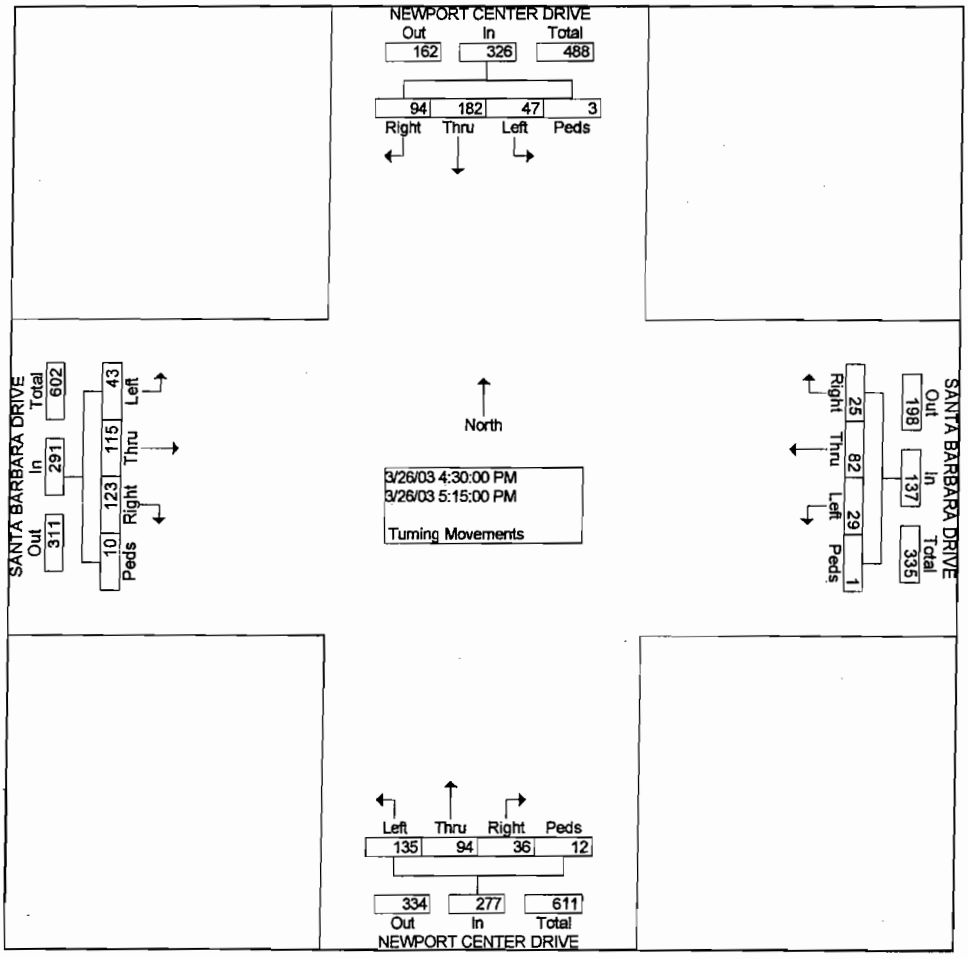
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0303086
Site Code : 00000919
Start Date : 03/26/2003
Page No : 4

	NEWPORT CENTER DRIVE Southbound					SANTA BARBARA DRIVE Westbound					NEWPORT CENTER DRIVE Northbound					SANTA BARBARA DRIVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	94	182	47	3	326	25	82	29	1	137	36	94	135	12	277	123	115	43	10	291	1031
Percent	28.8	55.8	14.4	0.9		18.2	59.9	21.2	0.7		13.0	33.9	48.7	4.3		42.3	39.5	14.8	3.4		
04:30 Volume	24	35	16	0	75	7	24	9	0	40	6	27	36	5	74	39	25	10	4	78	267
Peak Factor																					0.965
High Int.	04:45 PM					04:30 PM					05:00 PM					05:15 PM					
Volume	25	51	11	0	87	7	24	9	0	40	12	26	37	1	76	32	33	21	4	90	
Peak Factor					0.937					0.856					0.911					0.808	



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Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City: NEWPORT BEACH
N-S Direction: SANTA CRUZ
E-W Direction: SAN JOAQUIN HILLS ROAD

File Name : H0303069
Site Code : 00000092
Start Date : 03/18/2003
Page No : 1

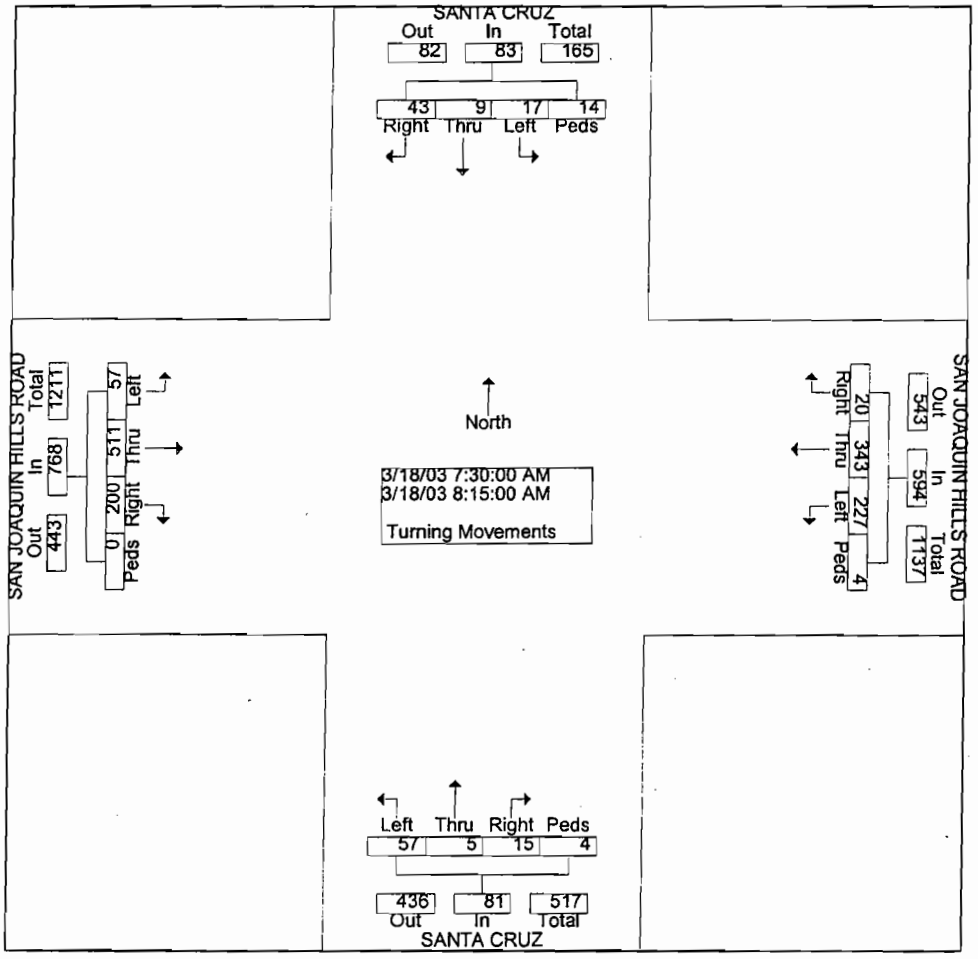
Groups Printed- Turning Movements

	SANTA CRUZ Southbound				SAN JOAQUIN HILLS ROAD Westbound				SANTA CRUZ Northbound				SAN JOAQUIN HILLS ROAD Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	8	2	3	1	4	65	34	1	4	1	13	1	45	89	7	0	278
07:30 AM	22	1	5	1	4	126	48	0	4	0	18	1	36	96	6	0	368
07:45 AM	8	3	10	13	5	75	73	2	2	1	11	3	41	161	14	0	422
Total	38	6	18	15	13	266	155	3	10	2	42	5	122	346	27	0	1068
08:00 AM	7	2	0	0	9	76	56	1	4	3	9	0	62	136	21	0	386
08:15 AM	6	3	2	0	2	66	50	1	5	1	19	0	61	118	16	0	350
08:30 AM	8	2	4	1	4	69	47	0	2	3	17	0	45	91	12	0	305
08:45 AM	8	1	3	3	4	59	28	2	3	5	17	0	59	97	8	0	297
Total	29	8	9	4	19	270	181	4	14	12	62	0	227	442	57	0	1338
09:00 AM	11	4	4	0	1	64	23	0	5	11	40	0	48	83	10	0	304
*** BREAK ***																	
Total	11	4	4	0	1	64	23	0	5	11	40	0	48	83	10	0	304
*** BREAK ***																	
11:30 AM	8	5	8	0	9	86	11	0	18	0	44	0	62	66	19	0	336
11:45 AM	12	3	5	0	7	88	11	0	17	4	69	0	55	83	23	0	377
Total	20	8	13	0	16	174	22	0	35	4	113	0	117	149	42	0	713
12:00 PM	7	3	0	1	5	101	10	0	21	5	43	0	38	67	20	0	321
12:15 PM	13	2	2	0	6	75	9	0	14	2	53	0	44	84	10	0	314
12:30 PM	11	2	3	0	1	86	2	0	3	2	55	3	49	94	16	0	327
12:45 PM	4	0	6	0	8	114	17	0	12	10	73	0	54	113	15	0	426
Total	35	7	11	1	20	376	38	0	50	19	224	3	185	358	61	0	1388
01:00 PM	4	0	4	0	2	82	16	0	12	3	63	0	45	79	16	0	326
01:15 PM	14	1	4	0	8	91	5	0	11	3	71	0	49	110	16	0	383
*** BREAK ***																	
Total	18	1	8	0	10	173	21	0	23	6	134	0	94	189	32	0	709
*** BREAK ***																	
03:30 PM	21	5	8	2	6	94	12	0	22	4	81	1	29	112	38	0	435
03:45 PM	18	3	6	0	1	91	16	0	25	4	72	1	42	107	28	0	414
Total	39	8	14	2	7	185	28	0	47	8	153	2	71	219	66	0	849
04:00 PM	18	1	0	0	3	102	9	0	24	2	75	0	31	69	18	0	352
04:15 PM	9	1	4	0	2	95	8	0	25	5	91	0	27	107	22	0	396
04:30 PM	9	0	6	0	0	90	10	0	26	4	114	0	33	85	24	0	401
04:45 PM	9	1	2	3	0	100	13	0	28	5	66	0	53	86	16	0	382
Total	45	3	12	3	5	387	40	0	103	16	346	0	144	347	80	0	1531
05:00 PM	4	0	1	0	0	105	8	0	42	3	111	0	29	93	46	0	442
05:15 PM	1	7	3	1	0	119	12	0	34	7	98	0	38	94	34	0	448
05:30 PM	13	4	1	0	0	85	7	0	24	5	82	0	32	81	24	1	359
05:45 PM	11	3	4	0	0	99	16	0	17	1	89	0	48	98	13	1	400
Total	29	14	9	1	0	408	43	0	117	16	380	0	147	366	117	2	1649
06:00 PM	6	0	5	0	0	68	6	0	26	4	73	2	28	73	26	0	317
06:15 PM	6	2	3	2	2	68	6	0	18	3	74	0	34	94	18	0	330
Grand Total	276	61	106	28	93	2439	563	7	448	101	1641	12	1217	2666	536	2	10196
Apprch %	58.6	13.0	22.5	5.9	3.0	78.6	18.1	0.2	20.3	4.6	74.5	0.5	27.5	60.3	12.1	0.0	
Total %	2.7	0.6	1.0	0.3	0.9	23.9	5.5	0.1	4.4	1.0	16.1	0.1	11.9	26.1	5.3	0.0	

Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0303069
Site Code : 00000092
Start Date : 03/18/2003
Page No : 2

	SANTA CRUZ Southbound					SAN JOAQUIN HILLS ROAD Westbound					SANTA CRUZ Northbound					SAN JOAQUIN HILLS ROAD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	43	9	17	14	83	20	343	227	4	594	15	5	57	4	81	200	511	57	0	768	1526
Percent	51.8	10.8	20.5	16.9		3.4	57.7	38.2	0.7		18.5	6.2	70.4	4.9		26.0	66.5	7.4	0.0		
07:45 Volume	8	3	10	13	34	5	75	73	2	155	2	1	11	3	17	41	161	14	0	216	422
Peak Factor																					0.904
High Int.	07:45 AM					07:30 AM					08:15 AM					08:00 AM					
Volume	8	3	10	13	34	4	126	48	0	178	5	1	19	0	25	62	136	21	0	219	
Peak Factor					0.610					0.834					0.810					0.877	



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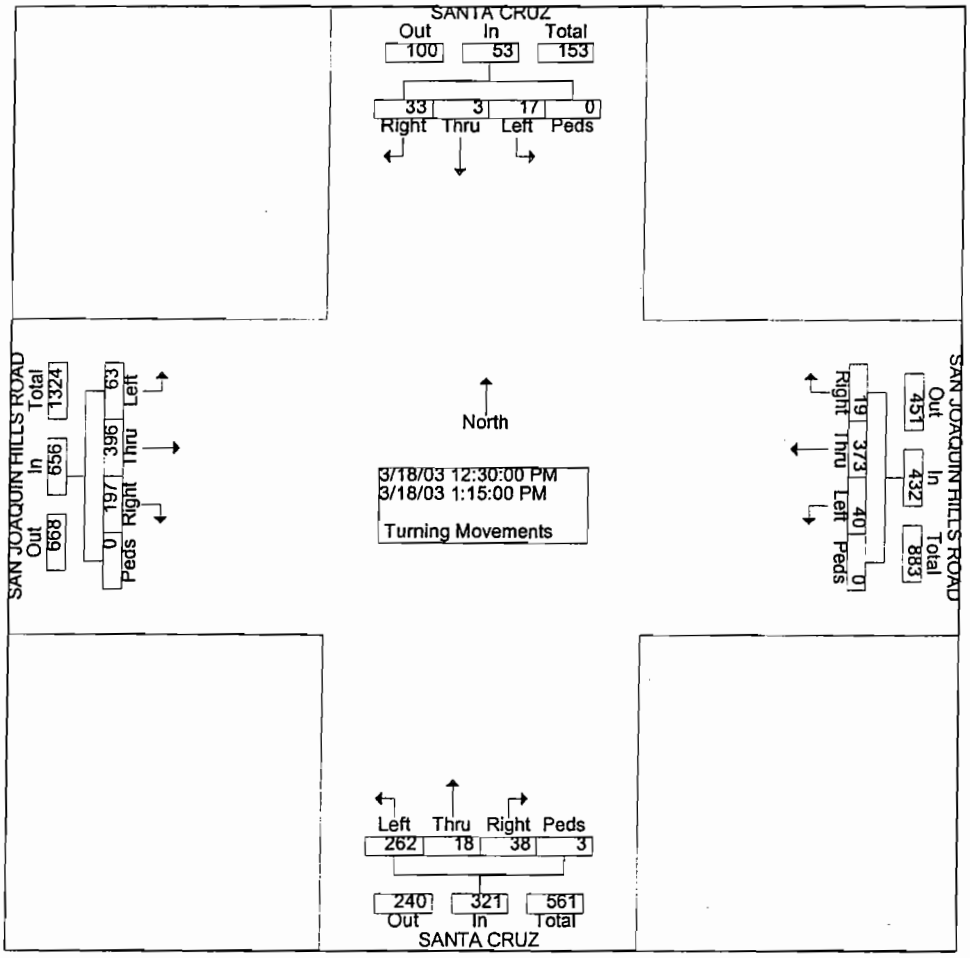
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0303069
Site Code : 00000092
Start Date : 03/18/2003
Page No : 3

	SANTA CRUZ Southbound					SAN JOAQUIN HILLS ROAD Westbound					SANTA CRUZ Northbound					SAN JOAQUIN HILLS ROAD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Intersection	12:30 PM																				
Volume	33	3	17	0	53	19	373	40	0	432	38	18	262	3	321	197	396	63	0	656	1462
Percent	62.3	5.7	32.1	0.0		4.4	86.3	9.3	0.0		11.8	5.6	81.6	0.9		30.0	60.4	9.6	0.0		
12:45 Volume	4	0	6	0	10	8	114	17	0	139	12	10	73	0	95	54	113	15	0	182	426
Peak Factor																					0.858
High Int.	01:15 PM					12:45 PM					12:45 PM					12:45 PM					
Volume	14	1	4	0	19	8	114	17	0	139	12	10	73	0	95	54	113	15	0	182	
Peak Factor					0.697					0.777					0.845					0.901	



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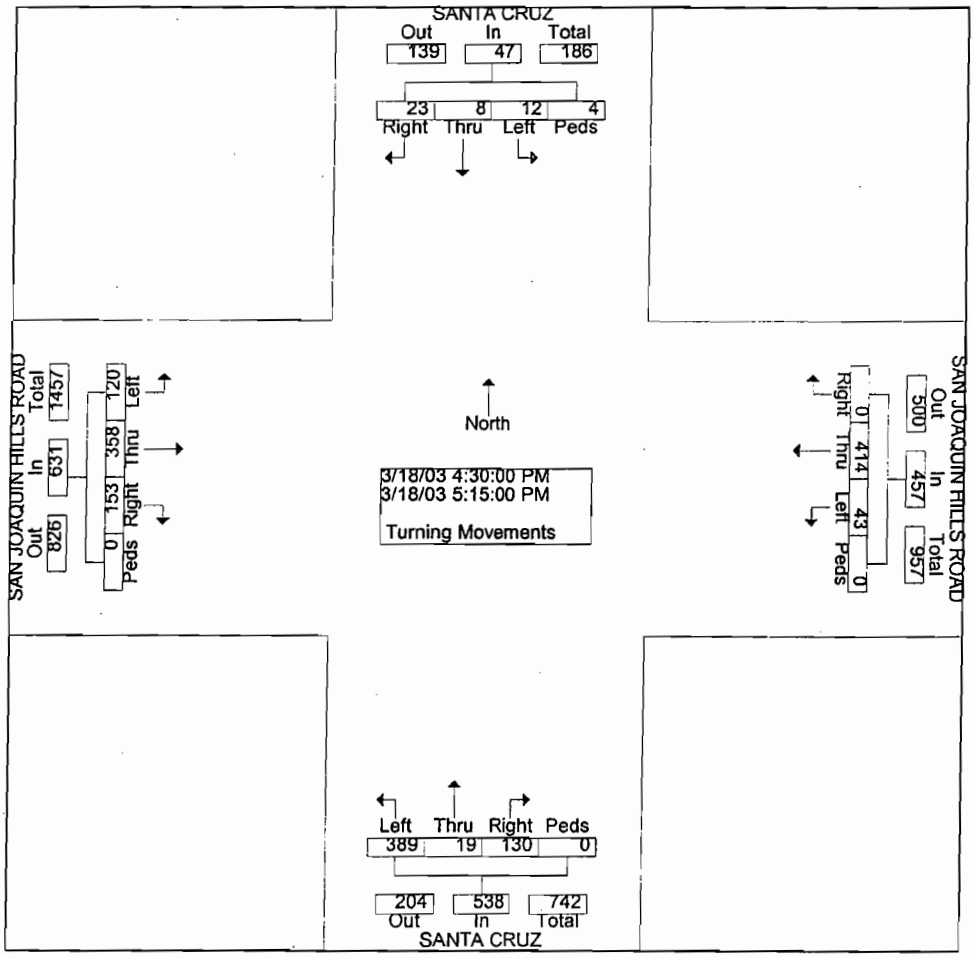
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0303069
Site Code : 00000092
Start Date : 03/18/2003
Page No : 4

	SANTA CRUZ Southbound					SAN JOAQUIN HILLS ROAD Westbound					SANTA CRUZ Northbound					SAN JOAQUIN HILLS ROAD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	23	8	12	4	47	0	414	43	0	457	130	19	389	0	538	153	358	120	0	631	1673
Percent	48.9	17.0	25.5	8.5		0.0	90.6	9.4	0.0		24.2	3.5	72.3	0.0		24.2	56.7	19.0	0.0		
05:15 Volume	1	7	3	1	12	0	119	12	0	131	34	7	98	0	139	38	94	34	0	166	448
Peak Factor																					0.934
High Int.	04:30 PM					05:15 PM					05:00 PM					05:00 PM					
Volume	9	0	6	0	15	0	119	12	0	131	42	3	111	0	156	29	93	46	0	168	
Peak Factor					0.783					0.872					0.862					0.939	



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Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City: NEWPORT BEACH
N-S Direction: SANTA ROSA
E-W Direction: SAN JOAQUIN HILLS RD

File Name : H0303070
Site Code : 00000916
Start Date : 03/19/2003
Page No : 1

Groups Printed- Turning Movements

	SANTA ROSA Southbound				SAN JOAQUIN HILLS ROAD Westbound				SANTA ROSA Northbound				SAN JOAQUIN HILLS ROAD Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	6	5	19	2	15	89	68	2	14	3	5	1	14	75	2	0	320
07:30 AM	11	1	13	0	14	143	100	0	3	0	5	1	14	112	15	1	433
07:45 AM	11	3	24	4	12	113	118	0	23	3	12	1	41	108	7	1	481
Total	28	9	56	6	41	345	286	2	40	6	22	3	69	295	24	2	1234
08:00 AM	9	4	18	3	14	116	98	0	16	1	9	0	35	93	13	0	429
08:15 AM	4	2	20	0	27	138	127	0	17	3	10	0	17	76	12	0	453
08:30 AM	6	8	7	0	5	98	132	1	30	4	19	1	20	63	7	0	401
08:45 AM	4	17	26	3	3	74	154	0	33	7	23	1	22	60	2	1	430
Total	23	31	71	6	49	426	511	1	96	15	61	2	94	292	34	1	1713
09:00 AM	7	2	9	1	11	76	108	1	43	14	11	0	49	44	3	0	379
*** BREAK ***																	
Total	7	2	9	1	11	76	108	1	43	14	11	0	49	44	3	0	379
*** BREAK ***																	
03:30 PM	17	1	11	1	6	61	73	0	93	5	49	1	38	57	6	0	419
03:45 PM	12	2	20	0	5	54	51	0	67	2	48	0	40	99	14	0	414
Total	29	3	31	1	11	115	124	0	160	7	97	1	78	156	20	0	833
04:00 PM	8	2	17	0	4	44	35	0	95	4	23	0	13	79	23	0	347
04:15 PM	15	1	22	3	3	31	79	2	81	2	38	1	14	98	11	0	401
04:30 PM	8	1	18	0	12	72	101	0	88	3	31	0	30	105	10	1	480
04:45 PM	4	6	21	0	17	53	27	0	108	11	31	0	17	111	4	0	410
Total	35	10	78	3	36	200	242	2	372	20	123	1	74	393	48	1	1638
05:00 PM	3	2	7	3	8	63	41	4	99	11	58	4	23	120	6	1	453
05:15 PM	14	1	11	3	11	68	45	0	106	12	83	0	39	97	2	1	493
05:30 PM	11	8	15	0	11	61	62	0	93	2	28	1	32	74	3	0	401
05:45 PM	9	2	16	2	3	44	59	0	119	1	31	0	25	85	6	1	403
Total	37	13	49	8	33	236	207	4	417	26	200	5	119	376	17	3	1750
06:00 PM	5	1	14	0	11	27	65	0	57	2	52	1	28	97	9	0	369
06:15 PM	5	3	22	0	22	36	30	0	88	11	23	0	8	77	4	0	329
*** BREAK ***																	
Grand Total	169	72	330	25	214	1461	1573	10	1273	101	589	13	519	1730	159	7	8245
Apprch %	28.4	12.1	55.4	4.2	6.6	44.8	48.3	0.3	64.4	5.1	29.8	0.7	21.5	71.6	6.6	0.3	
Total %	2.0	0.9	4.0	0.3	2.6	17.7	19.1	0.1	15.4	1.2	7.1	0.2	6.3	21.0	1.9	0.1	

Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0303070
Site Code : 00000916
Start Date : 03/19/2003
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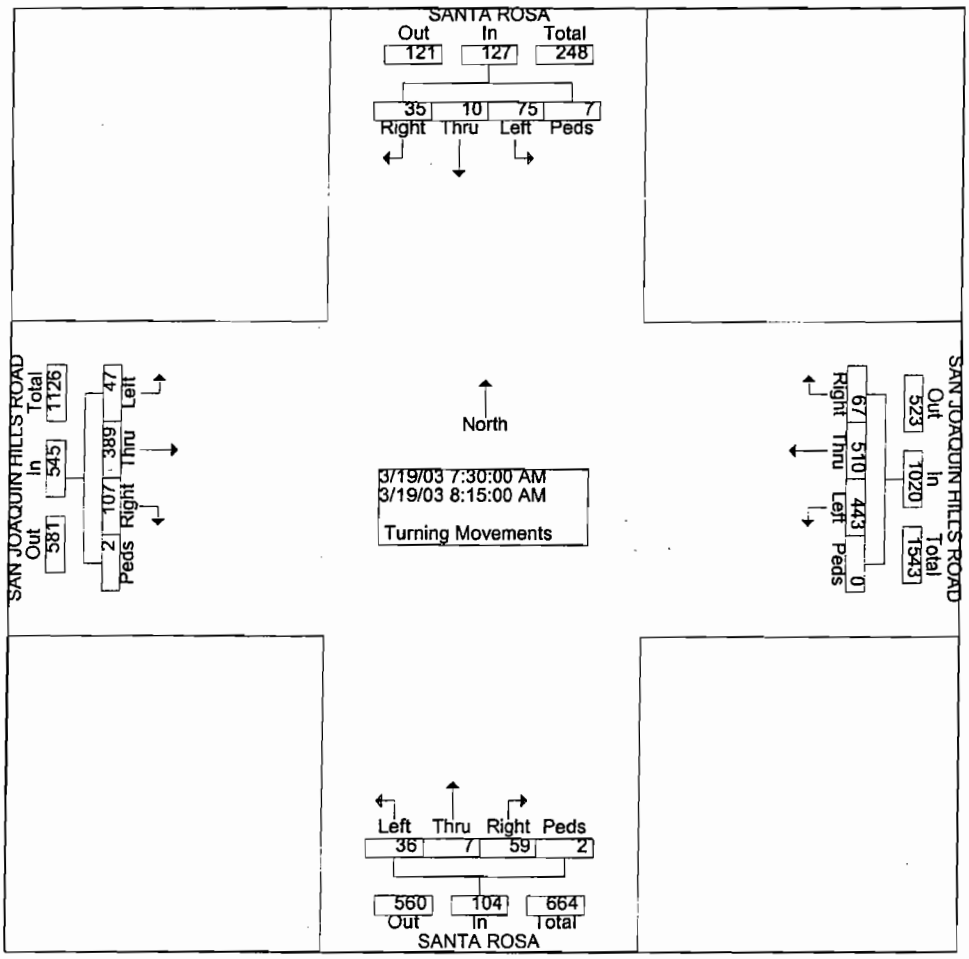
	SANTA ROSA Southbound					SAN JOAQUIN HILLS ROAD Westbound					SANTA ROSA Northbound					SAN JOAQUIN HILLS ROAD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	35	10	75	7	127	67	510	443	0	1020	59	7	36	2	104	107	389	47	2	545	1796
Percent	27.6	7.9	59.1	5.5		6.6	50.0	43.4	0.0		56.7	6.7	34.6	1.9		19.6	71.4	8.6	0.4		
07:45 Volume	11	3	24	4	42	12	113	118	0	243	23	3	12	1	39	41	108	7	1	157	481
Peak Factor																					0.933
High Int.	07:45 AM					08:15 AM					07:45 AM					07:45 AM					
Volume	11	3	24	4	42	27	138	127	0	292	23	3	12	1	39	41	108	7	1	157	
Peak Factor					0.756					0.873					0.667					0.868	



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Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0303070
Site Code : 00000916
Start Date : 03/19/2003
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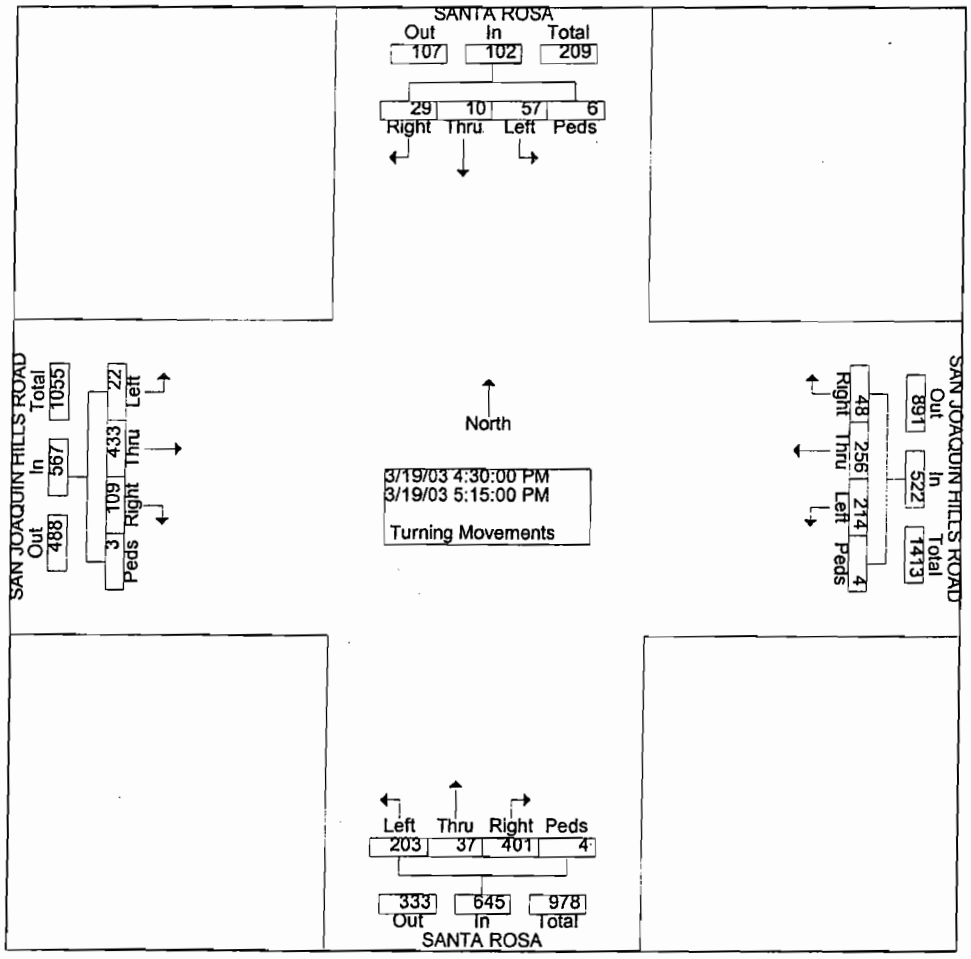
	SANTA ROSA Southbound					SAN JOAQUIN HILLS ROAD Westbound					SANTA ROSA Northbound					SAN JOAQUIN HILLS ROAD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:30 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	29	10	57	6	102	48	256	214	4	522	401	37	203	4	645	109	433	22	3	567	1836
Percent	28.4	9.8	55.9	5.9		9.2	49.0	41.0	0.8		62.2	5.7	31.5	0.6		19.2	76.4	3.9	0.5		
05:15 Volume	14	1	11	3	29	11	68	45	0	124	106	12	83	0	201	39	97	2	1	139	493
Peak Factor																					0.931
High Int.	04:45 PM					04:30 PM					05:15 PM					05:00 PM					
Volume	4	6	21	0	31	12	72	101	0	185	106	12	83	0	201	23	120	6	1	150	
Peak Factor					0.823					0.705					0.802					0.945	



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Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

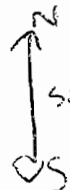
City: NEWPORT BEACH
N-S Direction: SAN MIGUEL
E-W Direction: SAN JOAQUIN HILLS ROAD

File Name : H0303071
Site Code : 00000916
Start Date : 03/20/2003
Page No : 1

Groups Printed- Turning Movements

	SAN MIGUEL Southbound				SAN JOAQUIN HILLS ROAD Westbound				SAN MIGUEL Northbound				SAN JOAQUIN HILLS ROAD Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	4	42	14	6	9	72	13	1	20	19	2	1	3	128	23	22	379
07:30 AM	10	61	9	2	33	126	46	3	17	48	1	2	0	100	30	7	495
07:45 AM	7	45	15	0	18	132	69	1	21	23	0	0	5	91	54	4	485
Total	21	148	38	8	60	330	128	5	58	90	3	3	8	319	107	33	1359
08:00 AM	7	108	22	0	24	135	52	2	30	65	0	2	6	68	51	2	574
08:15 AM	6	59	13	0	9	181	64	3	28	30	0	2	2	85	14	2	498
08:30 AM	10	91	16	2	9	179	43	2	15	46	0	0	1	77	38	0	529
08:45 AM	6	51	20	0	27	152	47	4	28	29	2	0	3	96	23	2	490
Total	29	309	71	2	69	647	206	11	101	170	2	4	12	326	126	6	2091
09:00 AM	2	90	13	0	9	131	47	0	30	34	2	0	3	68	14	0	443
*** BREAK ***																	
Total	2	90	13	0	9	131	47	0	30	34	2	0	3	68	14	0	443
*** BREAK ***																	
03:30 PM	10	79	25	3	1	131	30	2	55	96	2	3	6	102	32	4	581
03:45 PM	5	55	16	0	8	135	65	3	41	79	4	1	2	147	31	0	592
Total	15	134	41	3	9	266	95	5	96	175	6	4	8	249	63	4	1173
04:00 PM	11	56	20	1	18	102	69	0	47	121	1	2	4	132	55	1	640
04:15 PM	10	80	19	0	7	93	73	1	68	94	0	0	5	143	52	1	646
04:30 PM	10	57	24	0	15	90	35	1	61	100	0	1	2	137	65	3	601
04:45 PM	9	55	21	0	11	93	43	2	45	94	1	1	3	144	44	1	567
Total	40	248	84	1	51	378	220	4	221	409	2	4	14	556	216	6	2454
05:00 PM	1	44	39	0	16	128	51	0	32	95	2	0	2	183	46	0	639
05:15 PM	9	51	17	0	9	101	71	3	67	102	1	2	3	191	73	0	700
05:30 PM	7	41	45	0	2	107	34	0	67	72	2	0	6	226	28	0	637
05:45 PM	8	53	26	0	13	96	56	0	47	79	1	3	0	161	52	0	595
Total	25	189	127	0	40	432	212	3	213	348	6	5	11	761	199	0	2571
06:00 PM	2	46	24	1	14	99	51	0	61	83	2	1	4	125	44	1	558
06:15 PM	1	38	22	0	9	93	49	0	64	59	2	2	4	117	35	0	495
Grand Total	135	1202	420	15	261	2376	1008	28	844	1368	25	23	64	2521	804	50	11144
Apprch %	7.6	67.8	23.7	0.8	7.1	64.7	27.4	0.8	37.3	60.5	1.1	1.0	1.9	73.3	23.4	1.5	
Total %	1.2	10.8	3.8	0.1	2.3	21.3	9.0	0.3	7.6	12.3	0.2	0.2	0.6	22.6	7.2	0.4	

According to aerials



but I left it the same because previous years correlated with this.

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Transportation Studies, Inc.
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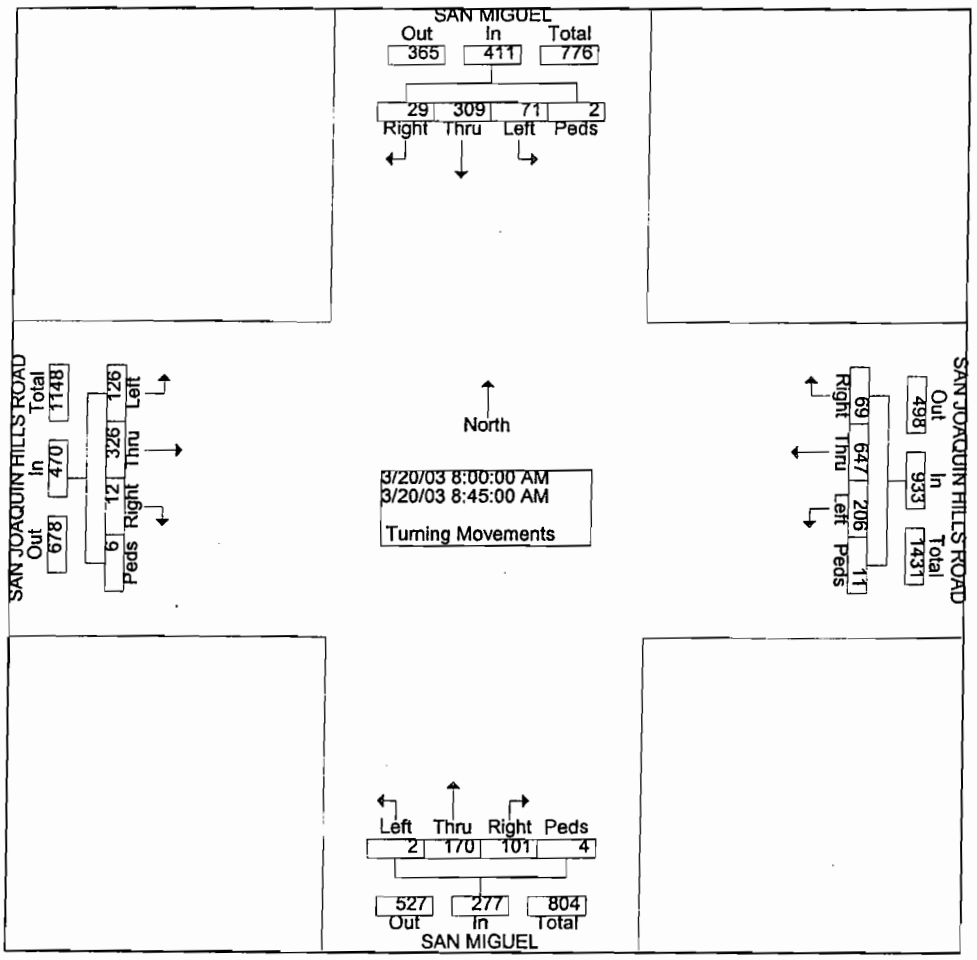
Santa Ana, CA. 92705

File Name : H0303071
Site Code : 00000916
Start Date : 03/20/2003
Page No : 2

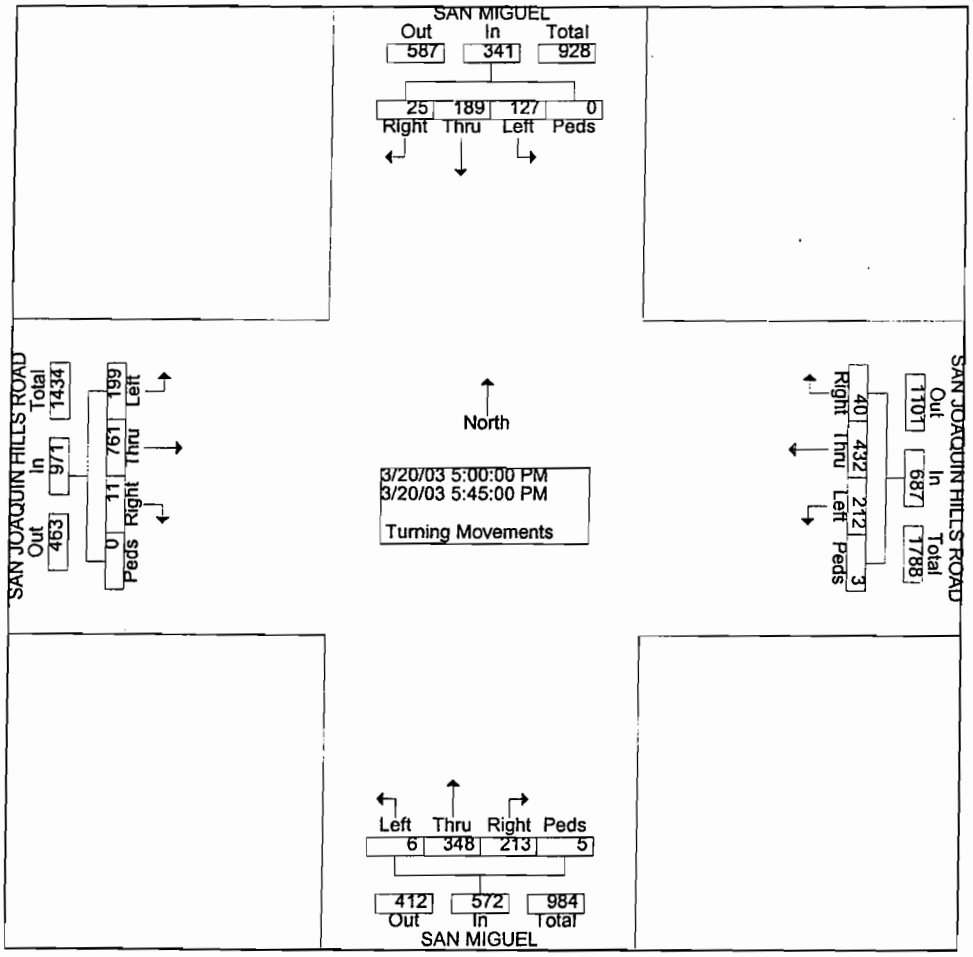
	SAN MIGUEL Southbound					SAN JOAQUIN HILLS ROAD Westbound					SAN MIGUEL Northbound					SAN JOAQUIN HILLS ROAD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	29	309	71	2	411	69	647	206	11	933	101	170	2	4	277	12	326	126	6	470	2091
Percent	7.1	75.2	17.3	0.5		7.4	69.3	22.1	1.2		36.5	61.4	0.7	1.4		2.6	69.4	26.8	1.3		
08:00 Volume	7	108	22	0	137	24	135	52	2	213	30	65	0	2	97	6	68	51	2	127	574
Peak Factor																					0.911
High Int.	08:00 AM					08:15 AM					08:00 AM					08:00 AM					
Volume	7	108	22	0	137	9	181	64	3	257	30	65	0	2	97	6	68	51	2	127	
Peak Factor					0.750					0.908					0.714					0.925	



Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0303071
Site Code : 00000916
Start Date : 03/20/2003
Page No : 3

	SAN MIGUEL Southbound					SAN JOAQUIN HILLS ROAD Westbound					SAN MIGUEL Northbound					SAN JOAQUIN HILLS ROAD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	25	189	127	0	341	40	432	212	3	687	213	348	6	5	572	11	761	199	0	971	2571
Percent	7.3	55.4	37.2	0.0		5.8	62.9	30.9	0.4		37.2	60.8	1.0	0.9		1.1	78.4	20.5	0.0		
05:15 Volume	9	51	17	0	77	9	101	71	3	184	67	102	1	2	172	3	191	73	0	267	700
Peak Factor																					0.918
High Int.	05:30 PM					05:00 PM					05:15 PM					05:15 PM					
Volume	7	41	45	0	93	16	128	51	0	195	67	102	1	2	172	3	191	73	0	267	
Peak Factor					0.917					0.881					0.831					0.909	



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Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

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

File Name : H0303073
Site Code : 00000092
Start Date : 03/20/2003
Page No : 1

Groups Printed- Turning Movements

	MARGUERITE Southbound				SAN JOAQUIN HILLS ROAD Westbound				MARGUERITE Northbound				SAN JOAQUIN HILLS ROAD Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	3	0	2	0	2	118	17	1	16	13	60	0	21	72	3	1	329
07:30 AM	7	4	4	7	6	151	18	1	16	9	107	20	33	100	4	1	488
07:45 AM	1	7	6	2	13	154	16	0	19	11	96	2	41	87	9	1	465
Total	11	11	12	9	21	423	51	2	51	33	263	22	95	259	16	3	1282
08:00 AM	12	11	15	2	45	119	17	1	16	19	75	2	49	76	12	1	472
08:15 AM	9	7	8	2	30	112	21	3	21	12	81	1	32	72	7	2	420
08:30 AM	5	14	6	4	23	107	14	2	18	15	79	5	28	69	13	7	409
08:45 AM	7	12	14	2	17	127	19	1	23	24	97	3	26	93	12	2	479
Total	33	44	43	10	115	465	71	7	78	70	332	11	135	310	44	12	1780
09:00 AM	10	14	11	3	29	97	16	3	17	25	75	4	20	71	39	1	435
*** BREAK ***																	
Total	10	14	11	3	29	97	16	3	17	25	75	4	20	71	39	1	435
*** BREAK ***																	
11:30 AM	6	9	4	0	2	72	0	0	0	0	0	0	0	0	0	0	93
11:45 AM	5	7	8	0	11	115	13	0	11	12	68	0	13	88	9	0	360
Total	11	16	12	0	13	187	13	0	11	12	68	0	13	88	9	0	453
12:00 PM	11	10	15	1	61	108	71	3	12	22	16	2	46	88	17	1	484
12:15 PM	5	12	14	0	5	90	31	0	20	5	56	3	50	87	9	0	387
12:30 PM	7	10	22	3	4	87	25	2	29	11	46	2	57	76	17	1	399
12:45 PM	6	22	9	0	11	68	15	0	20	11	64	0	56	81	19	0	382
Total	29	54	60	4	81	353	142	5	81	49	182	7	209	332	62	2	1652
01:00 PM	17	16	8	1	3	80	17	0	15	13	61	0	65	74	8	0	378
01:15 PM	11	13	15	2	9	72	9	0	13	9	46	0	53	81	14	1	348
*** BREAK ***																	
Total	28	29	23	3	12	152	26	0	28	22	107	0	118	155	22	1	726
*** BREAK ***																	
03:30 PM	13	26	21	1	6	121	18	1	28	14	63	0	76	106	14	0	508
03:45 PM	9	11	14	2	2	111	27	0	26	16	65	1	64	100	7	0	455
Total	22	37	35	3	8	232	45	1	54	30	128	1	140	206	21	0	963
04:00 PM	16	14	26	0	4	67	31	0	34	21	70	0	60	134	11	0	488
04:15 PM	19	21	23	2	5	74	25	0	41	20	76	1	71	119	21	2	520
04:30 PM	12	17	29	1	6	69	22	3	37	19	71	0	69	116	16	4	491
04:45 PM	28	16	31	1	7	73	20	2	44	25	77	0	76	127	29	1	557
Total	75	68	109	4	22	283	98	5	156	85	294	1	276	496	77	7	2056
05:00 PM	4	31	23	0	7	94	17	0	32	14	50	0	93	156	3	0	524
05:15 PM	6	22	12	0	4	91	19	0	30	8	44	2	70	170	4	1	483
05:30 PM	2	19	10	0	6	72	32	0	34	11	46	1	84	162	7	0	486
05:45 PM	6	16	21	0	8	74	23	0	16	17	55	0	96	122	6	0	460
Total	18	88	66	0	25	331	91	0	112	50	195	3	343	610	20	1	1953
06:00 PM	9	19	27	1	14	68	17	0	21	27	46	0	104	134	10	2	499
06:15 PM	7	16	24	1	9	66	20	2	17	19	41	1	87	102	8	0	420
Grand Total	253	396	422	38	349	2657	590	25	626	422	173 1	50	154 0	2763	328	29	12219
Apprch %	22.8	35.7	38.1	3.4	9.6	73.4	16.3	0.7	22.1	14.9	61.2	1.8	33.0	59.3	7.0	0.6	
Total %	2.1	3.2	3.5	0.3	2.9	21.7	4.8	0.2	5.1	3.5	14.2	0.4	12.6	22.6	2.7	0.2	

Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0303073
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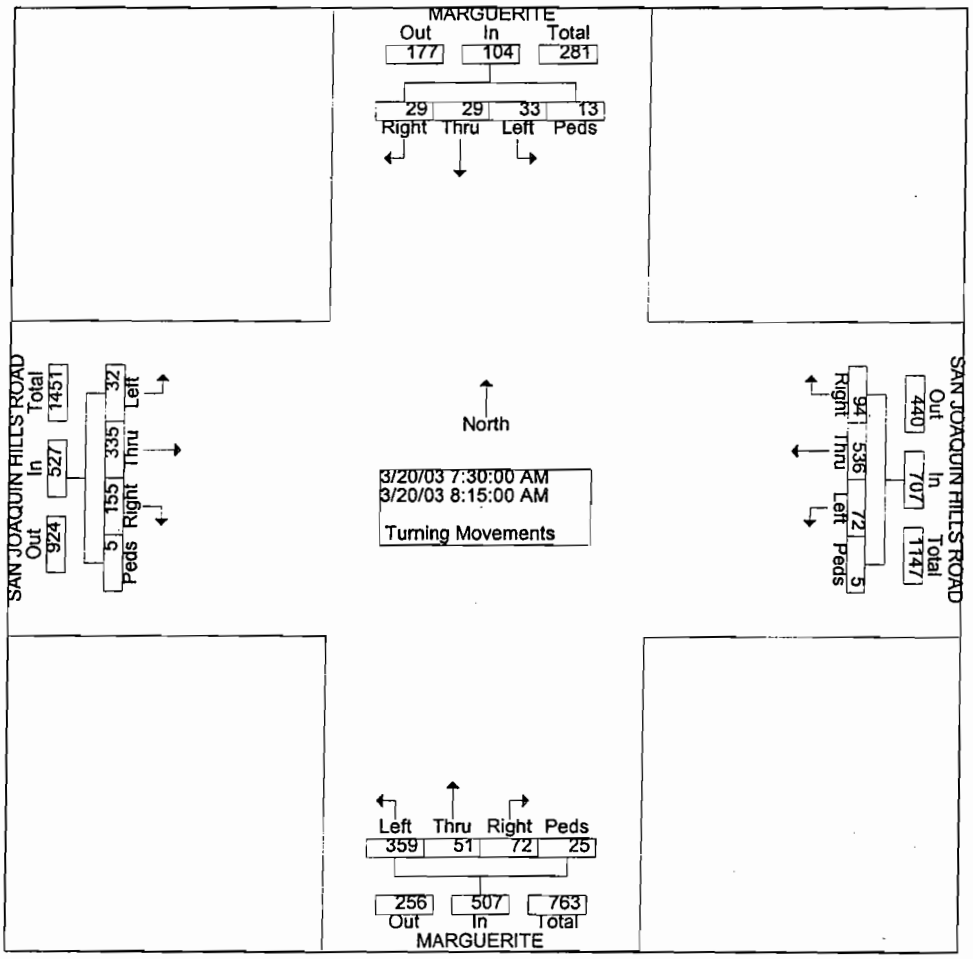
	MARGUERITE Southbound					SAN JOAQUIN HILLS ROAD Westbound					MARGUERITE Northbound					SAN JOAQUIN HILLS ROAD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	29	29	33	13	104	94	536	72	5	707	72	51	359	25	507	155	335	32	5	527	1845
Percent	27.9	27.9	31.7	12.5		13.3	75.8	10.2	0.7		14.2	10.1	70.8	4.9		29.4	63.6	6.1	0.9		
07:30 Volume	7	4	4	7	22	6	151	18	1	176	16	9	107	20	152	33	100	4	1	138	488
Peak Factor																					0.945
High Int.	08:00 AM					07:45 AM					07:30 AM					07:30 AM					
Volume	12	11	15	2	40	13	154	16	0	183	16	9	107	20	152	33	100	4	1	138	
Peak Factor					0.650					0.966					0.834					0.955	



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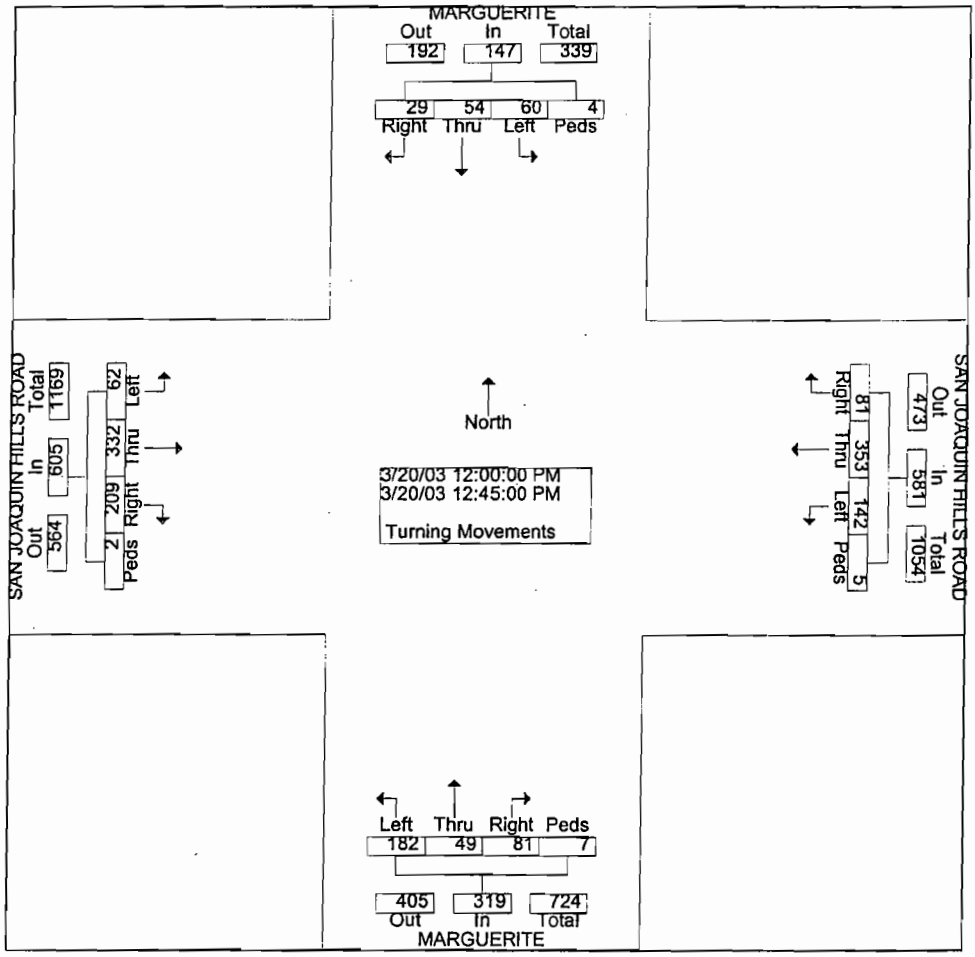
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

File Name : H0303073
Site Code : 00000092
Start Date : 03/20/2003
Page No : 3

	MARGUERITE Southbound					SAN JOAQUIN HILLS ROAD Westbound					MARGUERITE Northbound					SAN JOAQUIN HILLS ROAD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Intersection	12:00 PM																				
Volume	29	54	60	4	147	81	353	142	5	581	81	49	182	7	319	209	332	62	2	605	1652
Percent	19.7	36.7	40.8	2.7		13.9	60.8	24.4	0.9		25.4	15.4	57.1	2.2		34.5	54.9	10.2	0.3		
12:00 Volume	11	10	15	1	37	61	108	71	3	243	12	22	16	2	52	46	88	17	1	152	484
Peak Factor																					0.853
High Int.	12:30 PM					12:00 PM					12:45 PM					12:45 PM					
Volume	7	10	22	3	42	61	108	71	3	243	20	11	64	0	95	56	81	19	0	156	
Peak Factor					0.875					0.598					0.839					0.970	



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Transportation Studies, Inc.
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Suite 116
Santa Ana, CA. 92705

File Name : H0303073
Site Code : 00000092
Start Date : 03/20/2003
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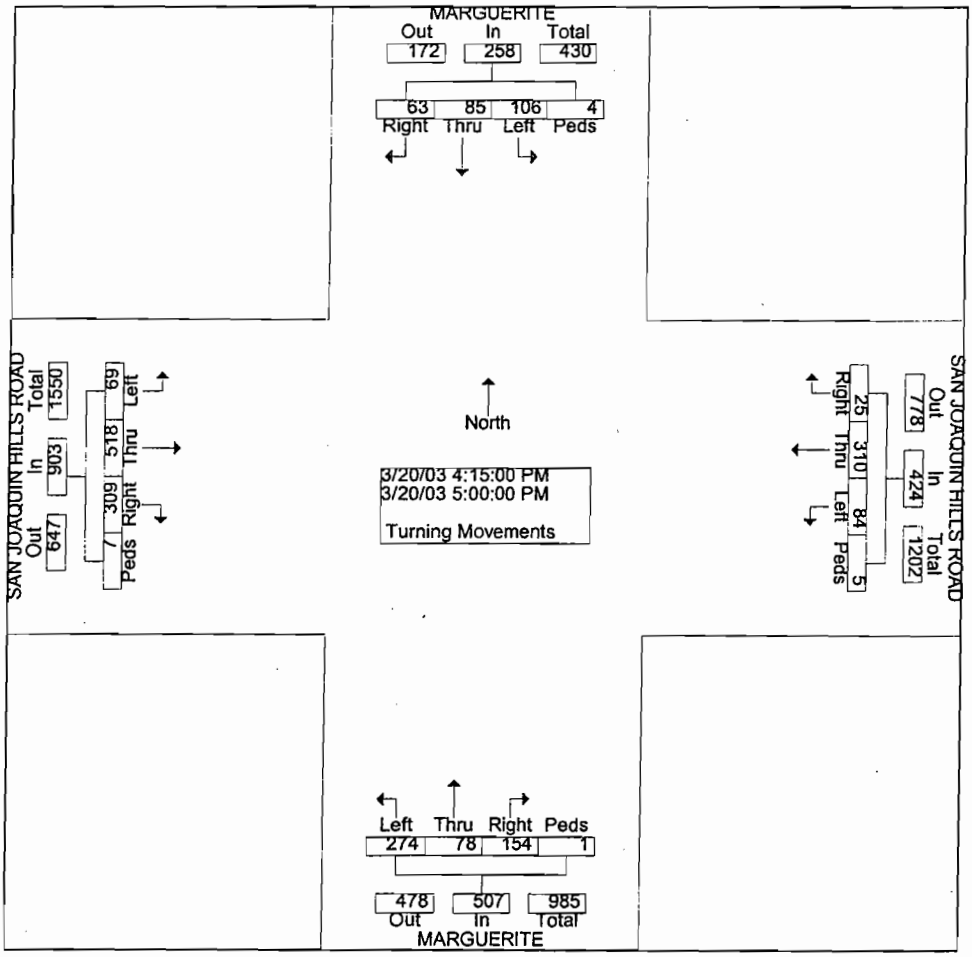
	MARGUERITE Southbound					SAN JOAQUIN HILLS ROAD Westbound					MARGUERITE Northbound					SAN JOAQUIN HILLS ROAD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	04:15 PM																				
Volume	63	85	106	4	258	25	310	84	5	424	154	78	274	1	507	309	518	69	7	903	2092
Percent	24.4	32.9	41.1	1.6		5.9	73.1	19.8	1.2		30.4	15.4	54.0	0.2		34.2	57.4	7.6	0.8		
04:45 Volume	28	16	31	1	76	7	73	20	2	102	44	25	77	0	146	76	127	29	1	233	557
Peak Factor																					0.939
High Int.	04:45 PM					05:00 PM					04:45 PM					05:00 PM					
Volume	28	16	31	1	76	7	94	17	0	118	44	25	77	0	146	93	156	3	0	252	
Peak Factor					0.849					0.898					0.868					0.896	



P194

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: SPYGLASS HILL ROAD
E-W Direction: SAN JOAQUIN HILLS ROAD

File Name : H0304014
Site Code : 00000977
Start Date : 04/10/2003
Page No : 1

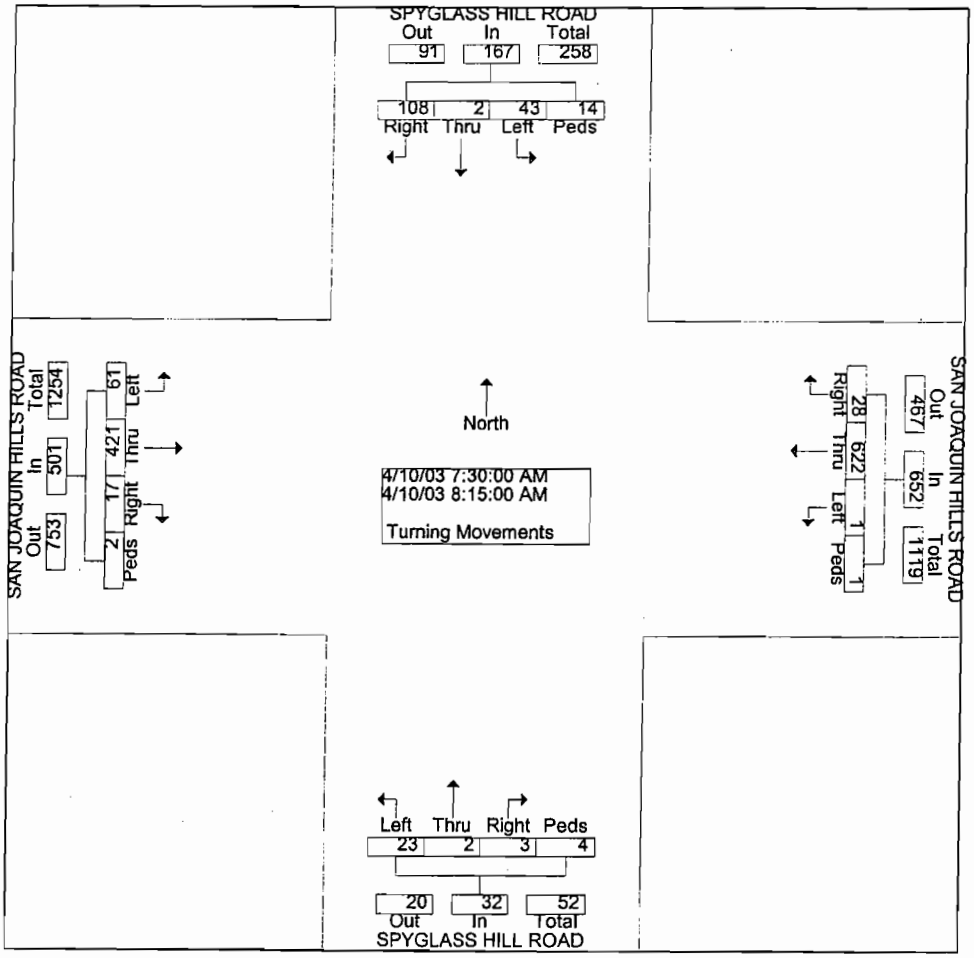
Groups Printed- Turning Movements

	SPYGLASS HILL ROAD Southbound				SAN JOAQUIN HILLS ROAD Westbound				SPYGLASS HILL ROAD Northbound				SAN JOAQUIN HILLS ROAD Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	14	2	16	2	6	96	1	0	0	4	7	0	2	77	9	0	236
07:30 AM	21	0	14	3	6	150	0	1	1	0	7	1	1	101	8	0	314
07:45 AM	42	1	12	0	6	165	1	0	2	2	6	0	5	111	19	0	372
Total	77	3	42	5	18	411	2	1	3	6	20	1	8	289	36	0	922
08:00 AM	28	1	12	5	8	170	0	0	0	0	6	2	7	122	19	0	380
08:15 AM	17	0	5	6	8	137	0	0	0	0	4	1	4	87	15	2	286
08:30 AM	20	0	5	11	5	135	0	0	0	0	4	2	2	77	13	2	276
08:45 AM	14	0	4	2	14	144	1	0	0	0	1	4	2	97	16	0	299
Total	79	1	26	24	35	586	1	0	0	0	15	9	15	383	63	4	1241
09:00 AM	27	0	11	0	13	140	0	0	0	1	2	2	4	63	13	0	276
*** BREAK ***																	
Total	27	0	11	0	13	140	0	0	0	1	2	2	4	63	13	0	276
*** BREAK ***																	
03:30 PM	14	1	19	0	6	109	1	0	0	0	3	3	4	87	24	0	271
03:45 PM	23	0	12	3	13	105	0	0	2	0	5	0	6	124	20	0	313
Total	37	1	31	3	19	214	1	0	2	0	8	3	10	211	44	0	584
04:00 PM	18	1	12	2	10	109	0	0	0	1	5	2	3	121	14	0	298
04:15 PM	16	0	12	1	13	80	1	0	0	1	2	1	1	133	24	0	285
04:30 PM	21	0	10	0	13	108	2	0	1	0	2	2	2	133	14	2	310
04:45 PM	18	0	10	0	14	99	0	1	0	0	2	1	5	143	13	0	306
Total	73	1	44	3	50	396	3	1	1	2	11	6	11	530	65	2	1199
05:00 PM	16	0	14	0	8	98	4	0	1	0	1	0	2	174	21	0	339
05:15 PM	18	1	14	1	15	95	2	0	0	0	1	1	3	170	20	0	341
05:30 PM	17	0	7	0	10	126	2	0	0	1	3	0	8	158	16	0	348
05:45 PM	19	1	14	0	5	101	3	0	0	2	4	0	4	134	26	0	313
Total	70	2	49	1	38	420	11	0	1	3	9	1	17	636	83	0	1341
06:00 PM	21	1	13	0	7	103	1	0	0	2	4	0	1	155	23	0	331
06:15 PM	16	0	10	0	10	90	4	0	5	0	1	0	7	129	13	0	285
Grand Total	400	9	226	36	190	2360	23	2	12	14	70	22	73	2396	340	6	6179
Apprch %	59.6	1.3	33.7	5.4	7.4	91.7	0.9	0.1	10.2	11.9	59.3	18.6	2.6	85.1	12.1	0.2	
Total %	6.5	0.1	3.7	0.6	3.1	38.2	0.4	0.0	0.2	0.2	1.1	0.4	1.2	38.8	5.5	0.1	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304014
Site Code : 00000977
Start Date : 04/10/2003
Page No : 2

	SPYGLASS HILL ROAD Southbound					SAN JOAQUIN HILLS ROAD Westbound					SPYGLASS HILL ROAD Northbound					SAN JOAQUIN HILLS ROAD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	108	2	43	14	167	28	622	1	1	652	3	2	23	4	32	17	421	61	2	501	1352
Percent	64.7	1.2	25.7	8.4		4.3	95.4	0.2	0.2		9.4	6.3	71.9	12.5		3.4	84.0	12.2	0.4		
08:00 Volume	28	1	12	5	46	8	170	0	0	178	0	0	6	2	8	7	122	19	0	148	380
Peak Factor																					0.889
High Int.	07:45 AM					08:00 AM					07:45 AM					08:00 AM					
Volume	42	1	12	0	55	8	170	0	0	178	2	2	6	0	10	7	122	19	0	148	
Peak Factor					0.759					0.916					0.800					0.846	



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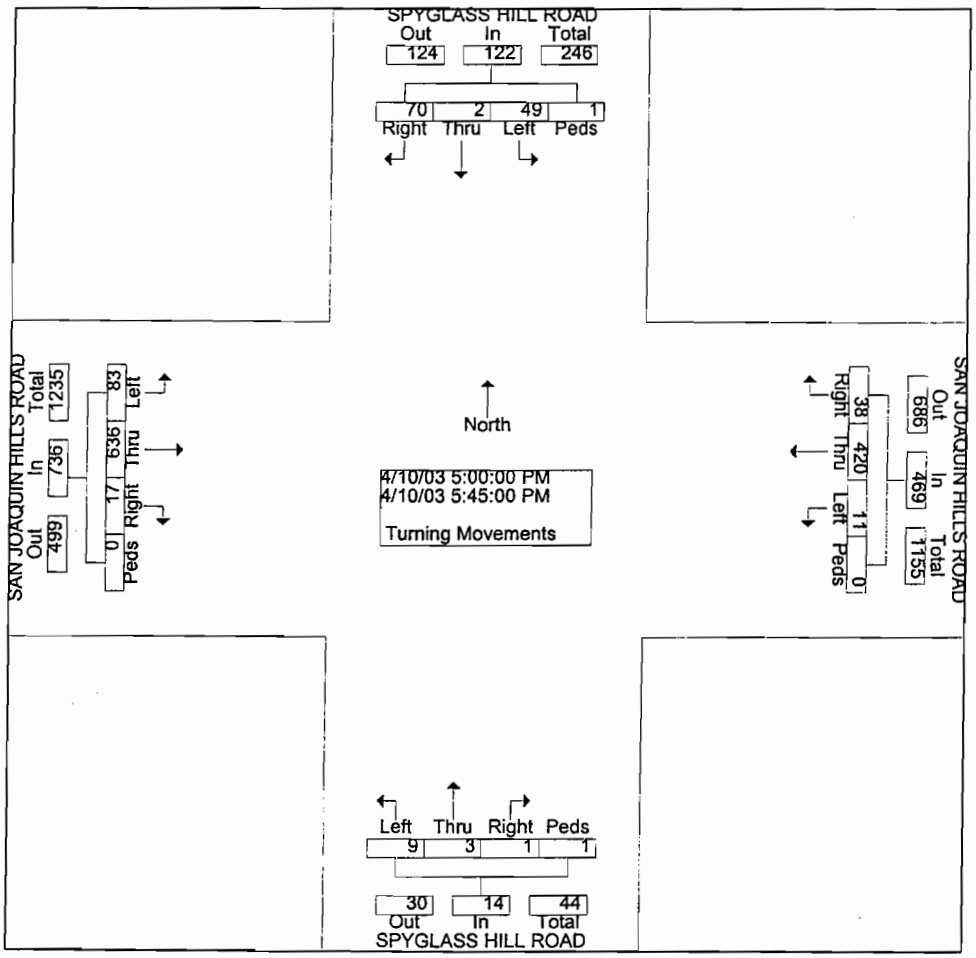
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304014
Site Code : 00000977
Start Date : 04/10/2003
Page No : 3

	SPYGLASS HILL ROAD Southbound					SAN JOAQUIN HILLS ROAD Westbound					SPYGLASS HILL ROAD Northbound					SAN JOAQUIN HILLS ROAD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	70	2	49	1	122	38	420	11	0	469	1	3	9	1	14	17	636	83	0	736	1341
Percent	57.4	1.6	40.2	0.8		8.1	89.6	2.3	0.0		7.1	21.4	64.3	7.1		2.3	86.4	11.3	0.0		
05:30 Volume	17	0	7	0	24	10	126	2	0	138	0	1	3	0	4	8	158	16	0	182	348
Peak Factor																					0.963
High Int.	05:15 PM					05:30 PM					05:45 PM					05:00 PM					
Volume	18	1	14	1	34	10	126	2	0	138	0	2	4	0	6	2	174	21	0	197	
Peak Factor					0.897					0.850					0.583					0.934	



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Traffic Data Services, Inc.
TABULAR SUMMARY OF VEHICULAR TURNING MOVEMENTS

N/S STREET: SAN MIGUEL DR E/W STREET: SYPGLASS HILL DR CITY: NEWPORT BEACH
DATE: 4/01/03 DAY: TUESDAY FILENAME: 0332004A

15 Min Period Beginning	Northbound			Southbound			Eastbound			Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	1	2	0	1	2	0	0.5	0.5	1	0	1	0	
6:00 AM													
15 AM													
30 AM													
45 AM													
7:00 AM													
15 AM	8	35	6	15	32	2	6	2	10	7	5	48	176
30 AM	5	61	13	28	55	5	17	5	9	12	5	76	291
45 AM	5	64	6	33	81	12	9	11	16	8	16	68	329
8:00 AM	6	80	9	30	74	6	15	7	10	14	3	52	306
15 AM	8	63	7	25	41	5	7	1	10	14	5	46	232
30 AM	8	45	4	26	47	5	10	1	6	8	2	45	207
45 AM	5	47	3	16	65	3	12	4	10	4	0	61	230
9:00 AM	4	51	11	26	63	3	3	1	8	7	1	41	219
15 AM													
30 AM													
45 AM													
10:00 AM													
15 AM													
30 AM													
45 AM													
11:00 AM													
AM Peak Hr Begins at 730													
VOLUMES =	24	268	35	116	251	28	48	24	45	48	29	242	1158

COMMENTS:

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Traffic Data Services, Inc.
TABULAR SUMMARY OF VEHICULAR TURNING MOVEMENTS

N/S STREET: SAN MIGUEL DR E/W STREET: SYPGLASS HILL DR CITY: NEWPORT BEACH
DATE: 4/01/02 DAY: TUESDAY FILENAME: 0332004P

15 Min Period Beginning	Northbound			Southbound			Eastbound			Westbound			TOTAL
LANES:	1	2	0	1	2	0	0.5	0.5	1	0	1	0	
2:00 PM													
15 PM													
30 PM													
45 PM													
3:00 PM													
15 PM													
30 PM	7	26	7	16	26	4	5	3	14	2	3	5	118
45 PM	16	62	8	34	67	7	7	8	20	9	6	17	261
4:00 PM	9	60	12	22	39	5	4	6	10	7	4	27	205
15 PM	25	76	11	47	59	8	8	7	14	16	9	36	316
30 PM	20	73	10	28	60	7	9	6	13	14	9	29	278
45 PM	15	97	9	36	65	11	7	7	8	5	5	27	292
5:00 PM	12	71	10	38	58	10	1	2	13	8	2	35	260
15 PM	17	70	9	63	61	8	11	2	3	12	14	25	295
30 PM	21	113	9	27	58	8	5	1	13	6	4	27	292
45 PM	11	66	7	23	27	5	9	0	6	8	0	14	176
6:00 PM	16	74	6	53	45	7	7	6	19	5	0	31	269
15 PM	22	89	19	44	52	9	9	12	17	13	14	27	327
30 PM													
45 PM													
PM Peak Hr Begins at 1615													
VOLUMES =	72	317	40	149	242	36	25	22	48	43	25	127	1146

P199

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: SUPERIOR AVENUE
E-W Direction: PLACENTIA AVENUE

File Name : H0304045
Site Code : 00000918
Start Date : 05/07/2003
Page No : 1

Groups Printed- Turning Movements

	SUPERIOR AVENUE Southbound				PLACENTIA AVENUE Westbound				SUPERIOR AVENUE Northbound				PLACENTIA AVENUE Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	3	46	10	0	4	26	3	0	9	248	47	3	66	45	2	1	513
07:30 AM	2	72	13	0	5	64	2	0	5	279	91	0	71	75	3	0	682
07:45 AM	1	67	14	0	11	71	2	0	5	286	104	2	78	141	2	0	784
Total	6	185	37	0	20	161	7	0	19	813	242	5	215	261	7	1	1979
08:00 AM	3	64	12	0	9	75	5	0	7	293	98	0	77	84	2	0	729
08:15 AM	3	62	11	0	12	69	5	0	4	267	109	0	74	144	1	0	761
08:30 AM	2	71	15	0	9	76	4	0	4	271	106	0	73	138	8	0	777
08:45 AM	4	54	20	2	12	67	7	3	9	278	98	5	70	138	5	0	772
Total	12	251	58	2	42	287	21	3	24	1109	411	5	294	504	16	0	3039
09:00 AM	3	56	15	1	10	72	3	3	4	269	102	0	67	136	4	1	746
*** BREAK ***																	
Total	3	56	15	1	10	72	3	3	4	269	102	0	67	136	4	1	746
*** BREAK ***																	
11:30 AM	14	96	27	0	19	62	9	0	17	196	87	0	57	129	9	0	722
11:45 AM	12	94	29	0	15	66	12	0	16	185	84	0	54	128	8	0	703
Total	26	190	56	0	34	128	21	0	33	381	171	0	111	257	17	0	1425
12:00 PM	12	92	24	4	18	65	8	2	21	193	82	0	50	128	7	0	706
12:15 PM	13	90	25	0	18	58	7	0	19	192	79	0	54	123	5	0	683
12:30 PM	18	86	32	0	15	57	8	0	21	178	68	0	48	123	7	0	661
12:45 PM	16	89	22	0	14	55	6	0	16	189	71	0	45	124	7	0	654
Total	59	357	103	4	65	235	29	2	77	752	300	0	197	498	26	0	2704
01:00 PM	11	91	25	1	16	52	6	2	15	184	78	2	46	125	5	1	660
01:15 PM	11	85	24	1	21	51	5	3	12	189	82	1	48	123	7	3	666
*** BREAK ***																	
Total	22	176	49	2	37	103	11	5	27	373	160	3	94	248	12	4	1326
*** BREAK ***																	
03:30 PM	17	133	22	3	54	122	15	4	8	200	114	2	108	80	8	0	890
03:45 PM	20	148	25	3	61	147	17	6	12	213	127	2	117	89	11	1	999
Total	37	281	47	6	115	269	32	10	20	413	241	4	225	169	19	1	1889
04:00 PM	21	192	30	10	47	161	25	9	13	274	151	11	140	92	14	5	1195
04:15 PM	28	195	32	2	31	133	27	9	22	225	121	6	132	97	13	5	1078
04:30 PM	19	172	21	3	52	131	13	3	16	222	121	4	104	75	17	7	980
04:45 PM	28	173	18	0	60	148	14	0	13	233	121	0	122	85	13	0	1028
Total	96	732	101	15	190	573	79	21	64	954	514	21	498	349	57	17	4281
05:00 PM	19	151	25	1	48	128	21	1	11	232	120	3	123	95	8	3	989
05:15 PM	15	159	26	0	59	143	19	0	15	219	120	0	128	89	13	0	1005
05:30 PM	22	143	19	5	60	131	13	3	7	223	122	1	117	91	8	1	966
05:45 PM	14	138	21	1	47	130	13	0	6	210	104	2	93	72	6	3	860
Total	70	591	91	7	214	532	66	4	39	884	466	6	461	347	35	7	3820
06:00 PM	16	138	20	0	36	115	17	0	6	206	113	0	83	72	7	0	829
06:15 PM	12	127	21	3	38	119	11	1	6	191	110	1	85	74	6	1	806
Grand Total	359	3084	598	40	801	2594	297	49	319	6345	2830	45	2330	2915	206	32	22844
Apprch %	8.8	75.6	14.7	1.0	21.4	69.3	7.9	1.3	3.3	66.5	29.7	0.5	42.5	53.2	3.8	0.6	
Total %	1.6	13.5	2.6	0.2	3.5	11.4	1.3	0.2	1.4	27.8	12.4	0.2	10.2	12.8	0.9	0.1	

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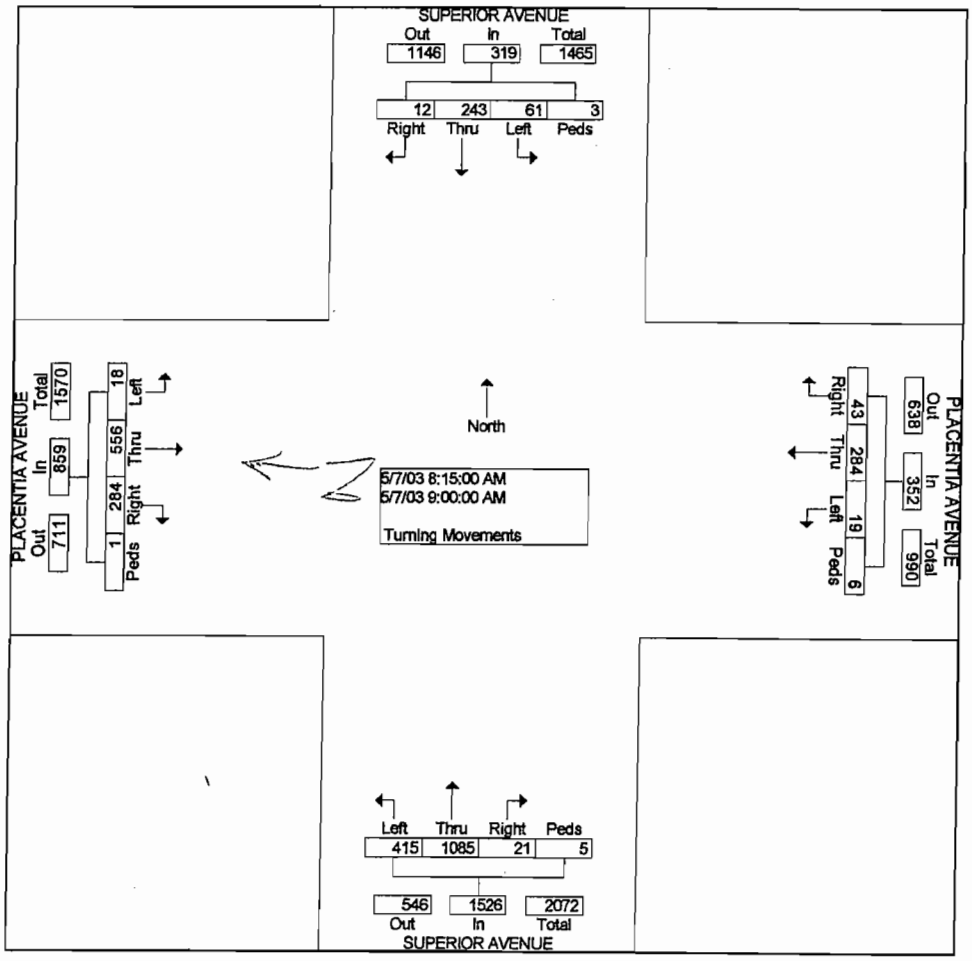
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304045
Site Code : 00000918
Start Date : 05/07/2003
Page No : 2

	SUPERIOR AVENUE Southbound					PLACENTIA AVENUE Westbound					SUPERIOR AVENUE Northbound					PLACENTIA AVENUE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	08:15 AM																				
Volume	12	243	61	3	319	43	284	19	6	352	21	1085	415	5	1526	284	556	18	1	859	3056
Percent	3.8	76.2	19.1	0.9		12.2	80.7	5.4	1.7		1.4	71.1	27.2	0.3		33.1	64.7	2.1	0.1		
08:30 Volume	2	71	15	0	88	9	76	4	0	89	4	271	106	0	381	73	138	8	0	219	777
Peak Factor																					0.983
High Int.	08:30 AM					08:30 AM					08:45 AM					08:15 AM					
Volume	2	71	15	0	88	9	76	4	0	89	9	278	98	5	390	74	144	1	0	219	
Peak Factor					0.906					0.989					0.978					0.981	



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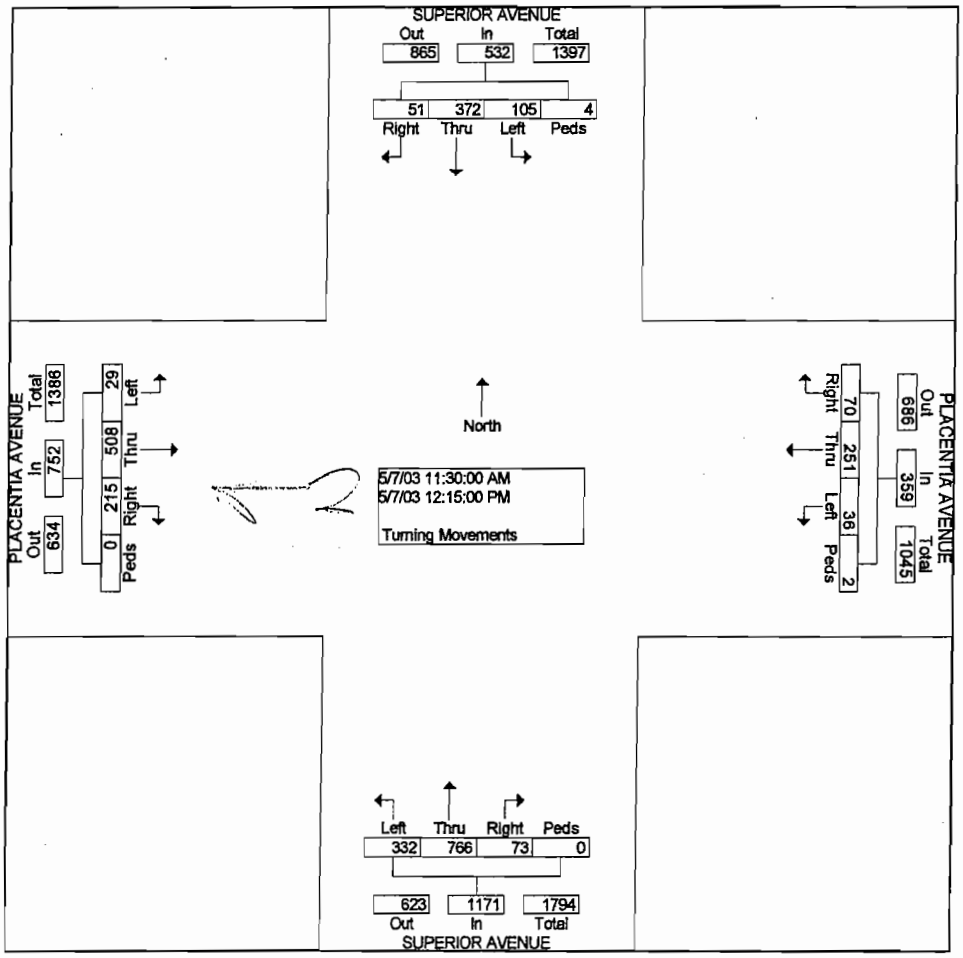
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304045
Site Code : 00000918
Start Date : 05/07/2003
Page No : 3

	SUPERIOR AVENUE Southbound					PLACENTIA AVENUE Westbound					SUPERIOR AVENUE Northbound					PLACENTIA AVENUE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Intersection	11:30 AM																				
Volume	51	372	105	4	532	70	251	36	2	359	73	766	332	0	1171	215	508	29	0	752	2814
Percent	9.6	69.9	19.7	0.8		19.5	69.9	10.0	0.6		6.2	65.4	28.4	0.0		28.6	67.6	3.9	0.0		
11:30 Volume	14	96	27	0	137	19	62	9	0	90	17	196	87	0	300	57	129	9	0	195	722
Peak Factor																					0.974
High Int.	11:30 AM					11:45 AM					11:30 AM					11:30 AM					
Volume	14	96	27	0	137	15	66	12	0	93	17	196	87	0	300	57	129	9	0	195	
Peak Factor					0.971					0.965					0.976					0.964	

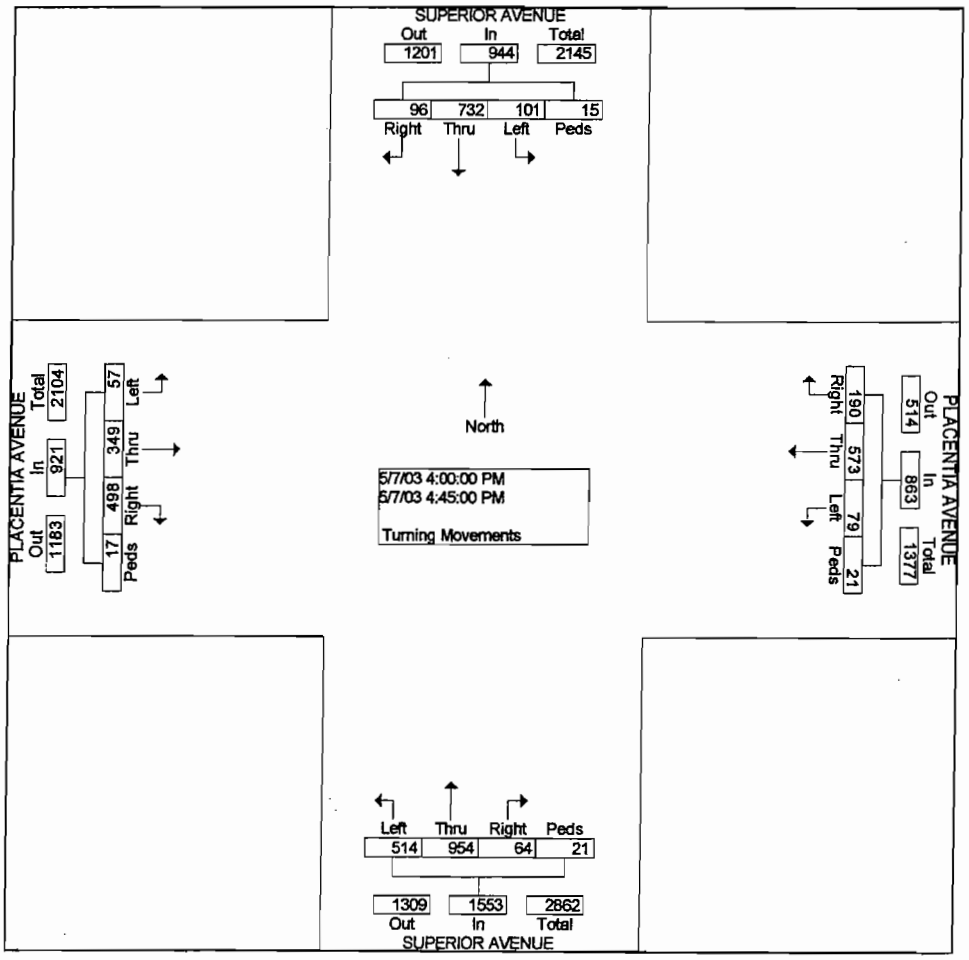


R202

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0304045
Site Code : 00000918
Start Date : 05/07/2003
Page No : 4

	SUPERIOR AVENUE Southbound					PLACENTIA AVENUE Westbound					SUPERIOR AVENUE Northbound					PLACENTIA AVENUE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	96	732	101	15	944	190	573	79	21	863	64	954	514	21	1553	498	349	57	17	921	4281
Percent	10.2	77.5	10.7	1.6		22.0	66.4	9.2	2.4		4.1	61.4	33.1	1.4		54.1	37.9	6.2	1.8		
04:00 Volume	21	192	30	10	253	47	161	25	9	242	13	274	151	11	449	140	92	14	5	251	1195
Peak Factor																					0.896
High Int.	04:15 PM					04:00 PM					04:00 PM					04:00 PM					
Volume	28	195	32	2	257	47	161	25	9	242	13	274	151	11	449	140	92	14	5	251	
Peak Factor					0.918					0.892					0.865					0.917	



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YEAR 2004 TRAFFIC COUNTS

P.204

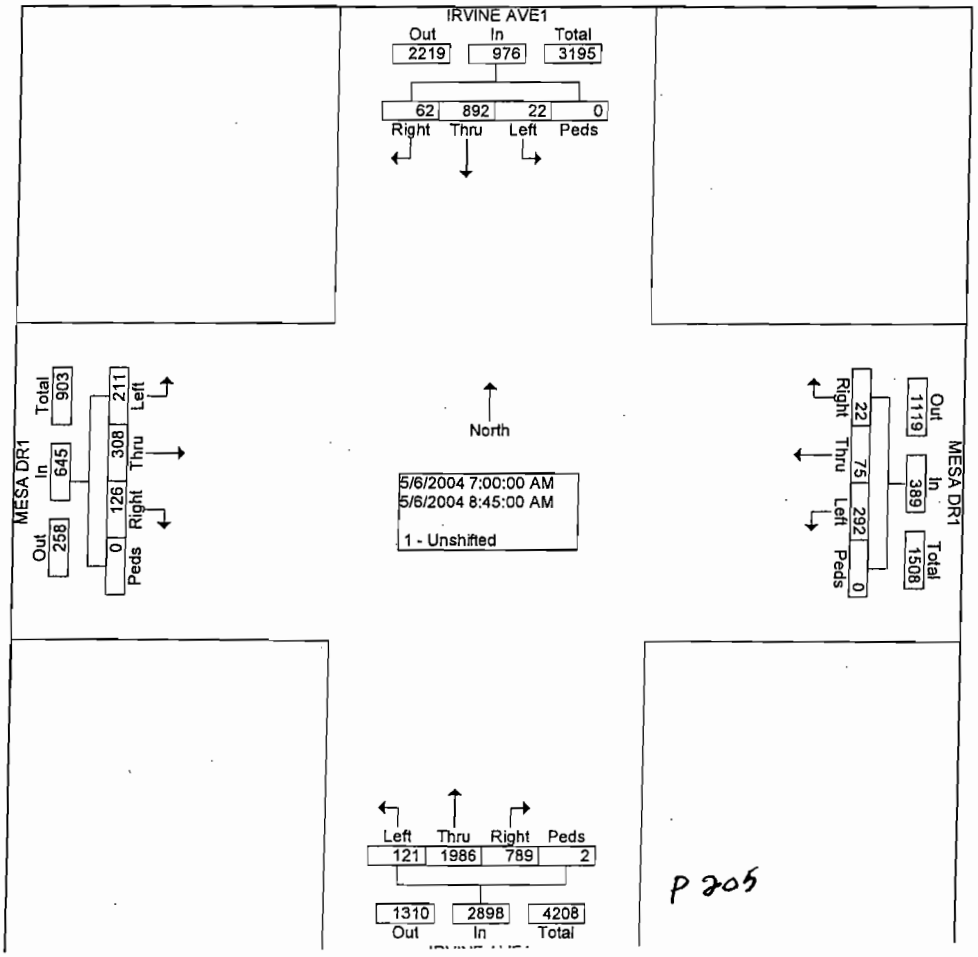
City of Newport Beach
Department of Public Works

Irvine Avenue (N-S)/Mesa Drive (E-W) Traffic Engineering
Counter: Brad (D1-744) N &W
Counter: Dave (D1-748) S & E

File Name : ir4103am
Site Code : 00000000
Start Date : 05/06/2004
Page No : 1

Groups Printed- 1 - Unshifted

	IRVINE AVE1 Southbound					MESA DR1 Westbound					IRVINE AVE1 Northbound					MESA DR1 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	1	85	3	0	89	17	5	0	0	22	8	154	44	0	206	10	28	9	0	47	364
07:15 AM	2	92	6	0	100	46	10	2	0	58	3	189	61	0	253	21	25	19	0	65	476
07:30 AM	3	112	4	0	119	36	6	2	0	44	11	286	114	0	411	32	38	15	0	85	659
07:45 AM	2	123	9	0	134	40	8	3	0	51	24	311	124	0	459	43	62	23	0	128	772
Total	8	412	22	0	442	139	29	7	0	175	46	940	343	0	1329	106	153	66	0	325	2271
08:00 AM	5	107	11	0	123	47	15	4	0	66	33	309	126	0	468	40	47	19	0	106	763
08:15 AM	2	132	7	0	141	34	12	5	0	51	19	323	139	0	481	26	54	16	0	96	769
08:30 AM	3	113	9	0	125	34	9	5	0	48	10	225	103	0	338	23	21	15	0	59	570
08:45 AM	4	128	13	0	145	38	10	1	0	49	13	189	78	2	282	16	33	10	0	59	535
Total	14	480	40	0	534	153	46	15	0	214	75	1046	446	2	1569	105	155	60	0	320	2637
Grand Total	22	892	62	0	976	292	75	22	0	389	121	1986	789	2	2898	211	308	126	0	645	4908
Apprch %	2.3	91.4	6.4	0.0		75.1	19.3	5.7	0.0		4.2	68.5	27.2	0.1		32.7	47.8	19.5	0.0		
Total %	0.4	18.2	1.3	0.0	19.9	5.9	1.5	0.4	0.0	7.9	2.5	40.5	16.1	0.0	59.0	4.3	6.3	2.6	0.0	13.1	

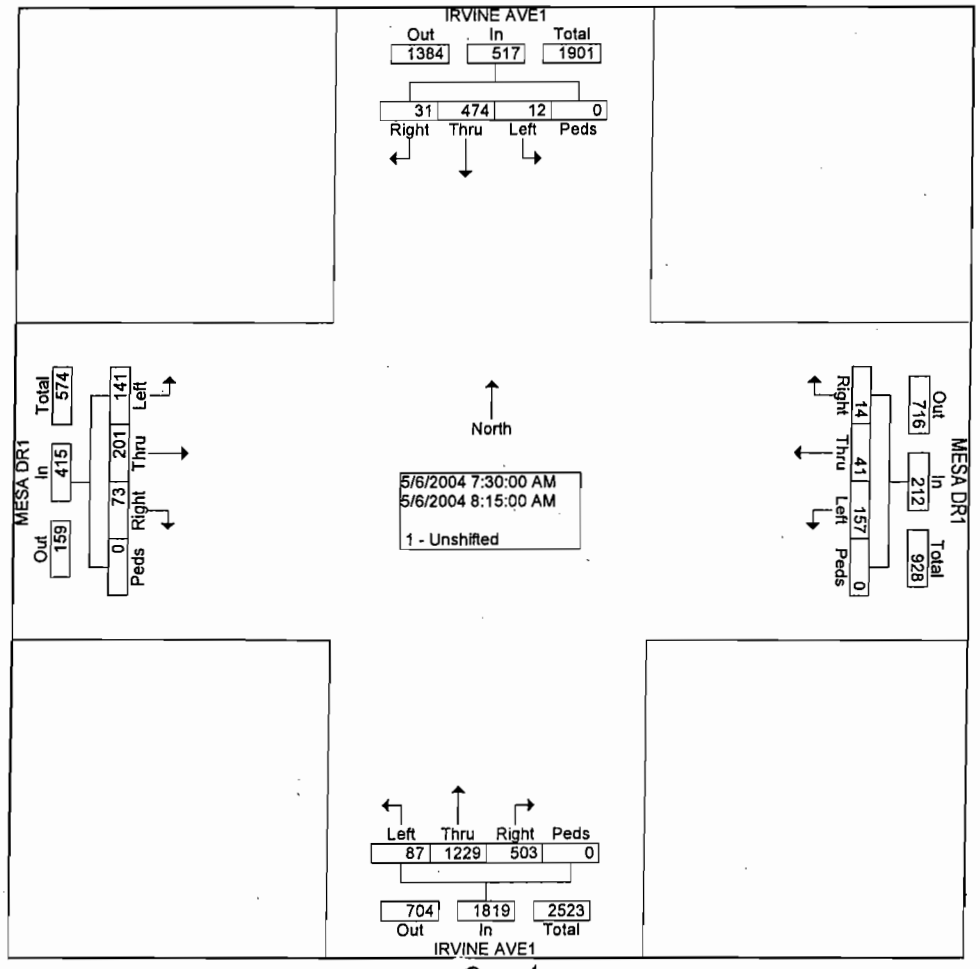


P 205

City of Newport Beach
Department of Public Works
Traffic Engineering

File Name : ir4103am
Site Code : 00000000
Start Date : 05/06/2004
Page No : 2

	IRVINE AVE1 Southbound					MESA DR1 Westbound					IRVINE AVE1 Northbound					MESA DR1 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	12	474	31	0	517	157	41	14	0	212	87	1229	503	0	1819	141	201	73	0	415	2963
Percent	2.3	91.7	6.0	0.0		74.1	19.3	6.6	0.0		4.8	67.6	27.7	0.0		34.0	48.4	17.6	0.0		
07:45 Volume	2	123	9	0	134	40	8	3	0	51	24	311	124	0	459	43	62	23	0	128	772
Peak Factor																					0.960
High Int.	08:15 AM					08:00 AM					08:15 AM					07:45 AM					
Volume	2	132	7	0	141	47	15	4	0	66	19	323	139	0	481	43	62	23	0	128	
Peak Factor					0.917					0.803					0.945					0.811	



P206

City of Newport Beach
Department of Public Works

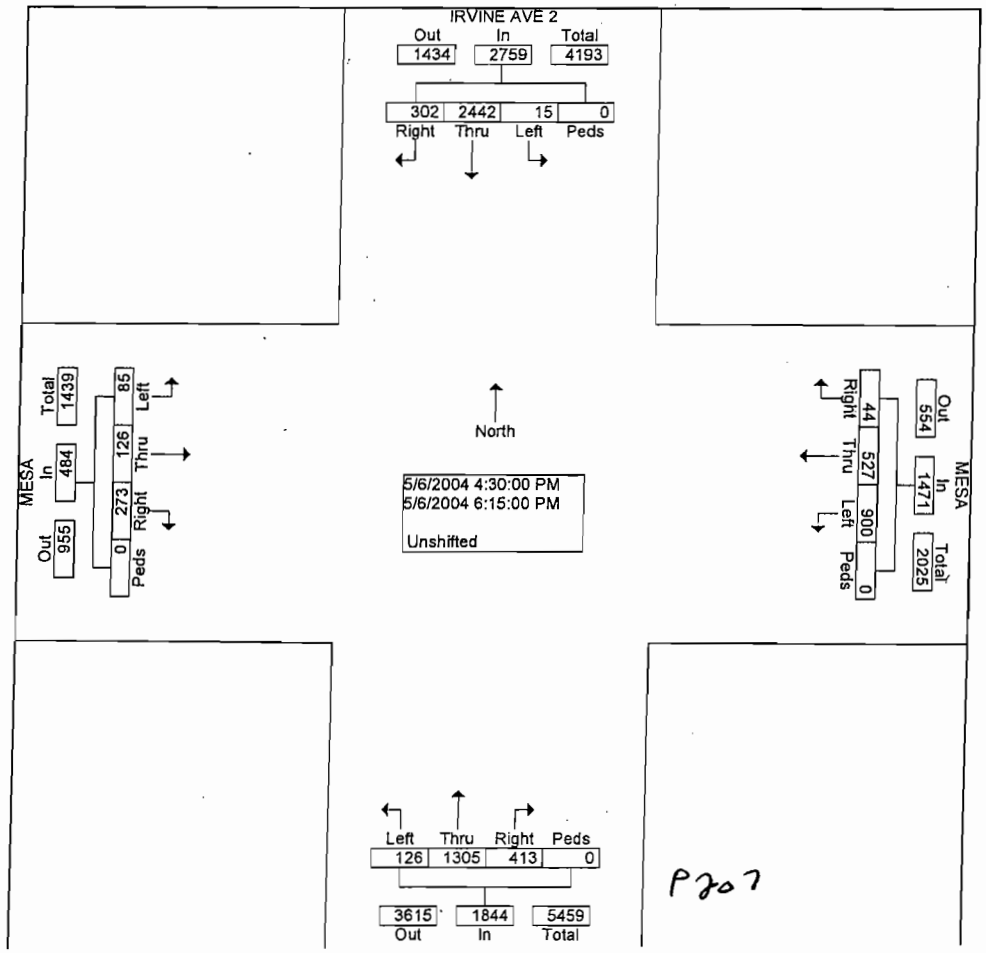
Irvine Avenue (N-S)/Mesa Drive (E-W) Traffic Engineering
Counter: Brad (D1-744) N & W
Counter: Dave)(D1-748) S & E

File Name : ir4103pm
Site Code : 00000000
Start Date : 05/06/2004
Page No : 1

Groups Printed- Unshifted

	IRVINE AVE 2 Southbound					MESA Westbound					IRVINE AVE 2 Northbound					MESA Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:30 PM	4	270	30	0	304	78	35	4	0	117	12	165	49	0	226	12	22	30	0	64	711
04:45 PM	0	258	23	0	281	105	52	8	0	165	17	154	50	0	221	6	16	32	0	54	721
Total	4	528	53	0	585	183	87	12	0	282	29	319	99	0	447	18	38	62	0	118	1432
05:00 PM	1	306	49	0	356	131	81	7	0	219	24	212	46	0	282	10	14	36	0	60	917
05:15 PM	5	367	54	0	426	101	112	7	0	220	17	195	64	0	276	16	14	55	0	85	1007
05:30 PM	0	316	47	0	363	137	83	6	0	226	8	150	74	0	232	14	17	31	0	62	883
05:45 PM	2	312	36	0	350	148	76	4	0	228	14	134	45	0	193	14	18	39	0	71	842
Total	8	1301	186	0	1495	517	352	24	0	893	63	691	229	0	983	54	63	161	0	278	3649
06:00 PM	3	339	36	0	378	114	49	7	0	170	19	154	49	0	222	10	11	30	0	51	821
06:15 PM	0	274	27	0	301	86	39	1	0	126	15	141	36	0	192	3	14	20	0	37	656
Grand Total	15	2442	302	0	2759	900	527	44	0	1471	126	1305	413	0	1844	85	126	273	0	484	6558
Apprch %	0.5	88.5	10.9	0.0		61.2	35.8	3.0	0.0		6.8	70.8	22.4	0.0		17.6	26.0	56.4	0.0		
Total %	0.2	37.2	4.6	0.0	42.1	13.7	8.0	0.7	0.0	22.4	1.9	19.9	6.3	0.0	28.1	1.3	1.9	4.2	0.0	7.4	

3356
3528
3553
3202

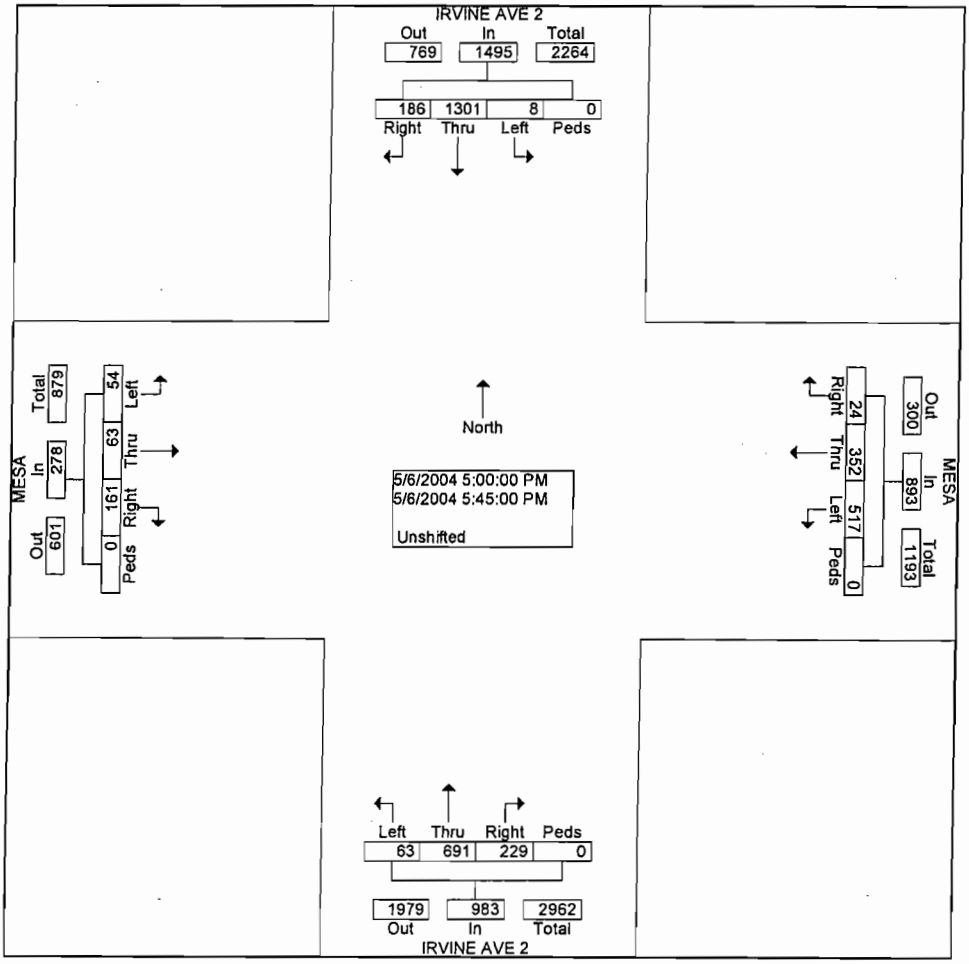


P207

City of Newport Beach
Department of Public Works
Traffic Engineering

File Name : ir4103pm
Site Code : 00000000
Start Date : 05/06/2004
Page No : 2

	IRVINE AVE 2 Southbound					MESA Westbound					IRVINE AVE 2 Northbound					MESA Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	8	1301	186	0	1495	517	352	24	0	893	63	691	229	0	983	54	63	161	0	278	3649
Percent	0.5	87.0	12.4	0.0		57.9	39.4	2.7	0.0		6.4	70.3	23.3	0.0		19.4	22.7	57.9	0.0		
05:15 Volume	5	367	54	0	426	101	112	7	0	220	17	195	64	0	276	16	14	55	0	85	1007
Peak Factor																					0.906
High Int.	05:15 PM					05:45 PM					05:00 PM					05:15 PM					
Volume	5	367	54	0	426	148	76	4	0	228	24	212	46	0	282	16	14	55	0	85	
Peak Factor					0.877					0.979					0.871					0.818	



P208

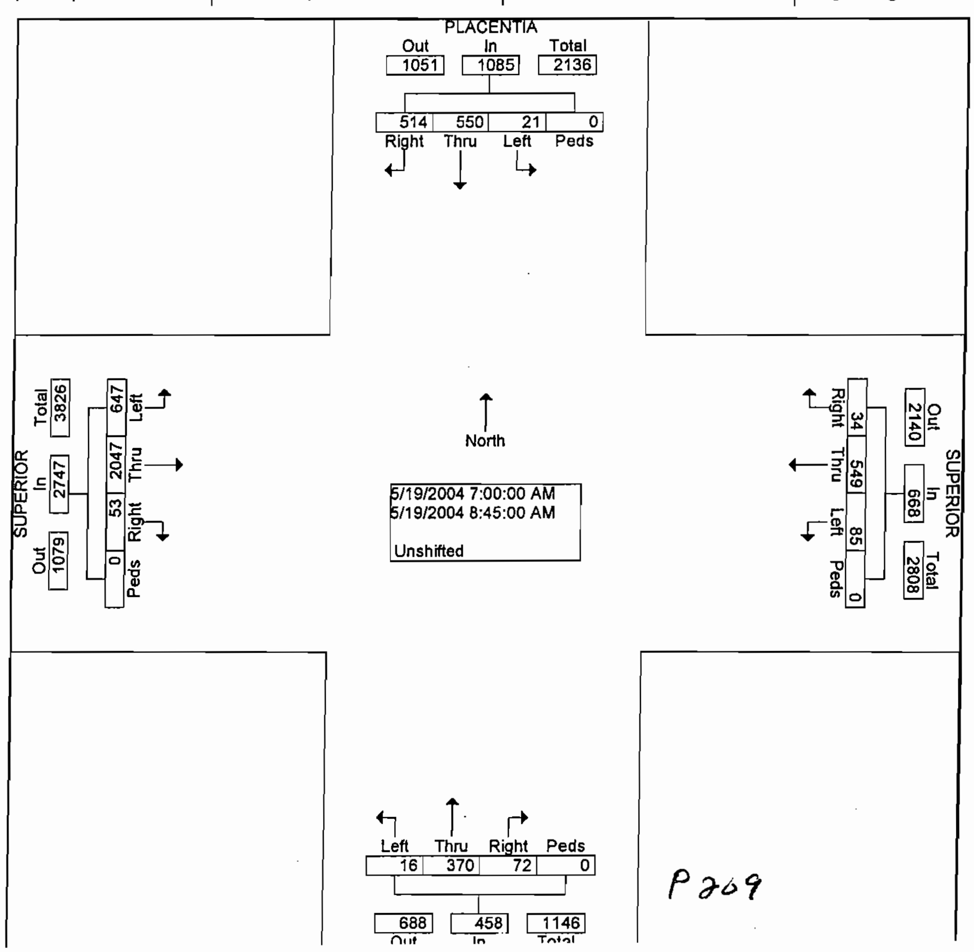
City of Newport Beach
Department of Public Works
Traffic Engineering

N-S: Placentia Av; E-W: Superior Av
NB-EB: Dave - D1-746
SB-WB: Brad - D1-743

File Name : su2565am
Site Code : 00000000
Start Date : 05/19/2004
Page No : 1

Groups Printed- Unshifted

	PLACENTIA Southbound					SUPERIOR Westbound					PLACENTIA Northbound					SUPERIOR Eastbound						
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0			
07:00 AM	4	56	52	0	112	7	41	3	0	51	1	29	7	0	37	62	223	3	0	288	488	
07:15 AM	5	59	61	0	125	8	64	5	0	77	2	41	9	0	52	50	227	1	0	278	532	
07:30 AM	4	69	74	0	147	10	63	6	0	79	5	62	8	0	75	84	307	3	0	394	695	
07:45 AM	3	113	82	0	198	20	88	7	0	115	1	76	6	0	83	99	284	19	0	402	798	
Total	16	297	269	0	582	45	256	21	0	322	9	208	30	0	247	295	1041	26	0	1362	2513	
08:00 AM	2	63	52	0	117	7	77	4	0	88	2	53	11	0	66	87	256	6	0	349	620	2665
08:15 AM	2	76	76	0	154	12	66	5	0	83	0	36	10	0	46	83	238	6	0	327	610	2723
08:30 AM	1	53	53	0	107	14	77	3	0	94	1	35	9	0	45	94	273	5	0	372	618	2646
08:45 AM	0	61	64	0	125	7	73	1	0	81	4	38	12	0	54	88	239	10	0	337	597	
Total	5	253	245	0	503	40	293	13	0	346	7	162	42	0	211	352	1006	27	0	1385	2445	
Grand Total	21	550	514	0	1085	85	549	34	0	668	16	370	72	0	458	647	2047	53	0	2747	4958	
Apprch %	1.9	50.7	47.4	0.0		12.7	82.2	5.1	0.0		3.5	80.8	15.7	0.0		23.6	74.5	1.9	0.0			
Total %	0.4	11.1	10.4	0.0	21.9	1.7	11.1	0.7	0.0	13.5	0.3	7.5	1.5	0.0	9.2	13.0	41.3	1.1	0.0	55.4		

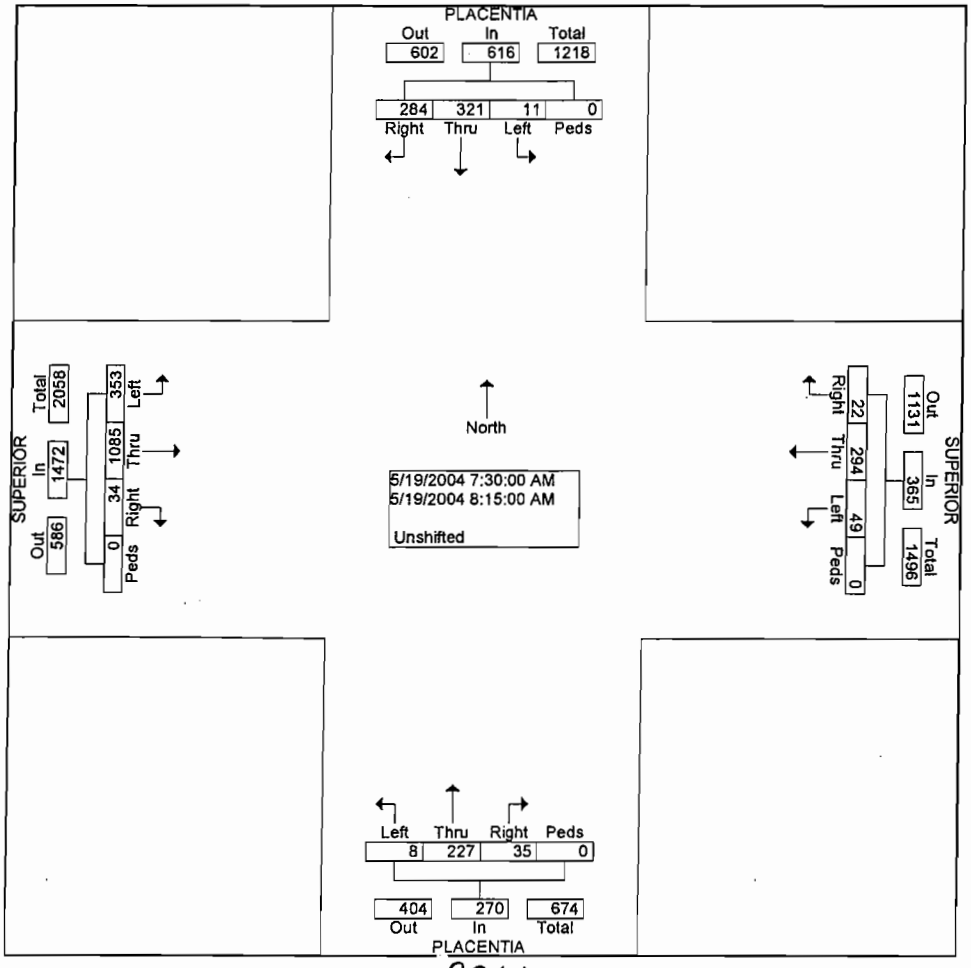


P 269

City of Newport Beach
Department of Public Works
Traffic Engineering

File Name : su2565am
Site Code : 00000000
Start Date : 05/19/2004
Page No : 2

	PLACENTIA Southbound					SUPERIOR Westbound					PLACENTIA Northbound					SUPERIOR Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	11	321	284	0	616	49	294	22	0	365	8	227	35	0	270	353	1085	34	0	1472	2723
Percent	1.8	52.1	46.1	0.0		13.4	80.5	6.0	0.0		3.0	84.1	13.0	0.0		24.0	73.7	2.3	0.0		
07:45 Volume	3	113	82	0	198	20	88	7	0	115	1	76	6	0	83	99	284	19	0	402	798
Peak Factor																					0.853
High Int.	07:45 AM					07:45 AM					07:45 AM					07:45 AM					
Volume	3	113	82	0	198	20	88	7	0	115	1	76	6	0	83	99	284	19	0	402	
Peak Factor					0.778					0.793					0.813					0.915	



P210

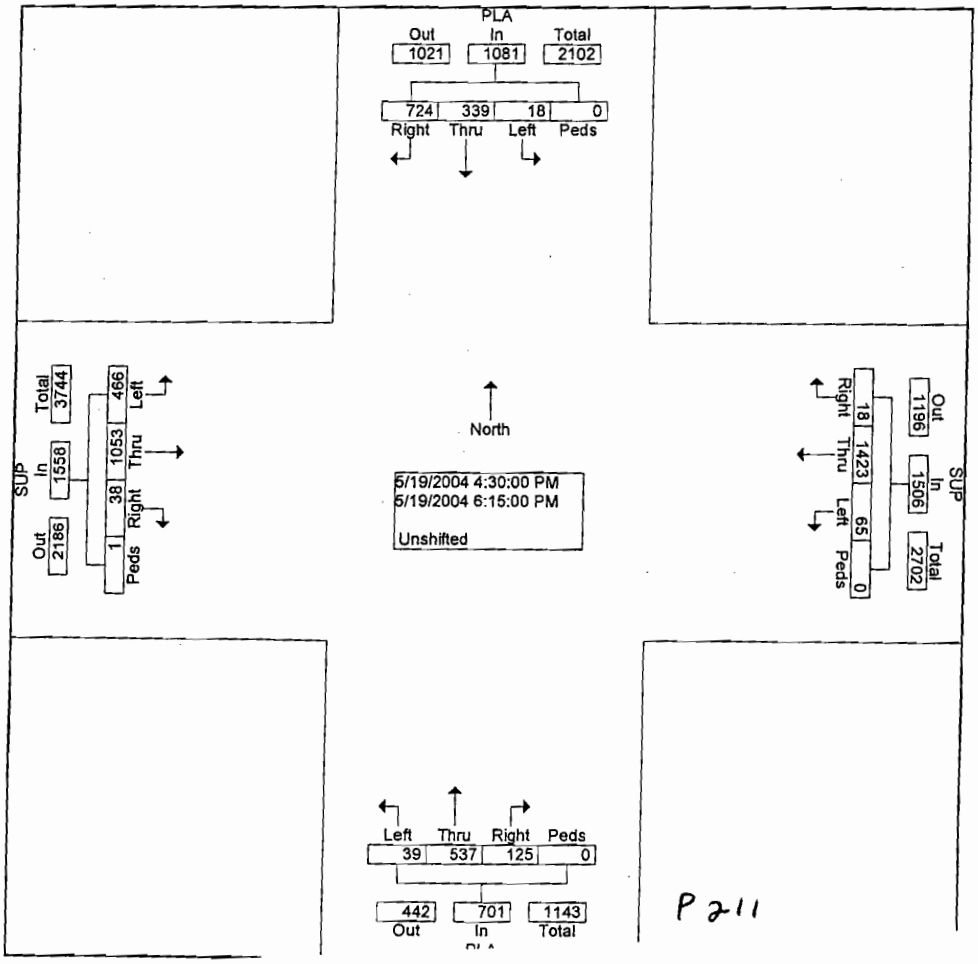
City of Newport Beach
Department of Public Works
Traffic Engineering

N-S: Placentia Av; E-W: Superior Av
NB-EB: Dave - D1-746
SB-EB: Brad - D1-743

File Name : su2565pm
Site Code : 00000000
Start Date : 05/19/2004
Page No : 1

Groups Printed- Unshifted

	PLA Southbound					SUP Westbound					PLA Northbound					SUP Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:30 PM	2	52	82	0	136	10	136	5	0	151	9	82	15	0	106	80	139	7	0	226	619
04:45 PM	1	60	96	0	157	6	111	1	0	118	10	78	22	0	110	59	125	7	0	191	576
Total	3	112	178	0	293	16	247	6	0	269	19	160	37	0	216	139	264	14	0	417	1195
05:00 PM	3	39	118	0	160	12	218	1	0	231	5	101	21	0	127	68	136	5	0	209	727
05:15 PM	0	36	93	0	129	7	217	3	0	227	3	81	14	0	98	61	142	5	0	208	662
05:30 PM	5	41	104	0	150	14	181	0	0	195	0	67	19	0	86	54	134	7	0	195	626
05:45 PM	4	41	94	0	139	6	174	5	0	185	4	47	10	0	61	53	134	3	0	190	575
Total	12	157	409	0	578	39	790	9	0	838	12	296	64	0	372	236	546	20	0	802	2590
06:00 PM	2	36	87	0	125	4	199	2	0	205	1	44	17	0	62	57	113	4	1	175	567
06:15 PM	1	34	50	0	85	6	187	1	0	194	7	37	7	0	51	34	130	0	0	164	494
Grand Total	18	339	724	0	1081	65	1423	18	0	1506	39	537	125	0	701	466	1053	38	1	1558	4846
Apprch %	1.7	31.4	67.0	0.0		4.3	94.5	1.2	0.0		5.6	76.6	17.8	0.0		29.9	67.6	2.4	0.1		
Total %	0.4	7.0	14.9	0.0	22.3	1.3	29.4	0.4	0.0	31.1	0.8	11.1	2.6	0.0	14.5	9.6	21.7	0.8	0.0	32.2	

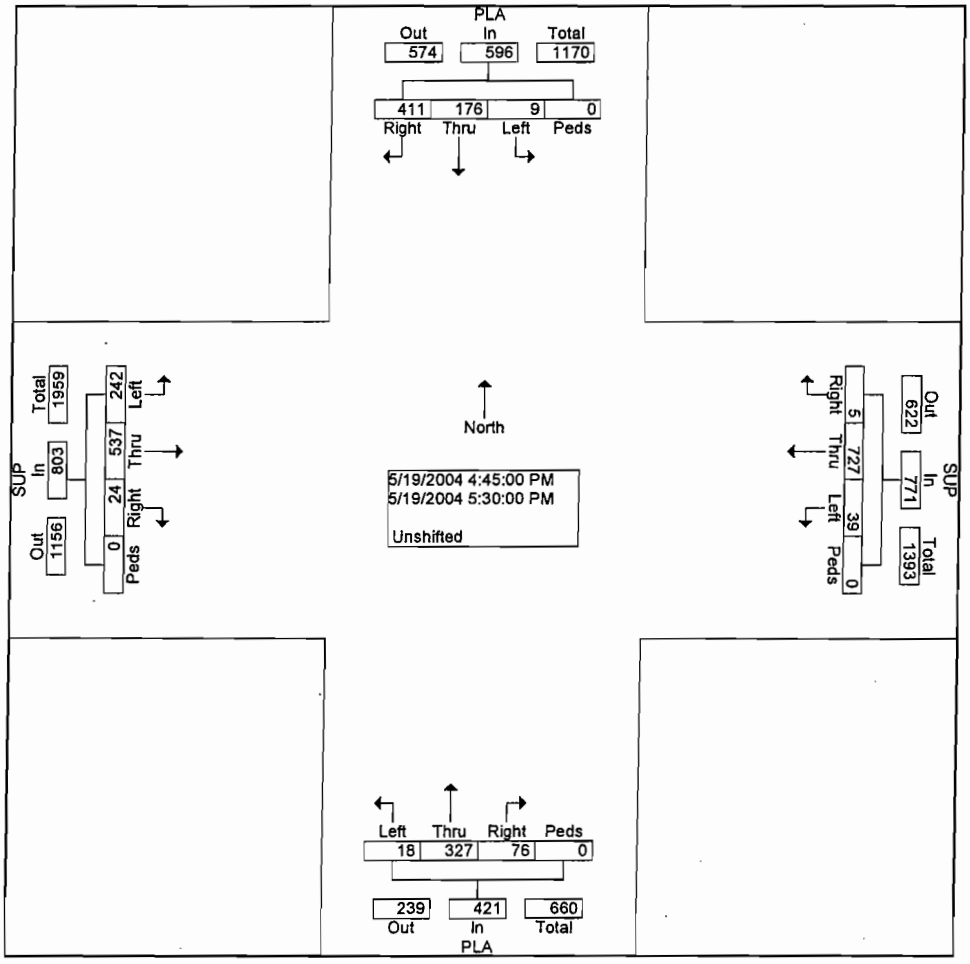


P 211

City of Newport Beach
Department of Public Works
Traffic Engineering

File Name : su2565pm
Site Code : 00000000
Start Date : 05/19/2004
Page No : 2

	PLA Southbound					SUP Westbound					PLA Northbound					SUP Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	9	176	411	0	596	39	727	5	0	771	18	327	76	0	421	242	537	24	0	803	2591
Percent	1.5	29.5	69.0	0.0		5.1	94.3	0.6	0.0		4.3	77.7	18.1	0.0		30.1	66.9	3.0	0.0		
05:00 Volume	3	39	118	0	160	12	218	1	0	231	5	101	21	0	127	68	136	5	0	209	727
Peak Factor																					0.891
High Int.	05:00 PM					05:00 PM					05:00 PM					05:00 PM					
Volume	3	39	118	0	160	12	218	1	0	231	5	101	21	0	127	68	136	5	0	209	
Peak Factor					0.931					0.834					0.829					0.961	



P.212

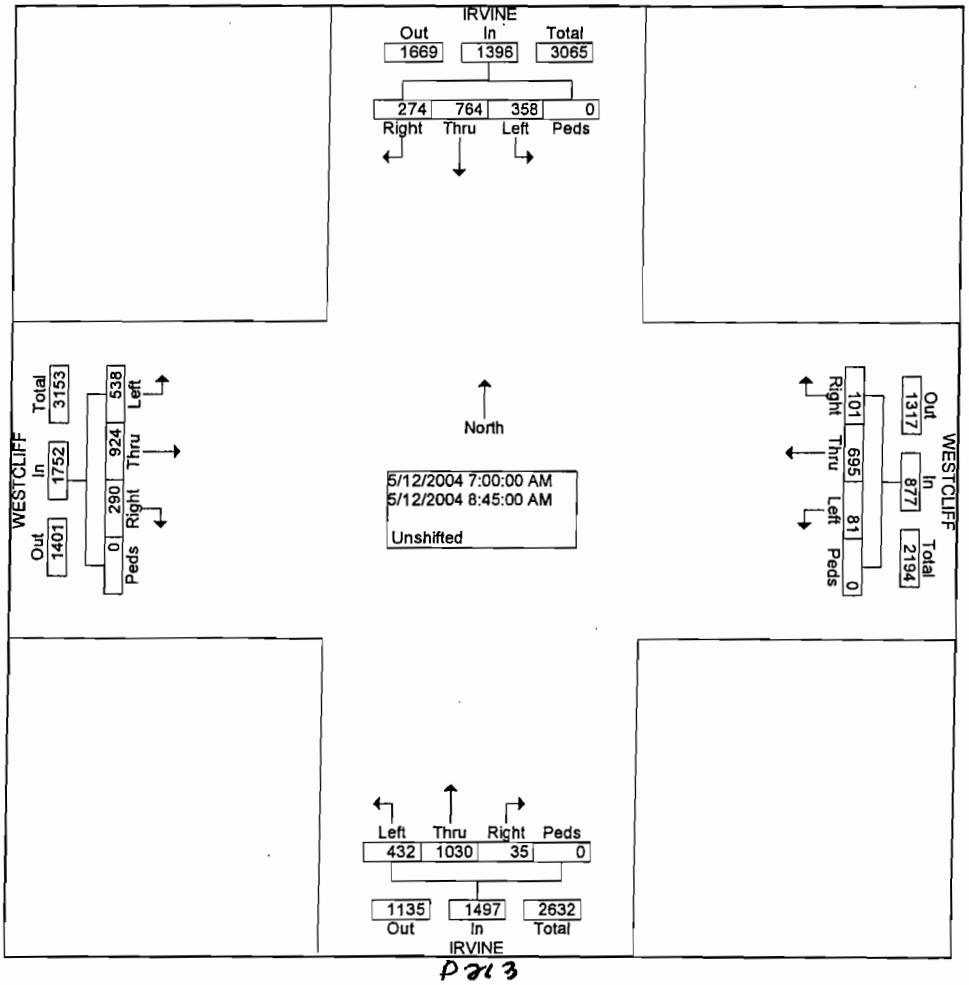
City of Newport Beach
Department of Public Works

N-S: Irvine Avenue; E-W: Westcliff-17t Traffic Engineering
NB-WB: Doug - D1-745
SB-EB: Dave - D1-747

File Name : ir3275am
Site Code : 00000000
Start Date : 05/12/2004
Page No : 1

Groups Printed- Unshifted

	IRVINE Southbound					WESTCLIFF Westbound					IRVINE Northbound					WESTCLIFF Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	19	67	19	0	105	4	66	7	0	77	49	80	6	0	135	26	83	33	0	142	459
07:15 AM	32	105	18	0	155	8	55	3	0	66	54	89	1	0	144	42	111	52	0	205	570
07:30 AM	87	193	28	0	308	14	61	8	0	83	89	189	6	0	284	81	125	68	0	274	949
07:45 AM	59	115	34	0	208	12	92	16	0	120	53	210	3	0	266	80	123	42	0	245	839
Total	197	480	99	0	776	38	274	34	0	346	245	568	16	0	829	229	442	195	0	866	2817
08:00 AM	50	57	33	0	140	13	102	32	0	147	65	149	2	0	216	108	120	22	0	250	753
08:15 AM	34	69	46	0	149	11	104	13	0	128	34	96	3	0	133	82	122	25	0	229	639
08:30 AM	38	72	40	0	150	7	97	14	0	118	40	108	8	0	156	61	126	29	0	216	640
08:45 AM	39	86	56	0	181	12	118	8	0	138	48	109	6	0	163	58	114	19	0	191	673
Total	161	284	175	0	620	43	421	67	0	531	187	462	19	0	668	309	482	95	0	886	2705
Grand Total	358	764	274	0	1396	81	695	101	0	877	432	1030	35	0	1497	538	924	290	0	1752	5522
Apprch %	25.6	54.7	19.6	0.0		9.2	79.2	11.5	0.0		28.9	68.8	2.3	0.0		30.7	52.7	16.6	0.0		
Total %	6.5	13.8	5.0	0.0	25.3	1.5	12.6	1.8	0.0	15.9	7.8	18.7	0.6	0.0	27.1	9.7	16.7	5.3	0.0	31.7	

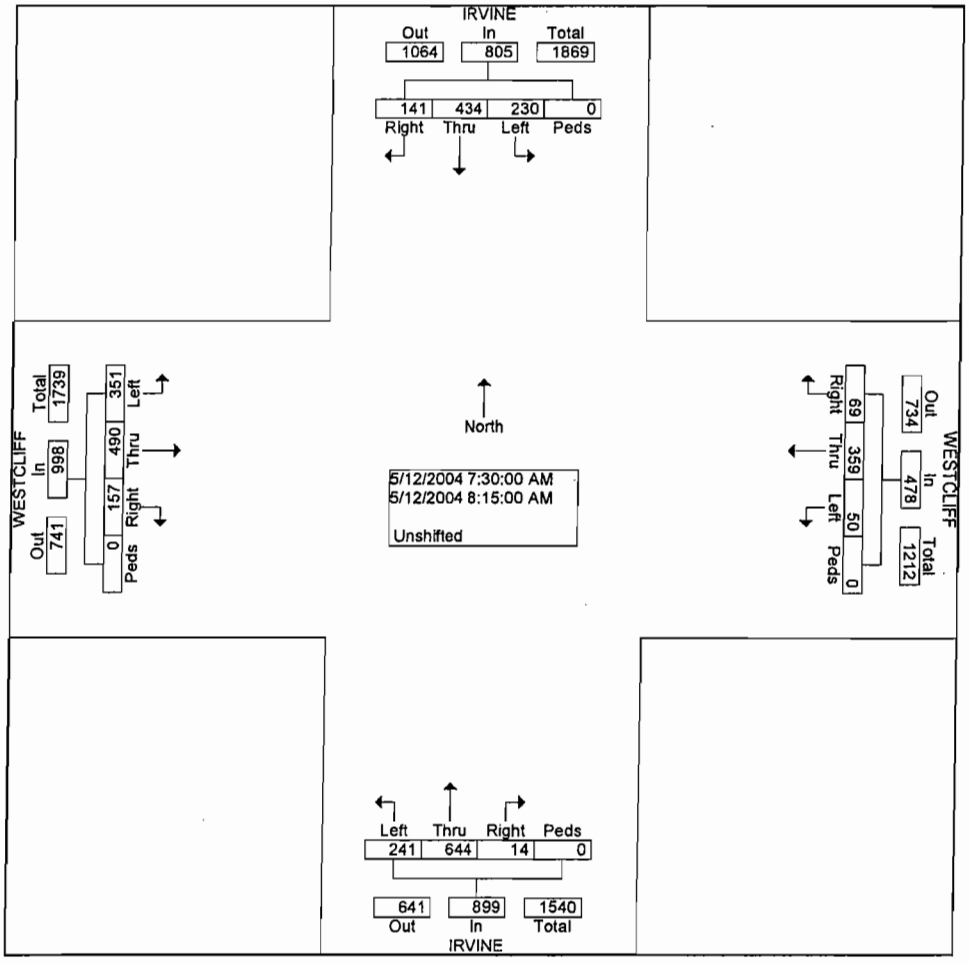


P213

City of Newport Beach
Department of Public Works
Traffic Engineering

File Name : ir3275am
Site Code : 00000000
Start Date : 05/12/2004
Page No : 2

	IRVINE Southbound					WESTCLIFF Westbound					IRVINE Northbound					WESTCLIFF Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	230	434	141	0	805	50	359	69	0	478	241	644	14	0	899	351	490	157	0	998	3180
Percent	28.6	53.9	17.5	0.0		10.5	75.1	14.4	0.0		26.8	71.6	1.6	0.0		35.2	49.1	15.7	0.0		
07:30 Volume	87	193	28	0	308	14	61	8	0	83	89	189	6	0	284	81	125	68	0	274	949
Peak Factor																					0.838
High Int.	07:30 AM					08:00 AM					07:30 AM					07:30 AM					
Volume	87	193	28	0	308	13	102	32	0	147	89	189	6	0	284	81	125	68	0	274	
Peak Factor					0.653					0.813					0.791					0.911	



P214

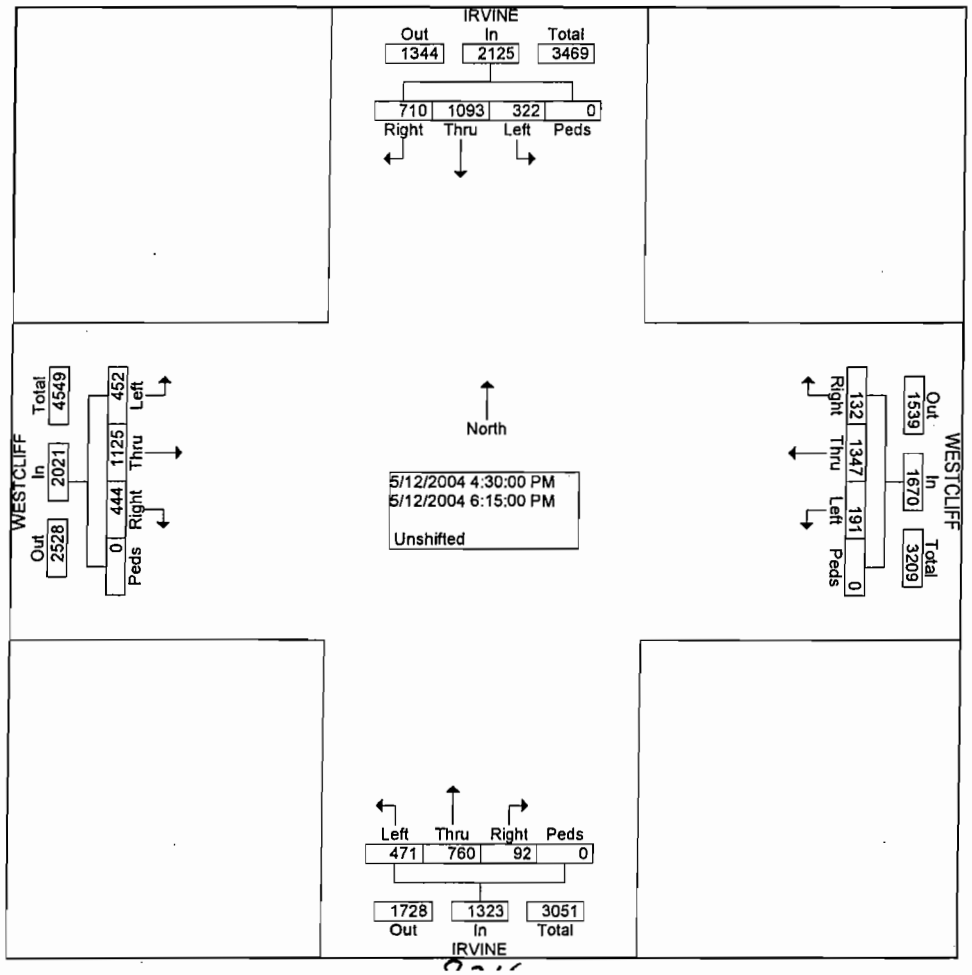
City of Newport Beach
Department of Public Works

N-S: Irvine Avenue; E-W: Westcliff-17t Traffic Engineering
NB-WB: Doug - D1-745
SB-EB: Dave - D1-747

File Name : ir3275pm
Site Code : 00000000
Start Date : 05/12/2004
Page No : 1

Groups Printed- Unshifted

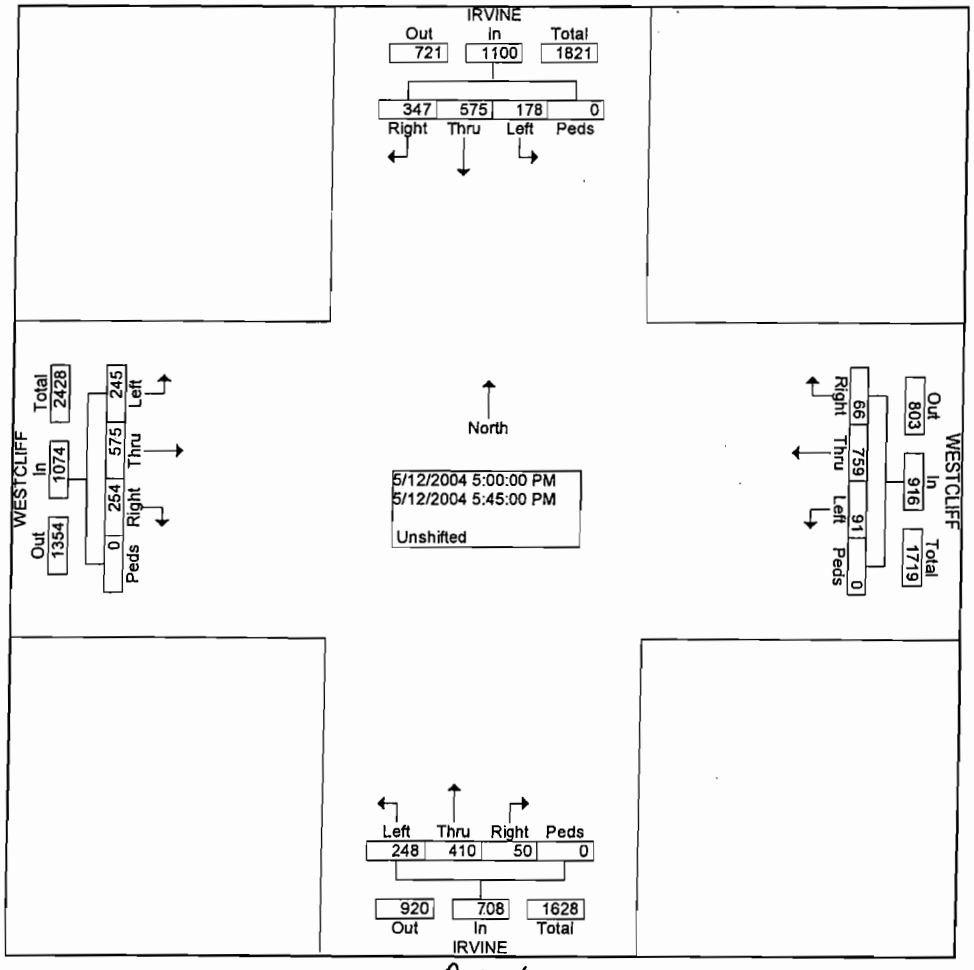
	IRVINE Southbound					WESTCLIFF Westbound					IRVINE Northbound					WESTCLIFF Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:30 PM	49	88	75	0	212	13	155	22	0	190	59	107	13	0	179	47	166	42	0	255	836
04:45 PM	33	126	77	0	236	35	163	11	0	209	56	90	13	0	159	62	152	48	0	262	866
Total	82	214	152	0	448	48	318	33	0	399	115	197	26	0	338	109	318	90	0	517	1702
05:00 PM	38	127	71	0	236	18	216	17	0	251	54	117	20	0	191	75	173	55	0	303	981
05:15 PM	44	141	91	0	276	20	202	22	0	244	66	104	7	0	177	50	143	66	0	259	956
05:30 PM	46	136	82	0	264	30	184	12	0	226	67	104	11	0	182	64	146	59	0	269	941
05:45 PM	50	171	103	0	324	23	157	15	0	195	61	85	12	0	158	56	113	74	0	243	920
Total	178	575	347	0	1100	91	759	66	0	916	248	410	50	0	708	245	575	254	0	1074	3798
06:00 PM	23	144	111	0	278	28	154	16	0	198	57	66	8	0	131	50	126	51	0	227	834
06:15 PM	39	160	100	0	299	24	116	17	0	157	51	87	8	0	146	48	106	49	0	203	805
Grand Total	322	1093	710	0	2125	191	1347	132	0	1670	471	760	92	0	1323	452	1125	444	0	2021	7139
Apprch %	15.2	51.4	33.4	0.0		11.4	80.7	7.9	0.0		35.6	57.4	7.0	0.0		22.4	55.7	22.0	0.0		
Total %	4.5	15.3	9.9	0.0	29.8	2.7	18.9	1.8	0.0	23.4	6.6	10.6	1.3	0.0	18.5	6.3	15.8	6.2	0.0	28.3	



City of Newport Beach
Department of Public Works
Traffic Engineering

File Name : ir3275pm
Site Code : 00000000
Start Date : 05/12/2004
Page No : 2

	IRVINE Southbound					WESTCLIFF Westbound					IRVINE Northbound					WESTCLIFF Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	178	575	347	0	1100	91	759	66	0	916	248	410	50	0	708	245	575	254	0	1074	3798
Percent	16.2	52.3	31.5	0.0		9.9	82.9	7.2	0.0		35.0	57.9	7.1	0.0		22.8	53.5	23.6	0.0		
05:00 Volume	38	127	71	0	236	18	216	17	0	251	54	117	20	0	191	75	173	55	0	303	981
Peak Factor																					0.968
High Int.	05:45 PM					05:00 PM					05:00 PM					05:00 PM					
Volume	50	171	103	0	324	18	216	17	0	251	54	117	20	0	191	75	173	55	0	303	
Peak Factor					0.849					0.912					0.927					0.886	



P 216

BR4172

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

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

File Name : H0405002
Site Code : 00000920
Start Date : 5/12/2004
Page No : 1

Groups Printed- Turning Movements

	CAMPUS DRIVE Southbound			BRISTOL STREET NORTH Westbound			IRVINE AVENUE Northbound			BRISTOL STREET NORTH Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	23	44	0	19	127	21	0	287	93	0	0	0	614
07:15 AM	28	52	0	10	138	27	0	365	93	0	0	0	713
07:30 AM	12	40	0	17	137	64	0	408	100	0	0	0	778
07:45 AM	12	25	0	25	255	69	0	308	119	0	0	0	813
Total	75	161	0	71	657	181	0	1368	405	0	0	0	2918
08:00 AM	19	57	0	17	195	73	0	258	91	0	0	0	710
08:15 AM	8	61	0	15	253	46	0	355	94	0	0	0	832
08:30 AM	28	52	0	12	143	37	0	400	87	0	0	0	759
08:45 AM	43	77	0	8	213	57	0	319	98	0	0	0	815
Total	98	247	0	52	804	213	0	1332	370	0	0	0	3116
*** BREAK ***													
04:30 PM	45	196	0	9	427	77	0	177	56	0	0	0	987
04:45 PM	67	235	0	16	321	36	0	205	92	0	0	0	972
Total	112	431	0	25	748	113	0	382	148	0	0	0	1959
05:00 PM	69	221	0	10	364	44	0	242	114	0	0	0	1064
05:15 PM	65	229	0	14	488	72	0	171	64	0	0	0	1103
05:30 PM	39	237	0	15	424	64	0	168	83	0	0	0	1030
05:45 PM	34	242	0	33	464	19	0	143	110	0	0	0	1045
Total	207	929	0	72	1740	199	0	724	371	0	0	0	4242
06:00 PM	48	249	0	31	373	41	0	94	52	0	0	0	888
06:15 PM	48	217	0	34	318	25	0	202	115	0	0	0	959
Grand Total	588	2234	0	285	4640	772	0	4102	1461	0	0	0	14082
Apprch %	20.8	79.2	0.0	5.0	81.4	13.6	0.0	73.7	26.3	0.0	0.0	0.0	
Total %	4.2	15.9	0.0	2.0	32.9	5.5	0.0	29.1	10.4	0.0	0.0	0.0	

Transportation Studies, Inc.
1350 Reynolds Avenue
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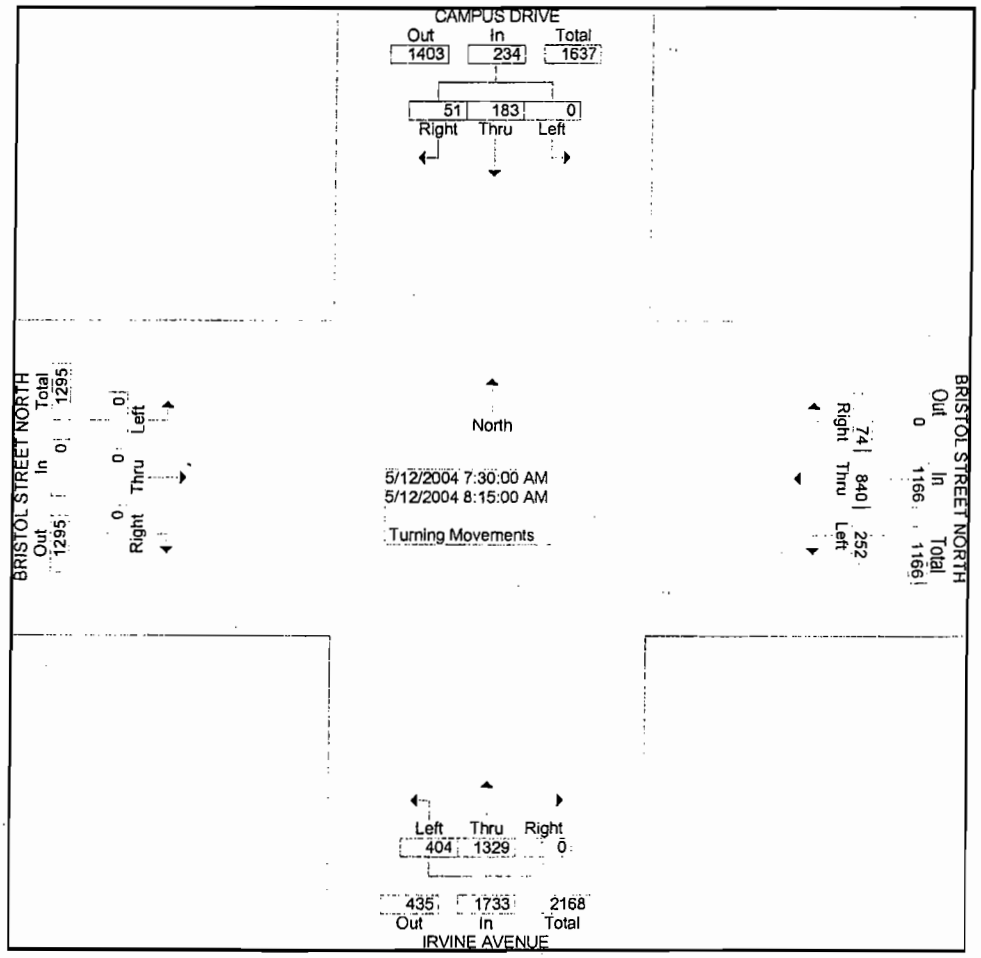
City: NEWPORT BEACH
N-S Direction: CAMPUS DR. / IRVINE
E-W Direction: BRISTOL STREET NORTH

File Name : H0405002
Site Code : 00000920
Start Date : 5/12/2004
Page No : 2

	CAMPUS DRIVE Southbound				BRISTOL STREET NORTH Westbound				IRVINE AVENUE Northbound				BRISTOL STREET NORTH Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 07:30 AM																	
Volume	51	183	0	234	74	840	252	1166	0	1329	404	1733	0	0	0	0	3133
Percent	21.8	78.2	0.0		6.3	72.0	21.6		0.0	76.7	23.3		0.0	0.0	0.0		
08:15 Volume	8	61	0	69	15	253	46	314	0	355	94	449	0	0	0	0	832
Peak Factor																	0.941
High Int.	08:00 AM				07:45 AM				07:30 AM				6:45:00 AM				
Volume	19	57	0	76	25	255	69	349	0	408	100	508					
Peak Factor				0.770				0.835				0.853					



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Transportation Studies, Inc.
1350 Reynolds Avenue
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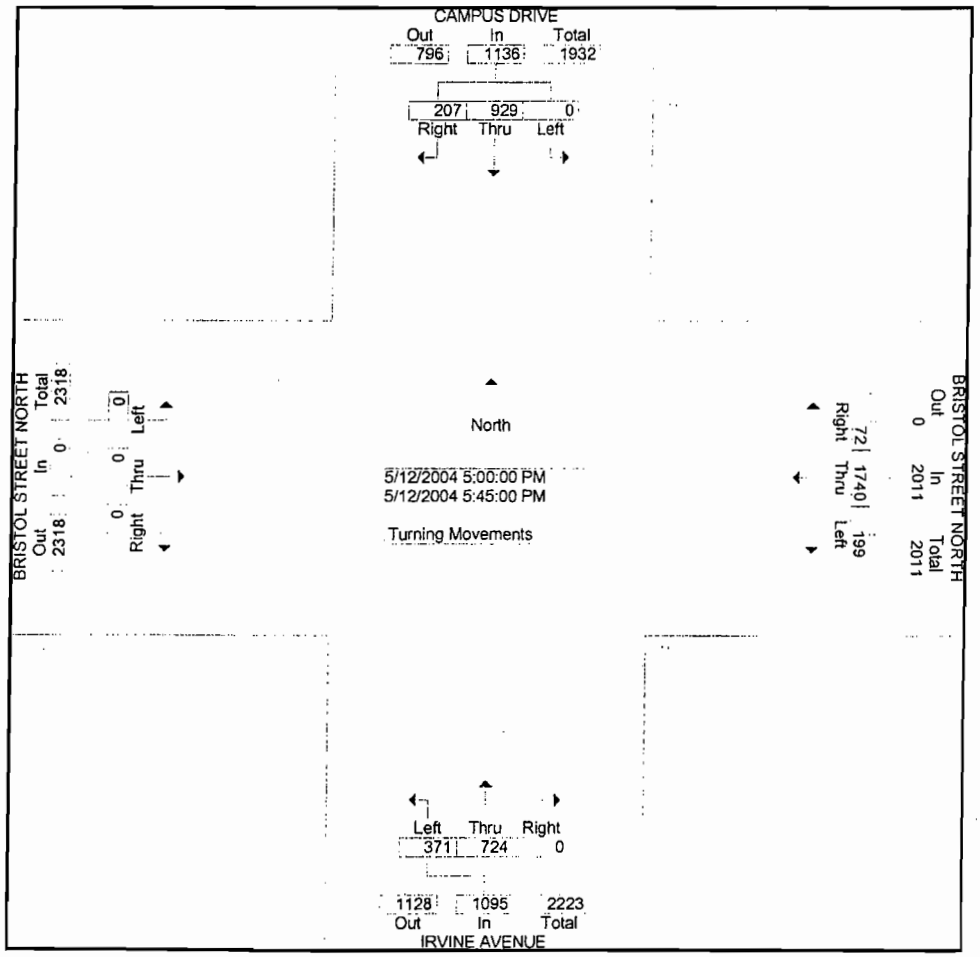
Irvine, CA. 92614

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

File Name : H0405002
Site Code : 00000920
Start Date : 5/12/2004
Page No : 3

	CAMPUS DRIVE Southbound				BRISTOL STREET NORTH Westbound				IRVINE AVENUE Northbound				BRISTOL STREET NORTH Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	207	929	0	1136	72	1740	199	2011	0	724	371	1095	0	0	0	0	4242
Percent	18.2	81.8	0.0		3.6	86.5	9.9		0.0	66.1	33.9		0.0	0.0	0.0		
05:15 Volume	65	229	0	294	14	488	72	574	0	171	64	235	0	0	0	0	1103
Peak Factor																	0.961
High Int.	05:15 PM				05:15 PM				05:00 PM								
Volume	65	229	0	294	14	488	72	574	0	242	114	356					
Peak Factor				0.966				0.876				0.769					



P219

BR 4155

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

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

File Name : H0405001
Site Code : 00000920
Start Date : 5/13/2004
Page No : 1

Groups Printed- Turning Movements

	CAMPUS DRIVE Southbound			BRISTOL STREET SOUTH Westbound			IRVINE AVENUE Northbound			BRISTOL STREET SOUTH Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	57	40	0	0	0	8	169	0	78	257	217	826
07:15 AM	0	48	26	0	0	0	23	158	0	118	238	214	825
07:30 AM	0	60	46	0	0	0	50	197	0	106	333	226	1018
07:45 AM	0	63	43	0	0	0	46	325	0	91	454	289	1311
Total	0	228	155	0	0	0	127	849	0	393	1282	946	3980
08:00 AM	0	91	11	0	0	0	30	160	0	115	420	277	1104
08:15 AM	0	106	43	0	0	0	45	222	0	76	307	277	1076
08:30 AM	0	126	40	0	0	0	38	155	0	81	400	318	1158
08:45 AM	0	52	27	0	0	0	39	84	0	71	253	261	787
Total	0	375	121	0	0	0	152	621	0	343	1380	1133	4125
*** BREAK ***													
04:30 PM	0	208	68	0	0	0	48	180	0	88	192	136	920
04:45 PM	0	245	37	0	0	0	25	145	0	114	262	99	927
Total	0	453	105	0	0	0	73	325	0	202	454	235	1847
05:00 PM	0	196	62	0	0	0	46	183	0	66	205	116	874
05:15 PM	0	267	41	0	0	0	60	141	0	68	199	150	926
05:30 PM	0	233	60	0	0	0	31	130	0	60	241	143	898
05:45 PM	0	228	75	0	0	0	56	131	0	64	244	129	927
Total	0	924	238	0	0	0	193	585	0	258	889	538	3625
06:00 PM	0	188	91	0	0	0	32	134	0	87	205	94	831
06:15 PM	0	190	76	0	0	0	59	134	0	74	242	100	875
Grand Total	0	2358	786	0	0	0	636	2648	0	1357	4452	3046	15283
Apprch %	0.0	75.0	25.0	0.0	0.0	0.0	19.4	80.6	0.0	15.3	50.3	34.4	
Total %	0.0	15.4	5.1	0.0	0.0	0.0	4.2	17.3	0.0	8.9	29.1	19.9	

Transportation Studies, Inc.
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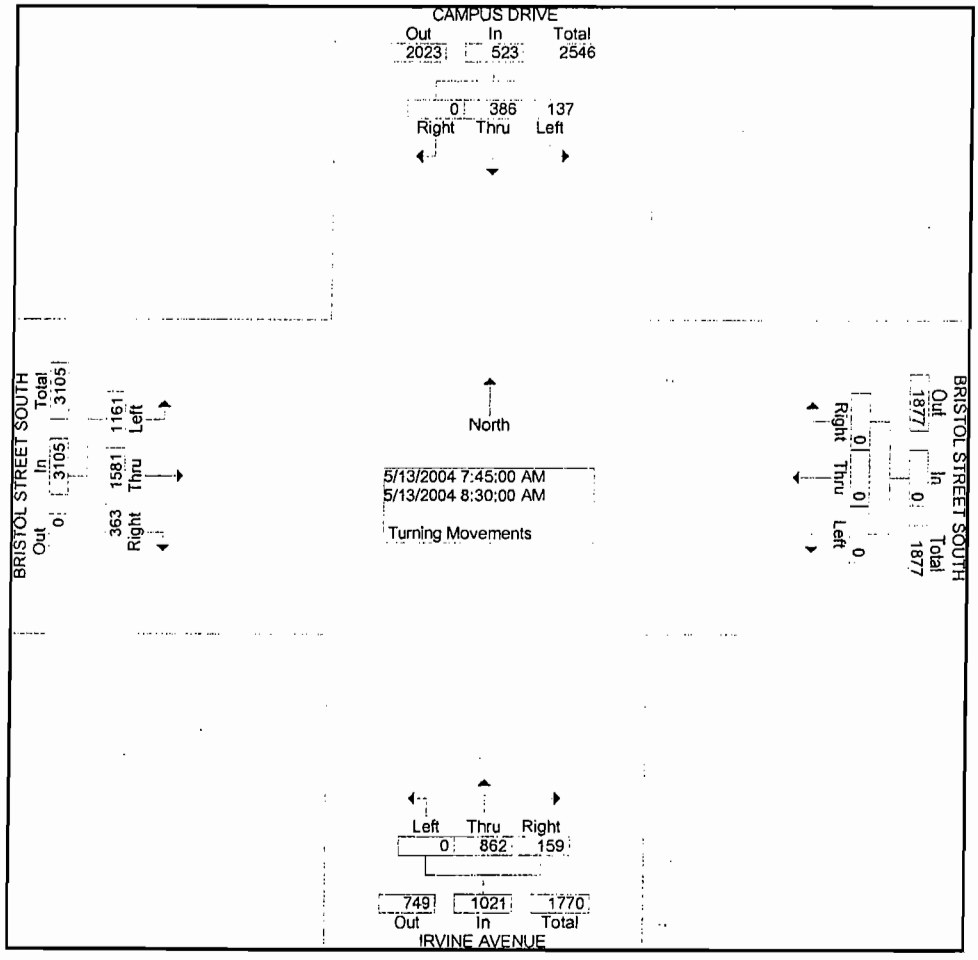
City: NEWPORT BEACH
N-S Direction: CAMPUS DR. / IRVINE
E-W Direction: BRISTOL STREET SOUTH

File Name : H0405001
Site Code : 00000920
Start Date : 5/13/2004
Page No : 2

	CAMPUS DRIVE Southbound				BRISTOL STREET SOUTH Westbound				IRVINE AVENUE Northbound				BRISTOL STREET SOUTH Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 07:45 AM																	
Volume	0	386	137	523	0	0	0	0	159	862	0	1021	363	1581	1161	3105	4649
Percent	0.0	73.8	26.2		0.0	0.0	0.0		15.6	84.4	0.0		11.7	50.9	37.4		
07:45 Volume	0	63	43	106	0	0	0	0	46	325	0	371	91	454	289	834	1311
Peak Factor																	0.887
High Int.	08:30 AM				6:45:00 AM				07:45 AM				07:45 AM				
Volume	0	126	40	166	0	0	0	0	46	325	0	371	91	454	289	834	
Peak Factor				0.788								0.688				0.931	



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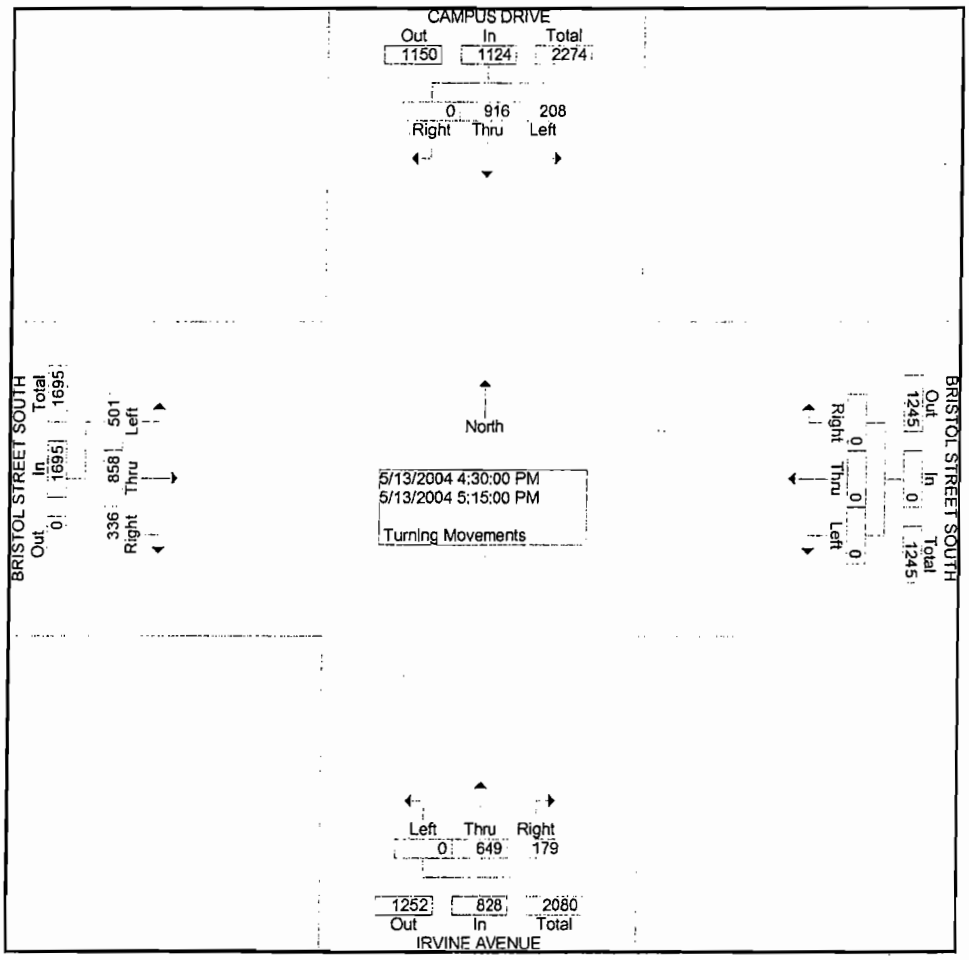
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

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

File Name : H0405001
Site Code : 00000920
Start Date : 5/13/2004

	CAMPUS DRIVE Southbound				BRISTOL STREET SOUTH Westbound				IRVINE AVENUE Northbound				BRISTOL STREET SOUTH Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection 04:30 PM																	
Volume	0	916	208	1124	0	0	0	0	179	649	0	828	336	858	501	1695	3647
Percent	0.0	81.5	18.5		0.0	0.0	0.0		21.6	78.4	0.0		19.8	50.6	29.6		
04:45 Volume	0	245	37	282	0	0	0	0	25	145	0	170	114	262	99	475	927
Peak Factor																	0.984
High Int.	05:15 PM								05:00 PM				04:45 PM				
Volume	0	267	41	308	0	0	0	0	46	183	0	229	114	262	99	475	
Peak Factor				0.912								0.904				0.892	



CH2635

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: TUSTIN AVENUE
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0405012
Site Code : 00000918
Start Date : 5/11/2004
Page No : 1

Groups Printed- Turning Movements

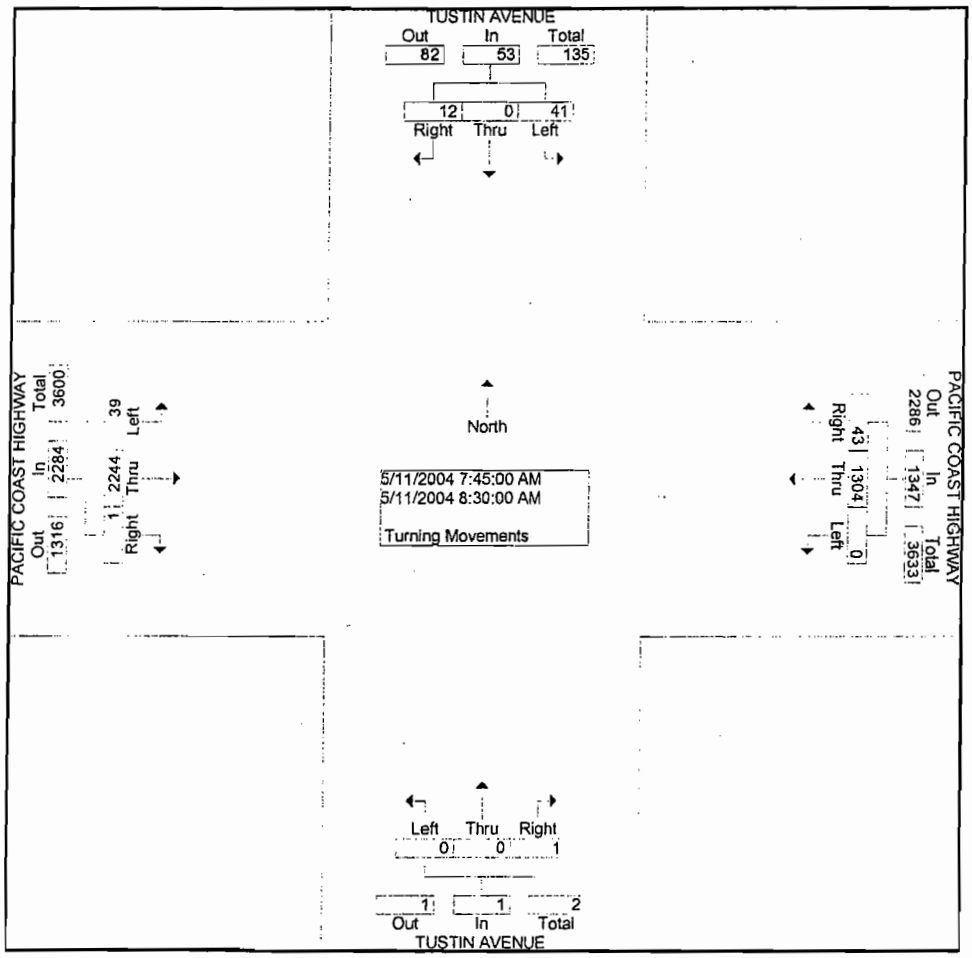
	TUSTIN AVENUE Southbound			PACIFIC COAST HIGHWAY Westbound			TUSTIN AVENUE Northbound			PACIFIC COAST HIGHWAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	1	0	4	3	184	0	0	0	0	0	388	8	588
07:15 AM	2	0	6	2	270	0	0	0	0	0	406	5	691
07:30 AM	3	0	4	8	277	0	0	0	0	1	497	18	808
07:45 AM	2	0	10	12	329	0	0	0	0	0	582	7	942
Total	8	0	24	25	1060	0	0	0	0	1	1873	38	3029
08:00 AM	4	0	13	8	302	0	1	0	0	0	607	7	942
08:15 AM	4	0	8	10	354	0	0	0	0	1	546	17	940
08:30 AM	2	0	10	13	319	0	0	0	0	0	509	8	861
08:45 AM	5	0	9	13	340	0	0	0	0	2	483	11	863
Total	15	0	40	44	1315	0	1	0	0	3	2145	43	3606
*** BREAK ***													
04:30 PM	8	0	22	25	585	0	0	0	0	1	401	21	1063
04:45 PM	7	0	11	18	561	0	3	0	0	2	381	16	999
Total	15	0	33	43	1146	0	3	0	0	3	782	37	2062
05:00 PM	9	0	11	19	568	0	0	0	0	0	417	27	1051
05:15 PM	10	0	9	23	685	0	0	0	0	0	431	19	1177
05:30 PM	10	0	11	15	551	0	1	0	0	1	364	13	966
05:45 PM	6	0	6	9	596	0	2	0	0	1	424	14	1058
Total	35	0	37	66	2400	0	3	0	0	2	1636	73	4252
06:00 PM	8	0	20	15	579	0	3	0	0	2	349	32	1008
06:15 PM	9	0	10	13	509	0	0	0	0	1	332	19	893
Grand Total	90	0	164	206	7009	0	10	0	0	12	7117	242	14850
Apprch %	35.4	0.0	64.6	2.9	97.1	0.0	100.0	0.0	0.0	0.2	96.6	3.3	
Total %	0.6	0.0	1.1	1.4	47.2	0.0	0.1	0.0	0.0	0.1	47.9	1.6	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: TUSTIN AVENUE
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0405012
Site Code : 00000918
Start Date : 5/11/2004
Page No : 2

	TUSTIN AVENUE Southbound				PACIFIC COAST HIGHWAY Westbound				TUSTIN AVENUE Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	12	0	41	53	43	1304	0	1347	1	0	0	1	1	2244	39	2284	3685
Percent	22.6	0.0	77.4		3.2	96.8	0.0		100.0	0.0	0.0		0.0	98.2	1.7		
08:00 Volume	4	0	13	17	8	302	0	310	1	0	0	1	0	607	7	614	942
Peak Factor																	0.978
High Int.	08:00 AM				08:15 AM				08:00 AM				08:00 AM				
Volume	4	0	13	17	10	354	0	364	1	0	0	1	0	607	7	614	
Peak Factor				0.779				0.925				0.250				0.930	



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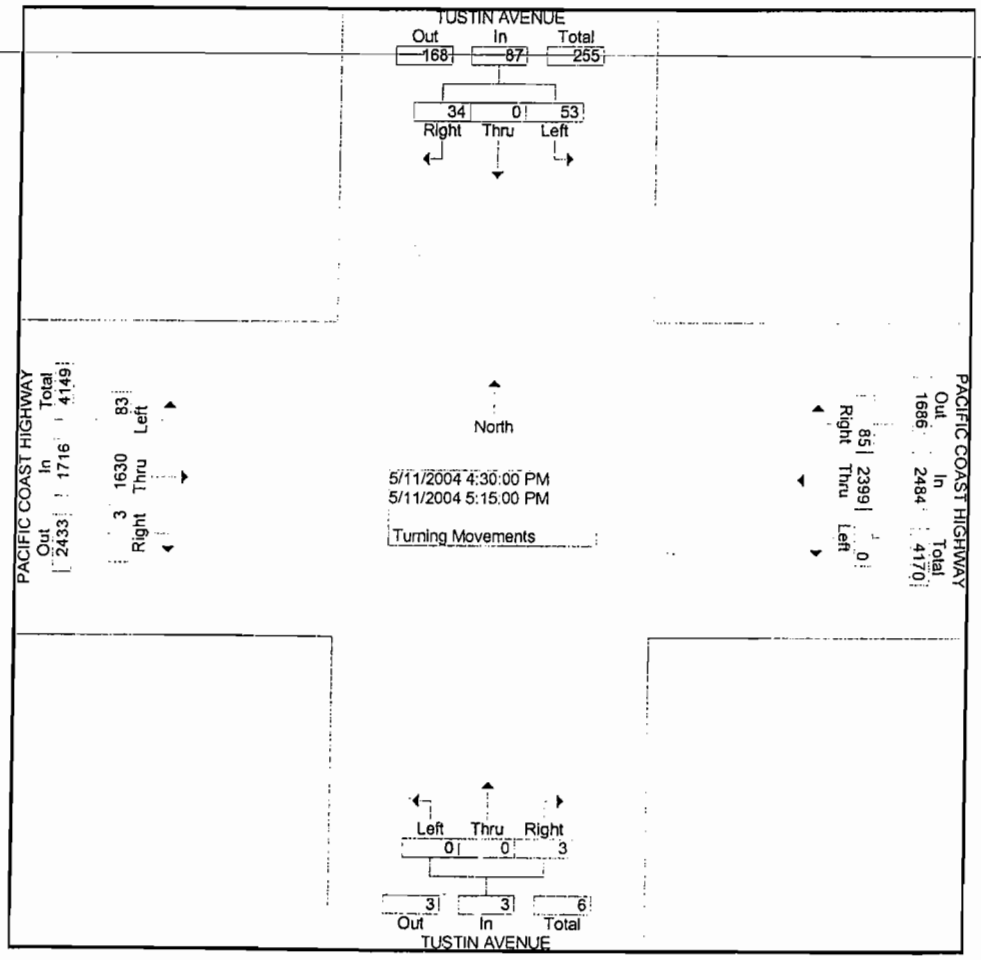
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: TUSTIN AVENUE
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0405012
Site Code : 00000918
Start Date : 5/11/2004

	TUSTIN AVENUE Southbound				PACIFIC COAST HIGHWAY Westbound				TUSTIN AVENUE Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection 04:30 PM																	
Volume	34	0	53	87	85	2399	0	2484	3	0	0	3	3	1630	83	1716	4290
Percent	39.1	0.0	60.9		3.4	96.6	0.0		100.0	0.0	0.0		0.2	95.0	4.8		
05:15 Volume	10	0	9	19	23	685	0	708	0	0	0	0	0	431	19	450	1177
Peak Factor																	0.911
High Int.	04:30 PM				05:15 PM				04:45 PM				05:15 PM				
Volume	8	0	22	30	23	685	0	708	3	0	0	3	0	431	19	450	
Peak Factor				0.725				0.877				0.250				0.953	



CH2630

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: RIVERSIDE AVENUE
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H04050
Site Code : 0000092
Start Date : 5/13/200
Page No : 1

Groups Printed- Turning Movements

	RIVERSIDE AVENUE Southbound			PACIFIC COAST HIGHWAY Westbound			RIVERSIDE AVENUE Northbound			PACIFIC COAST HIGHWAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	30	0	5	9	178	0	0	0	1	2	391	74	690
07:15 AM	26	0	8	5	247	0	0	1	0	0	476	48	811
07:30 AM	54	0	7	5	254	0	0	0	0	1	499	94	914
07:45 AM	106	0	15	16	331	1	0	0	1	0	559	69	1098
Total	216	0	35	35	1010	1	0	1	2	3	1925	285	3513
08:00 AM	83	4	23	12	271	0	0	0	0	1	544	69	1007
08:15 AM	53	1	12	8	316	0	0	0	0	1	491	13	895
08:30 AM	50	0	23	6	289	1	0	0	2	3	497	54	925
08:45 AM	48	0	26	5	361	3	0	0	1	4	529	50	1027
Total	234	5	84	31	1237	4	0	0	3	9	2061	186	3854
*** BREAK ***													
04:30 PM	72	4	16	6	538	8	1	0	0	0	362	95	1102
04:45 PM	133	7	31	14	545	6	3	0	5	2	341	80	1167
Total	205	11	47	20	1083	14	4	0	5	2	703	175	2269
05:00 PM	78	1	21	9	612	2	2	1	3	2	442	69	1242
05:15 PM	98	0	25	11	623	0	2	2	7	2	361	54	1185
05:30 PM	75	2	29	14	507	1	5	2	3	3	448	59	1148
05:45 PM	100	0	21	18	592	3	7	0	3	2	300	52	1098
Total	351	3	96	52	2334	6	16	5	16	9	1551	234	4673
06:00 PM	81	3	11	10	554	3	4	5	5	18	380	79	1153
06:15 PM	55	1	15	14	515	2	1	4	0	9	291	66	973
Grand Total	1142	23	288	162	6733	30	25	15	31	50	6911	1025	16435
Apprch %	78.6	1.6	19.8	2.3	97.2	0.4	35.2	21.1	43.7	0.6	86.5	12.8	
Total %	6.9	0.1	1.8	1.0	41.0	0.2	0.2	0.1	0.2	0.3	42.1	6.2	

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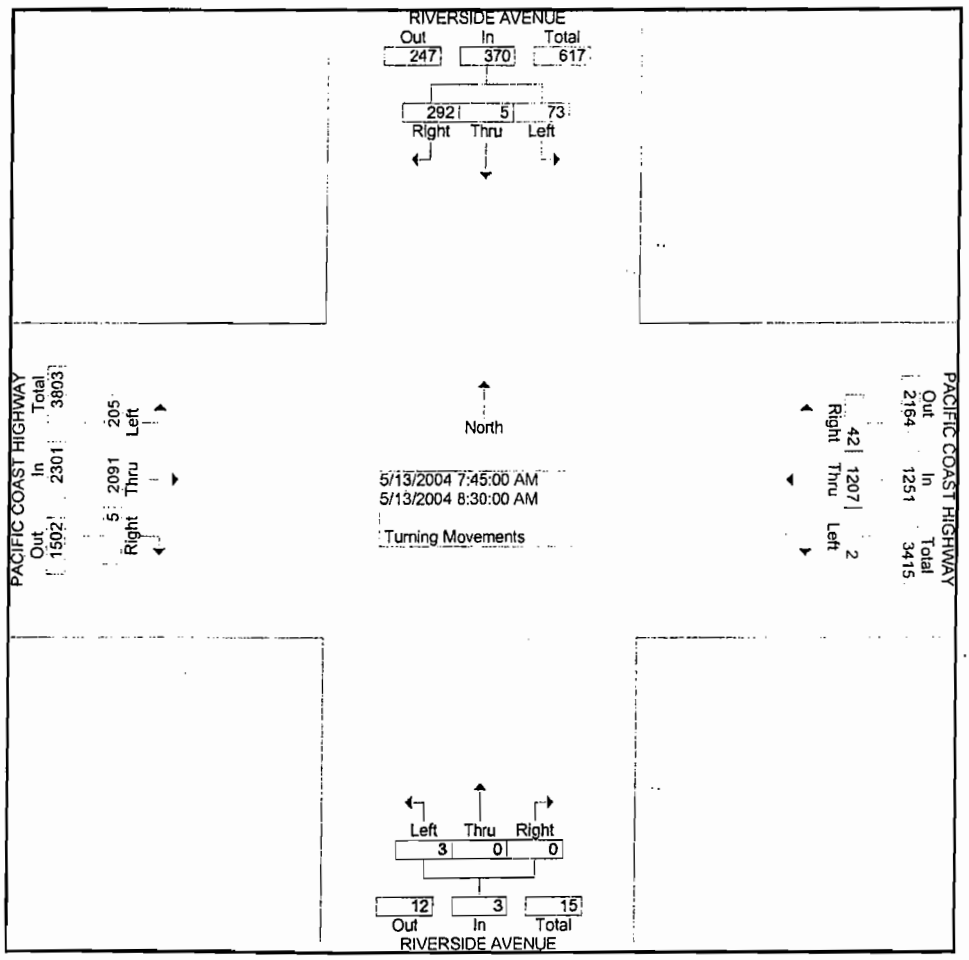
City: NEWPORT BEACH
N-S Direction: RIVERSIDE AVENUE
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0405011
Site Code : 00000920
Start Date : 5/13/2004

	RIVERSIDE AVENUE Southbound				PACIFIC COAST HIGHWAY Westbound				RIVERSIDE AVENUE Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 07:45 AM																	
Volume	292	5	73	370	42	1207	2	1251	0	0	3	3	5	2091	205	2301	3925
Percent	78.9	1.4	19.7		3.4	96.5	0.2		0.0	0.0	100.0		0.2	90.9	8.9		
07:45 Volume	106	0	15	121	16	331	1	348	0	0	1	1	0	559	69	628	1098
Peak Factor																	0.894
High Int.	07:45 AM				07:45 AM				08:30 AM				07:45 AM				
Volume	106	0	15	121	16	331	1	348	0	0	2	2	0	559	69	628	
Peak Factor				0.764				0.899				0.375				0.916	



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Transportation Studies, Inc.
1350 Reynolds Avenue
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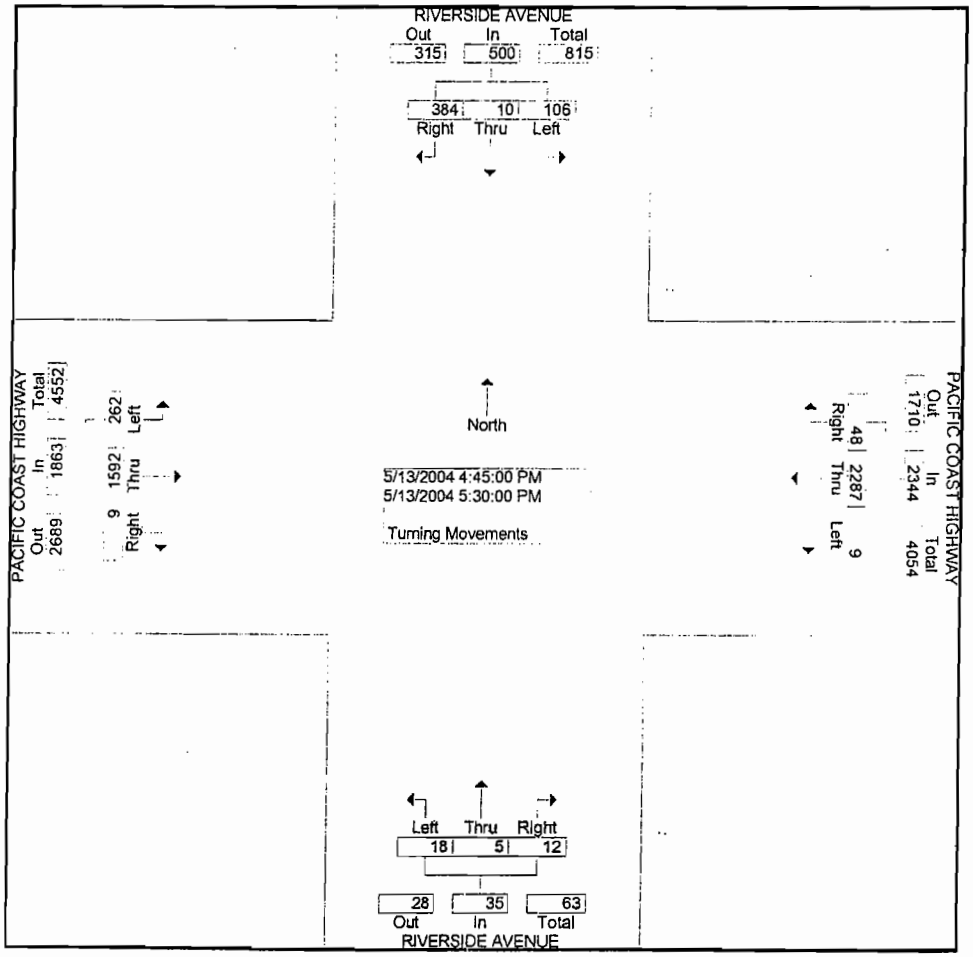
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: RIVERSIDE AVENUE
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0405011
Site Code : 00000920
Start Date : 5/13/2004

	RIVERSIDE AVENUE Southbound				PACIFIC COAST HIGHWAY Westbound				RIVERSIDE AVENUE Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	384	10	106	500	48	2287	9	2344	12	5	18	35	9	1592	262	1863	4742
Percent	76.8	2.0	21.2		2.0	97.6	0.4		34.3	14.3	51.4		0.5	85.5	14.1		
05:00 Volume	78	1	21	100	9	612	2	623	2	1	3	6	2	442	69	513	1242
Peak Factor																	0.955
High Int.	04:45 PM				05:15 PM				05:15 PM				05:00 PM				
Volume	133	7	31	171	11	623	0	634	2	2	7	11	2	442	69	513	
Peak Factor				0.731				0.924				0.795				0.908	



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CH6615 X

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: MARGUERITE AVENUE
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0405009
Site Code : 00000976
Start Date : 5/5/2004
Page No : 1

Groups Printed- Turning Movements

	MARGUERITE AVENUE Southbound			PACIFIC COAST HIGHWAY Westbound			MARGUERITE AVENUE Northbound			PACIFIC COAST HIGHWAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	1	15	8	0	323	3	2	9	30	11	331	5	738
07:15 AM	9	14	2	6	326	1	4	13	16	8	363	3	765
07:30 AM	9	6	7	13	406	9	4	19	40	6	300	16	835
07:45 AM	18	10	8	16	318	1	10	24	48	10	290	25	778
Total	37	45	25	35	1373	14	20	65	134	35	1284	49	3116
08:00 AM	19	13	11	9	398	3	14	19	42	16	386	10	940
08:15 AM	17	19	23	13	367	3	5	16	49	15	329	14	870
08:30 AM	18	19	22	15	391	10	19	12	42	18	295	17	878
08:45 AM	31	23	9	19	337	9	14	12	31	12	327	22	846
Total	85	74	65	56	1493	25	52	59	164	61	1337	63	3534
*** BREAK ***													
04:30 PM	51	18	26	9	328	11	22	24	57	18	437	10	1011
04:45 PM	18	11	43	17	302	15	22	12	42	29	405	18	934
Total	69	29	69	26	630	26	44	36	99	47	842	28	1945
05:00 PM	18	24	27	16	399	6	15	26	25	19	435	6	1016
05:15 PM	18	23	30	11	359	12	21	11	54	18	402	16	975
05:30 PM	21	15	21	11	361	11	21	15	32	10	440	18	976
05:45 PM	40	21	30	11	289	19	20	22	51	22	391	21	937
Total	97	83	108	49	1408	48	77	74	162	69	1668	61	3904
06:00 PM	33	15	25	9	423	11	22	16	33	28	443	27	1085
06:15 PM	34	15	42	6	289	20	7	19	48	28	368	18	894
Grand Total	355	261	334	181	5616	144	222	269	640	268	5942	246	14478
Apprch %	37.4	27.5	35.2	3.0	94.5	2.4	19.6	23.8	56.6	4.2	92.0	3.8	
Total %	2.5	1.8	2.3	1.3	38.8	1.0	1.5	1.9	4.4	1.9	41.0	1.7	

Transportation Studies, Inc.
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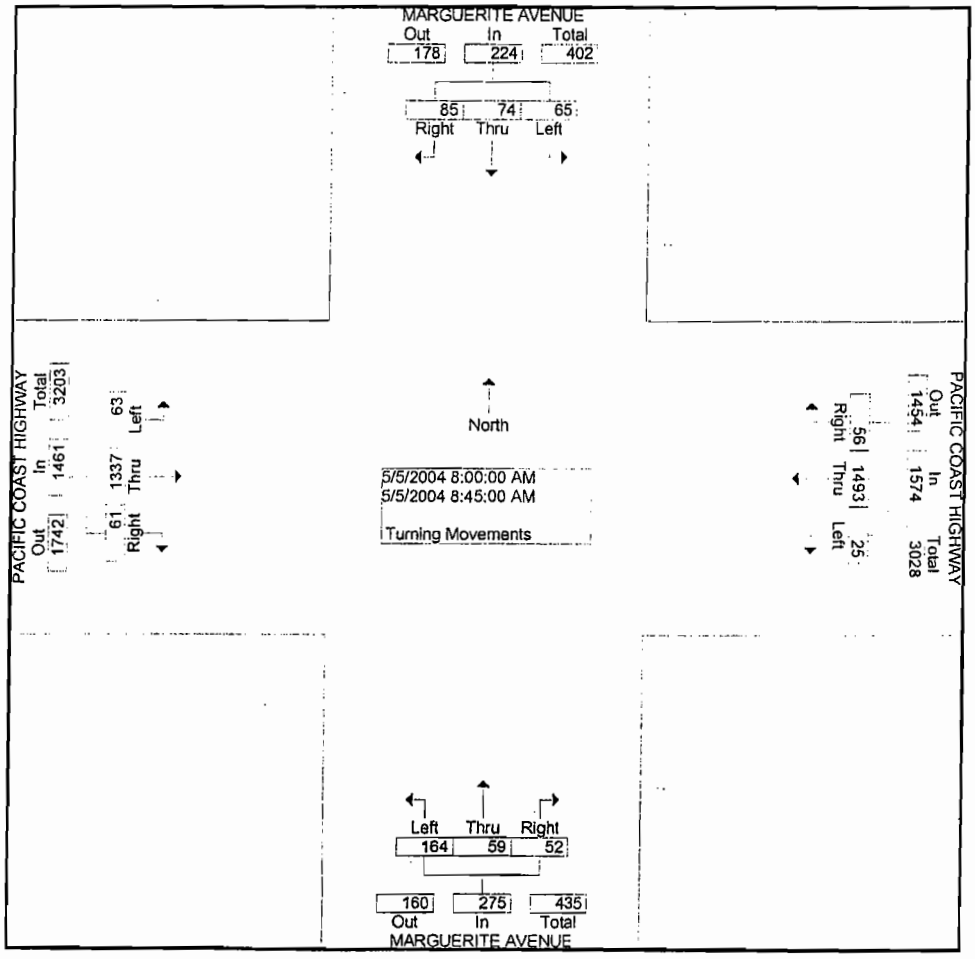
City: NEWPORT BEACH
N-S Direction: MARGUERITE AVENUE
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0405009
Site Code : 00000976
Start Date : 5/5/2004
Page No : 2

	MARGUERITE AVENUE Southbound				PACIFIC COAST HIGHWAY Westbound				MARGUERITE AVENUE Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 08:00 AM																	
Volume	85	74	65	224	56	1493	25	1574	52	59	164	275	61	1337	63	1461	3534
Percent	37.9	33.0	29.0		3.6	94.9	1.6		18.9	21.5	59.6		4.2	91.5	4.3		
08:00 Volume	19	13	11	43	9	398	3	410	14	19	42	75	16	386	10	412	940
Peak Factor																	0.940
High Int.	08:45 AM				08:30 AM				08:00 AM				08:00 AM				
Volume	31	23	9	63	15	391	10	416	14	19	42	75	16	386	10	412	
Peak Factor				0.889				0.946				0.917				0.887	



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Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
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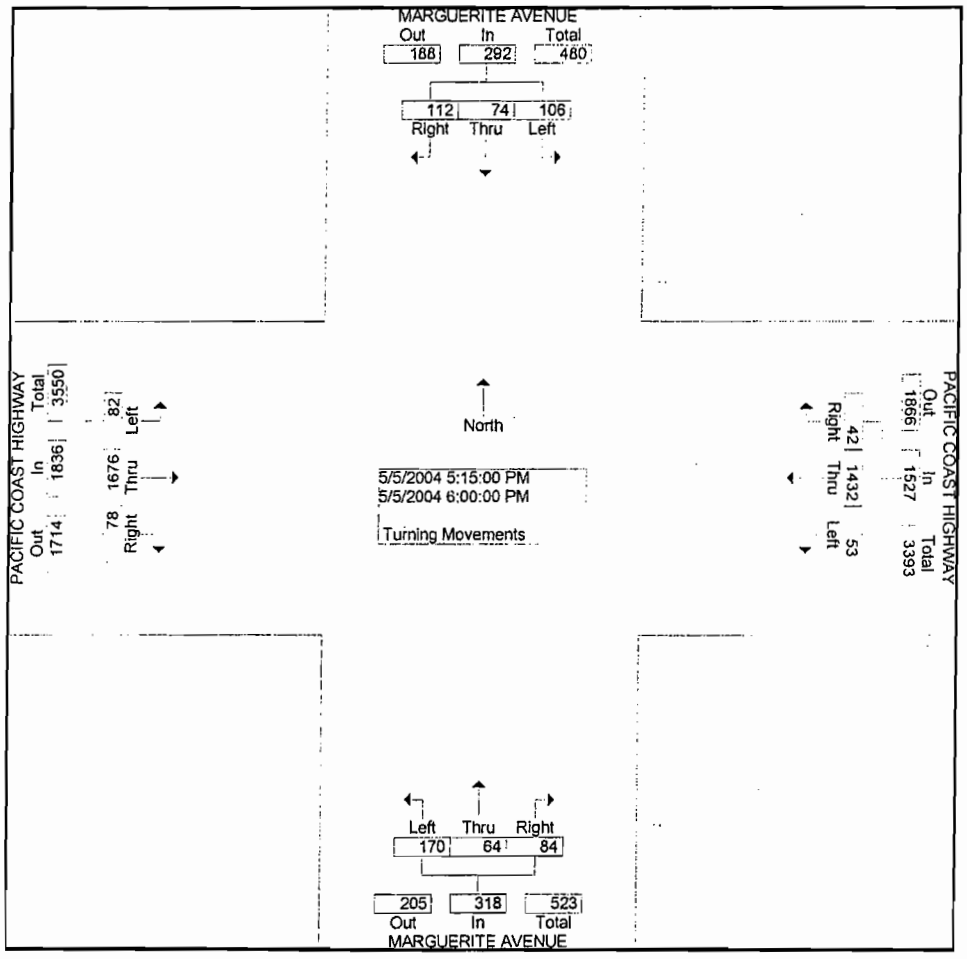
City: NEWPORT BEACH
N-S Direction: MARGUERITE AVENUE
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0405009
Site Code : 00000976
Start Date : 5/5/2004
Page No : 3

	MARGUERITE AVENUE Southbound				PACIFIC COAST HIGHWAY Westbound				MARGUERITE AVENUE Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	05:15 PM																
Volume	112	74	106	292	42	1432	53	1527	84	64	170	318	78	1676	82	1836	3973
Percent	38.4	25.3	36.3		2.8	93.8	3.5		26.4	20.1	53.5		4.2	91.3	4.5		
06:00 Volume	33	15	25	73	9	423	11	443	22	16	33	71	28	443	27	498	1085
Peak Factor																	0.915
High Int.	05:45 PM				06:00 PM				05:45 PM				06:00 PM				
Volume	40	21	30	91	9	423	11	443	20	22	51	93	28	443	27	498	
Peak Factor				0.802				0.862				0.855				0.922	



CH 6335 X

Transportation Studies, Inc.
1350 Reynolds Avenue
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City: NEWPORT BEACH
N-S Direction: MAC ARTHUR BOULEVARD
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H040500
Site Code : 0000091
Start Date : 5/12/200
Page No : 1

Groups Printed- Turning Movements

	MAC ARTHUR BOULEVARD Southbound			PACIFIC COAST HIGHWAY Westbound			MAC ARTHUR BOULEVARD Northbound			PACIFIC COAST HIGHWAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	44	0	169	206	93	0	0	0	0	0	162	55	729
07:15 AM	63	0	142	253	157	0	0	0	0	0	194	100	909
07:30 AM	86	0	123	301	195	0	0	0	0	0	221	130	1056
07:45 AM	90	0	136	266	192	0	0	0	0	0	261	136	1081
Total	283	0	570	1026	637	0	0	0	0	0	838	421	3775
08:00 AM	93	0	146	252	209	0	0	0	0	0	266	162	1128
08:15 AM	102	0	111	252	191	0	0	0	0	0	239	85	980
08:30 AM	84	0	99	263	182	0	0	0	0	0	245	103	976
08:45 AM	98	0	159	210	167	0	0	0	0	0	259	105	998
Total	377	0	515	977	749	0	0	0	0	0	1009	455	4082
*** BREAK ***													
04:30 PM	92	0	224	183	301	0	0	0	0	0	282	101	1183
04:45 PM	106	0	183	160	242	0	0	0	0	0	353	121	1165
Total	198	0	407	343	543	0	0	0	0	0	635	222	2348
05:00 PM	81	0	194	180	285	0	0	0	0	0	299	119	1158
05:15 PM	111	0	171	152	258	0	0	0	0	0	291	135	1118
05:30 PM	97	0	200	145	279	0	0	0	0	0	210	106	1037
05:45 PM	106	0	222	143	244	0	0	0	0	0	284	112	1111
Total	395	0	787	620	1066	0	0	0	0	0	1084	472	4424
06:00 PM	98	0	240	127	243	0	0	0	0	0	278	109	1095
06:15 PM	97	0	203	115	307	0	0	0	0	0	285	91	1098
Grand Total	1448	0	2722	3208	3545	0	0	0	0	0	4129	1770	16822
Apprch %	34.7	0.0	65.3	47.5	52.5	0.0	0.0	0.0	0.0	0.0	70.0	30.0	
Total %	8.6	0.0	16.2	19.1	21.1	0.0	0.0	0.0	0.0	0.0	24.5	10.5	

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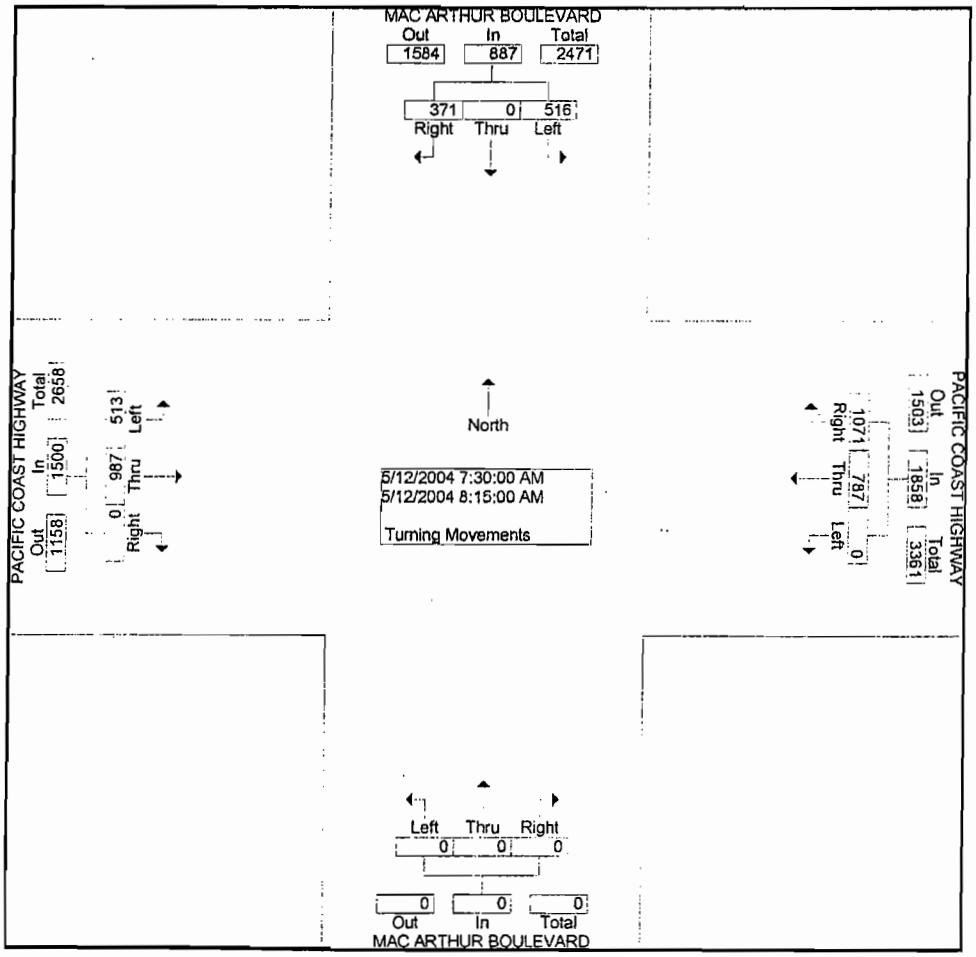
City: NEWPORT BEACH
N-S Direction: MAC ARTHUR BOULEVARD
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0405008
Site Code : 00000916
Start Date : 5/12/2004

	MAC ARTHUR BOULEVARD Southbound				PACIFIC COAST HIGHWAY Westbound				MAC ARTHUR BOULEVARD Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	371	0	516	887	1071	787	0	1858	0	0	0	0	0	987	513	1500	4245
Percent	41.8	0.0	58.2		57.6	42.4	0.0		0.0	0.0	0.0		0.0	65.8	34.2		
08:00 Volume	93	0	146	239	252	209	0	461	0	0	0	0	0	266	162	428	1128
Peak Factor																	0.941
High Int.	08:00 AM				07:30 AM				6:45:00 AM				08:00 AM				
Volume	93	0	146	239	301	195	0	496	0	0	0	0	0	266	162	428	
Peak Factor				0.928				0.936								0.876	



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Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
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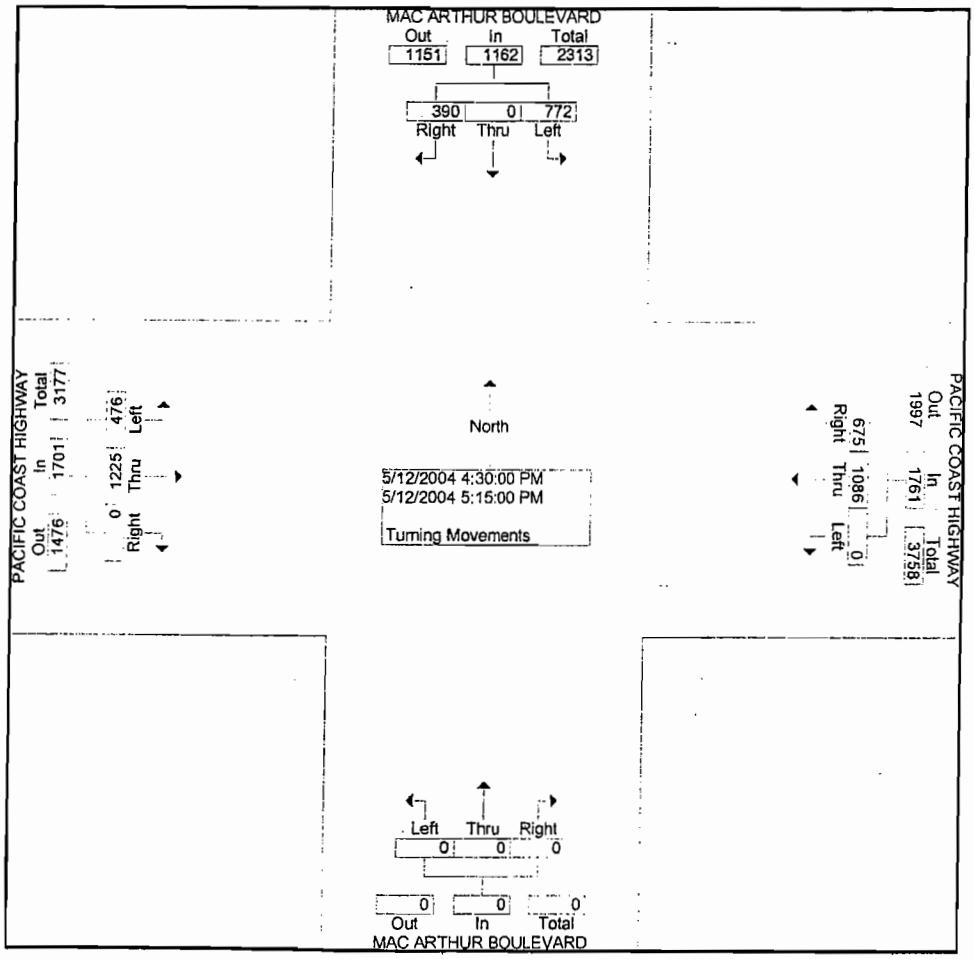
City: NEWPORT BEACH
N-S Direction: MAC ARTHUR BOULEVARD
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0405008
Site Code : 00000916
Start Date : 5/12/2004

	MAC ARTHUR BOULEVARD Southbound				PACIFIC COAST HIGHWAY Westbound				MAC ARTHUR BOULEVARD Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection 04:30 PM																	
Volume	390	0	772	1162	675	1086	0	1761	0	0	0	0	0	1225	476	1701	4624
Percent	33.6	0.0	66.4		38.3	61.7	0.0		0.0	0.0	0.0		0.0	72.0	28.0		
04:30 Volume	92	0	224	316	183	301	0	484	0	0	0	0	0	282	101	383	1183
Peak Factor																	0.977
High Int.	04:30 PM				04:30 PM								04:45 PM				
Volume	92	0	224	316	183	301	0	484	0	0	0	0	0	353	121	474	
Peak Factor				0.919				0.910								0.897	



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CH5055

X

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H040500
Site Code : 0000091
Start Date : 5/13/200
Page No : 1

Groups Printed- Turning Movements

	JAMBOREE ROAD Southbound			PACIFIC COAST HIGHWAY Westbound			JAMBOREE ROAD Northbound			PACIFIC COAST HIGHWAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	80	45	29	13	133	17	20	59	5	1	273	164	839
07:15 AM	99	33	21	17	156	9	13	95	4	3	381	222	1053
07:30 AM	126	51	37	35	242	12	14	137	3	3	411	268	1339
07:45 AM	163	66	28	28	210	18	23	88	4	2	480	257	1367
Total	468	195	115	93	741	56	70	379	16	9	1545	911	4598
08:00 AM	152	73	41	26	287	28	20	100	4	6	430	247	1414
08:15 AM	149	48	40	31	217	25	17	98	4	5	466	321	1421
08:30 AM	172	53	36	20	235	18	27	92	5	3	387	170	1218
08:45 AM	155	54	28	40	280	24	35	88	7	4	421	227	1363
Total	628	228	145	117	1019	95	99	378	20	18	1704	965	5416
*** BREAK ***													
04:30 PM	287	95	34	21	395	28	30	73	5	1	362	152	1483
04:45 PM	334	112	43	25	450	42	19	65	11	4	345	132	1582
Total	621	207	77	46	845	70	49	138	16	5	707	284	3065
05:00 PM	362	96	29	36	522	45	26	77	9	3	333	163	1701
05:15 PM	379	146	45	27	425	39	19	79	7	9	313	147	1635
05:30 PM	426	125	37	26	494	43	15	77	11	2	373	175	1804
05:45 PM	308	116	51	24	387	38	28	74	10	3	293	153	1485
Total	1475	483	162	113	1828	165	88	307	37	17	1312	638	6625
06:00 PM	308	101	34	29	418	32	24	69	13	2	292	145	1467
06:15 PM	309	107	44	35	390	26	30	70	12	11	337	129	1500
Grand Total	3809	1321	577	433	5241	444	360	1341	114	62	5897	3072	22671
Apprch %	66.7	23.1	10.1	7.1	85.7	7.3	19.8	73.9	6.3	0.7	65.3	34.0	
Total %	16.8	5.8	2.5	1.9	23.1	2.0	1.6	5.9	0.5	0.3	26.0	13.6	

Transportation Studies, Inc.
1350 Reynolds Avenue
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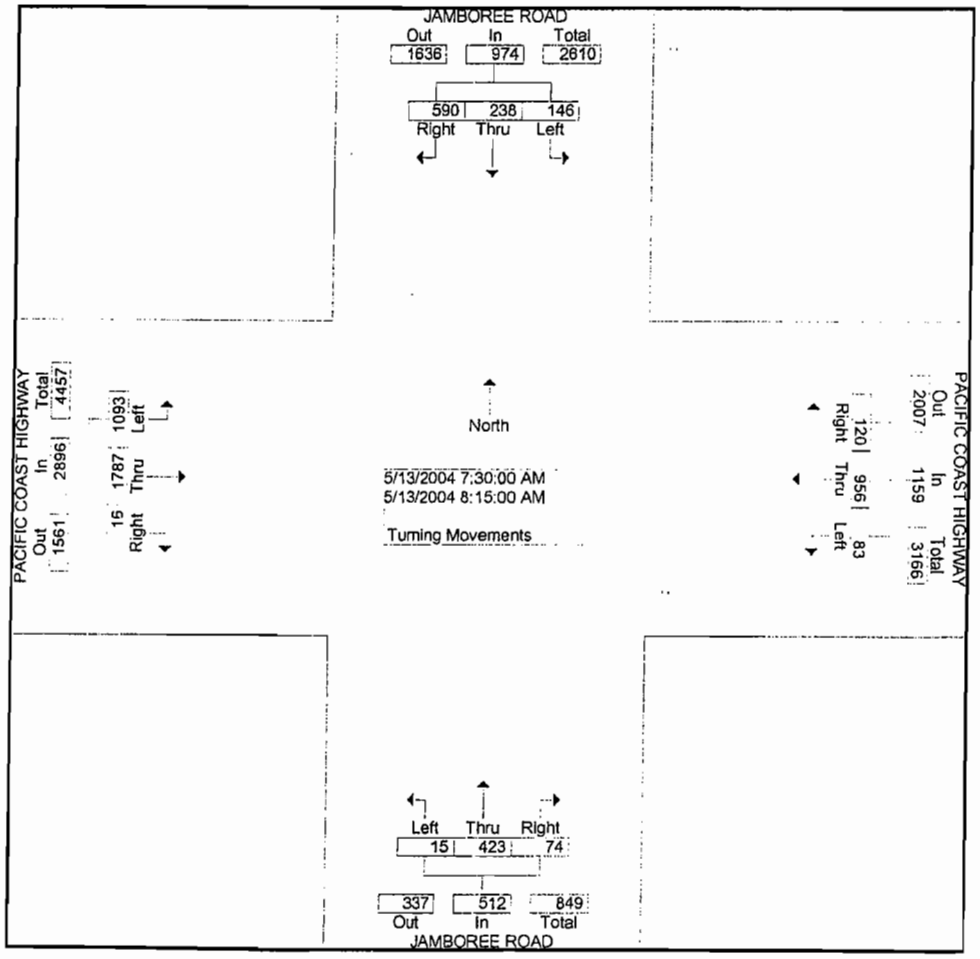
City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0405007
Site Code : 00000916
Start Date : 5/13/2004

	JAMBOREE ROAD Southbound				PACIFIC COAST HIGHWAY Westbound				JAMBOREE ROAD Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 07:30 AM																	
Volume	590	238	146	974	120	956	83	1159	74	423	15	512	16	1787	1093	2896	5541
Percent	60.6	24.4	15.0		10.4	82.5	7.2		14.5	82.6	2.9		0.6	61.7	37.7		
08:15 Volume	149	48	40	237	31	217	25	273	17	98	4	119	5	466	321	792	1421
Peak Factor																	0.975
High Int.	08:00 AM				08:00 AM				07:30 AM				08:15 AM				
Volume	152	73	41	266	26	287	28	341	14	137	3	154	5	466	321	792	
Peak Factor				0.915				0.850				0.831				0.914	



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Transportation Studies, Inc.
1350 Reynolds Avenue
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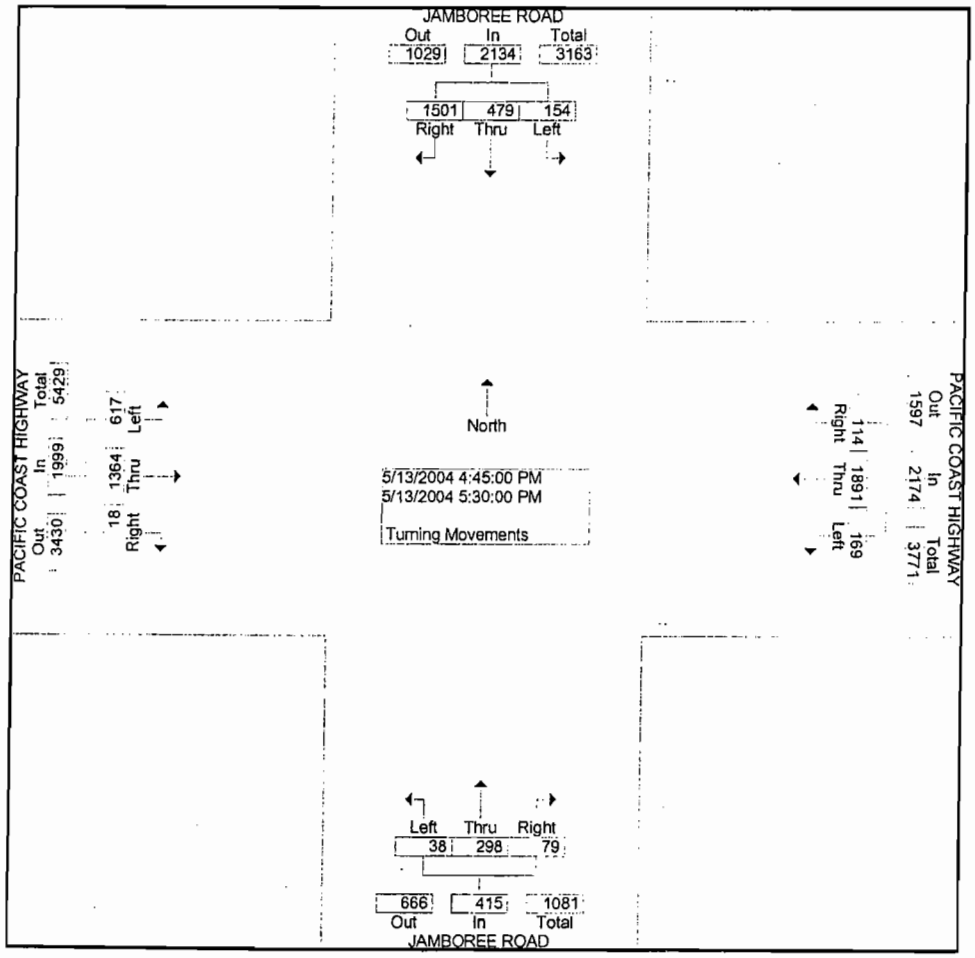
City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0405007
Site Code : 00000916
Start Date : 5/13/2004
Page No : 3

	JAMBOREE ROAD Southbound				PACIFIC COAST HIGHWAY Westbound				JAMBOREE ROAD Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection 04:45 PM																	
Volume	1501	479	154	2134	114	1891	169	2174	79	298	38	415	18	1364	617	1999	6722
Percent	70.3	22.4	7.2		5.2	87.0	7.8		19.0	71.8	9.2		0.9	68.2	30.9		
05:30 Volume	426	125	37	588	26	494	43	563	15	77	11	103	2	373	175	550	1804
Peak Factor																	0.932
High Int.	05:30 PM				05:00 PM				05:00 PM				05:30 PM				
Volume	426	125	37	588	36	522	45	603	26	77	9	112	2	373	175	550	
Peak Factor				0.907				0.901				0.926				0.909	



CH 1855

Transportation Studies, Inc.
1350 Reynolds Avenue
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Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: SUPERIOR / BALBOA
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0405013
Site Code : 00000916
Start Date : 5/11/2004
Page No : 1

Groups Printed- Turning Movements

	SUPERIOR AVENUE Southbound			PACIFIC COAST HIGHWAY Westbound			BALBOA BOULEVARD Northbound			PACIFIC COAST HIGHWAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	7	25	41	18	142	9	4	80	33	29	447	132	967
07:15 AM	5	32	55	29	130	7	5	98	46	22	525	191	1145
07:30 AM	8	33	53	46	193	15	16	106	31	34	622	202	1359
07:45 AM	25	46	56	43	182	10	17	122	61	44	584	230	1420
Total	45	136	205	136	647	41	42	406	171	129	2178	755	4891
08:00 AM	10	52	48	54	194	21	21	97	41	60	519	229	1346
08:15 AM	21	52	51	51	190	25	24	119	40	28	525	223	1349
08:30 AM	33	39	43	39	218	19	24	96	50	54	517	204	1336
08:45 AM	27	38	52	32	191	23	27	149	52	42	513	225	1371
Total	91	181	194	176	793	88	96	461	183	184	2074	881	5402
*** BREAK ***													
04:30 PM	153	61	49	51	486	43	4	61	58	65	248	66	1345
04:45 PM	189	82	57	37	447	43	20	87	59	59	232	80	1392
Total	342	143	106	88	933	86	24	148	117	124	480	146	2737
05:00 PM	191	81	51	51	546	39	38	43	78	61	309	63	1551
05:15 PM	219	83	44	31	584	45	22	67	59	50	270	54	1528
05:30 PM	175	78	36	29	583	44	21	50	84	67	322	78	1567
05:45 PM	169	94	44	35	548	57	21	71	83	66	338	56	1582
Total	754	336	175	146	2261	185	102	231	304	244	1239	251	6228
06:00 PM	166	82	36	33	696	53	18	56	70	63	294	68	1635
06:15 PM	158	103	44	35	577	39	16	79	79	66	250	73	1519
Grand Total	1556	981	760	614	5907	492	298	1381	924	810	6515	2174	22412
Apprch %	47.2	29.8	23.1	8.8	84.2	7.0	11.4	53.1	35.5	8.5	68.6	22.9	
Total %	6.9	4.4	3.4	2.7	26.4	2.2	1.3	6.2	4.1	3.6	29.1	9.7	

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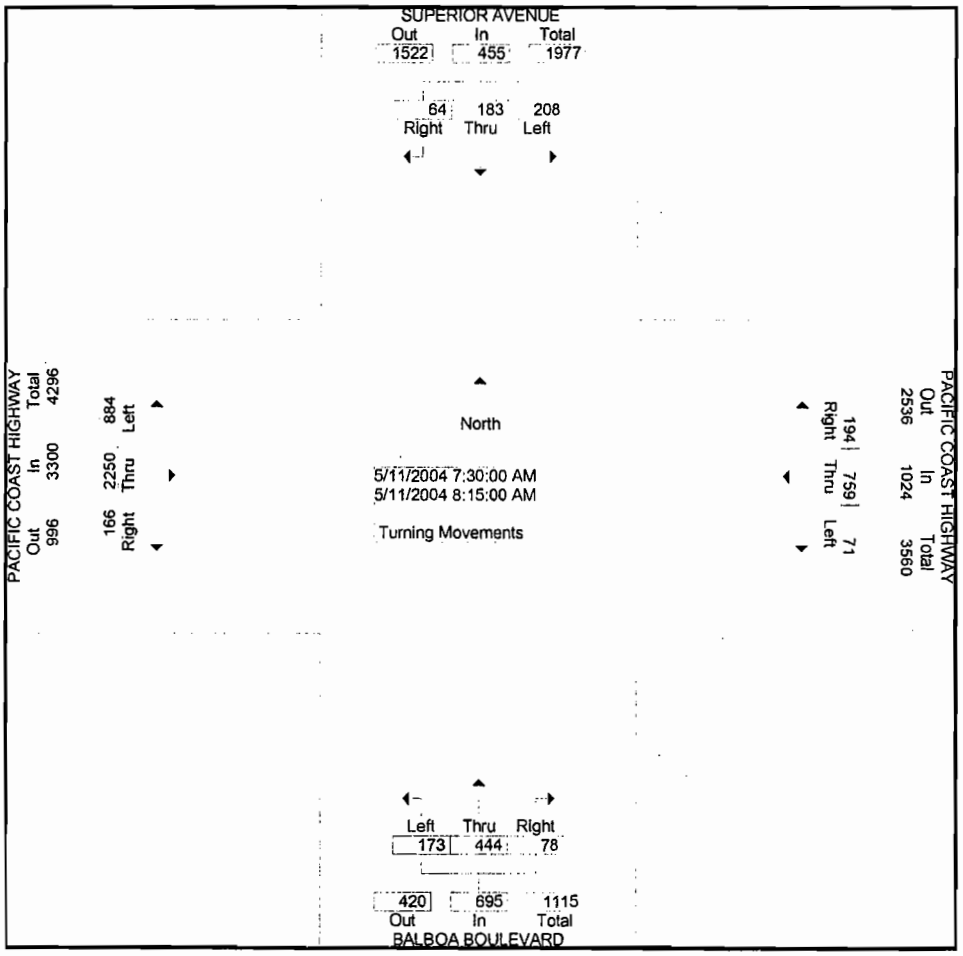
City: NEWPORT BEACH
N-S Direction: SUPERIOR / BALBOA
E '^/ Direction: PACIFIC COAST HIGHWAY

File Name : H0405013
Site Code : 00000916
Start Date : 5/11/2004
Page No : 2

	SUPERIOR AVENUE Southbound				PACIFIC COAST HIGHWAY Westbound				BALBOA BOULEVARD Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	64	183	208	455	194	759	71	1024	78	444	173	695	166	2250	884	3300	5474
Percent	14.1	40.2	45.7		18.9	74.1	6.9		11.2	63.9	24.9		5.0	68.2	26.8		
07:45 Volume	25	46	56	127	43	182	10	235	17	122	61	200	44	584	230	858	1420
Peak Factor																	0.964
High Int.	07:45 AM				08:00 AM				07:45 AM				07:30 AM				
Volume	25	46	56	127	54	194	21	269	17	122	61	200	34	622	202	858	
Peak Factor				0.896				0.952				0.869				0.962	



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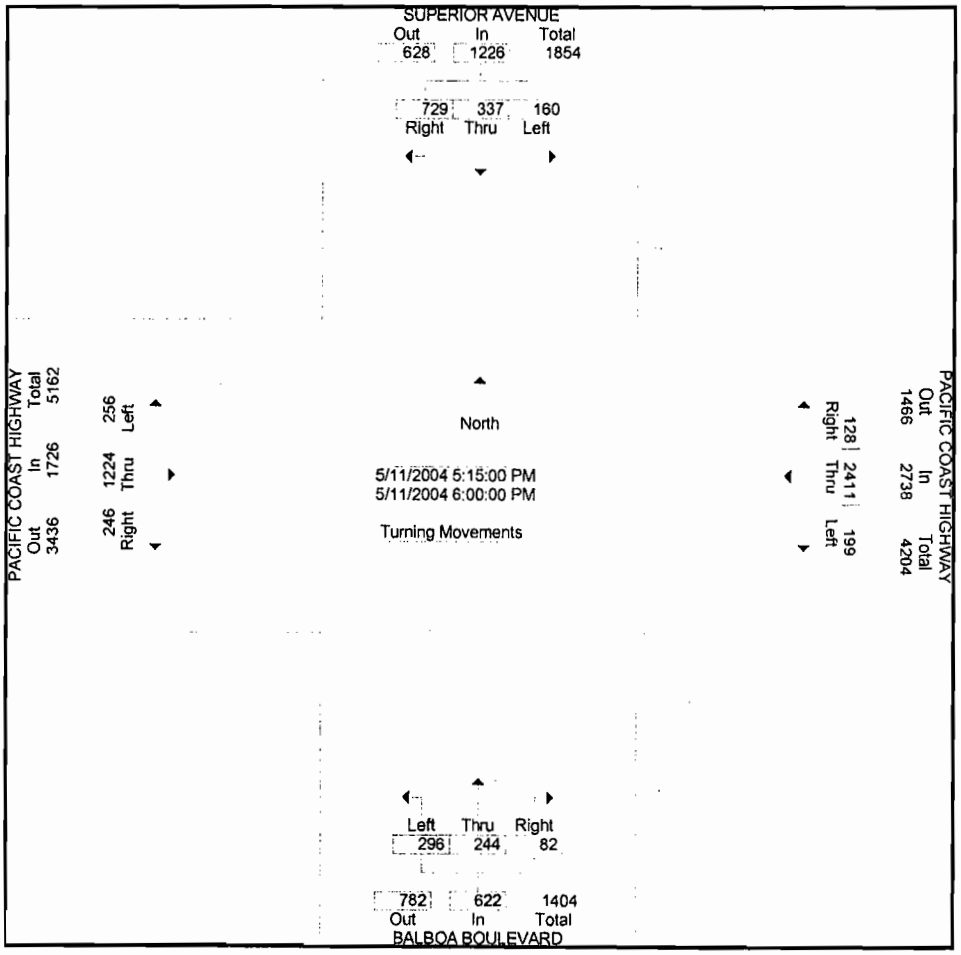
City: NEWPORT BEACH
N-S Direction: SUPERIOR / BALBOA
E '^' Direction: PACIFIC COAST HIGHWAY

File Name : H0405013
Site Code : 00000916
Start Date : 5/11/2004
Page No : 3

	SUPERIOR AVENUE Southbound				PACIFIC COAST HIGHWAY Westbound				BALBOA BOULEVARD Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection 05:15 PM																	
Volume	729	337	160	1226	128	2411	199	2738	82	244	296	622	246	1224	256	1726	6312
Percent	59.5	27.5	13.1		4.7	88.1	7.3		13.2	39.2	47.6		14.3	70.9	14.8		
06:00 Volume	166	82	36	284	33	696	53	782	18	56	70	144	63	294	68	425	1635
Peak Factor																	0.965
High Int.	05:15 PM				06:00 PM				05:45 PM				05:30 PM				
Volume	219	83	44	346	33	696	53	782	21	71	83	175	67	322	78	467	
Peak Factor				0.886				0.875				0.889				0.924	



CH 02355 X

Transportation Studies, Inc.
1350 Reynolds Avenue
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City: NEWPORT BEACH
N-S Direction: GOLDENROD AVENUE
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0405006
Site Code : 00000976
Start Date : 5/4/2004
Page No : 1

Groups Printed- Turning Movements

	GOLDENROAD AVENUE Southbound			PACIFIC COAST HIGHWAY Westbound			GOLDENROAD AVENUE Northbound			PACIFIC COAST HIGHWAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	5	2	2	2	327	11	4	0	20	29	327	0	729
07:15 AM	8	1	6	3	313	14	6	0	22	12	310	2	697
07:30 AM	8	3	8	2	499	3	9	0	40	3	363	5	943
07:45 AM	11	1	6	11	415	9	13	1	31	10	346	3	857
Total	32	7	22	18	1554	37	32	1	113	54	1346	10	3226
08:00 AM	11	3	18	7	290	3	15	1	20	19	417	4	808 3?
08:15 AM	14	1	18	6	453	13	7	2	24	14	303	10	*865 34
08:30 AM	10	0	17	2	342	7	8	1	27	12	310	11	747 32
08:45 AM	3	1	17	1	483	7	5	0	34	10	379	4	944
Total	38	5	70	16	1568	30	35	4	105	55	1409	29	3364
*** BREAK ***													
04:30 PM	8	1	4	4	450	11	6	0	21	4	477	9	995
04:45 PM	8	0	9	4	398	15	4	0	21	9	479	7	954
Total	16	1	13	8	848	26	10	0	42	13	956	16	1949
05:00 PM	17	0	14	8	385	21	7	0	23	0	388	8	871
05:15 PM	12	5	18	7	398	12	7	0	12	4	488	13	976 37
05:30 PM	17	2	20	9	344	17	7	0	19	3	444	10	892 36
05:45 PM	14	2	17	6	374	13	7	1	22	2	516	19	993
Total	60	9	69	30	1501	63	28	1	76	9	1836	50	3732
06:00 PM	18	2	19	1	380	18	4	0	20	4	523	14	*1003 38
06:15 PM	19	2	7	8	341	10	3	0	16	0	402	14	822 37
Grand Total	183	26	200	81	6192	184	112	6	372	135	6472	133	14096
Apprch %	44.7	6.4	48.9	1.3	95.9	2.8	22.9	1.2	75.9	2.0	96.0	2.0	
Total %	1.3	0.2	1.4	0.6	43.9	1.3	0.8	0.0	2.6	1.0	45.9	0.9	

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Transportation Studies, Inc.
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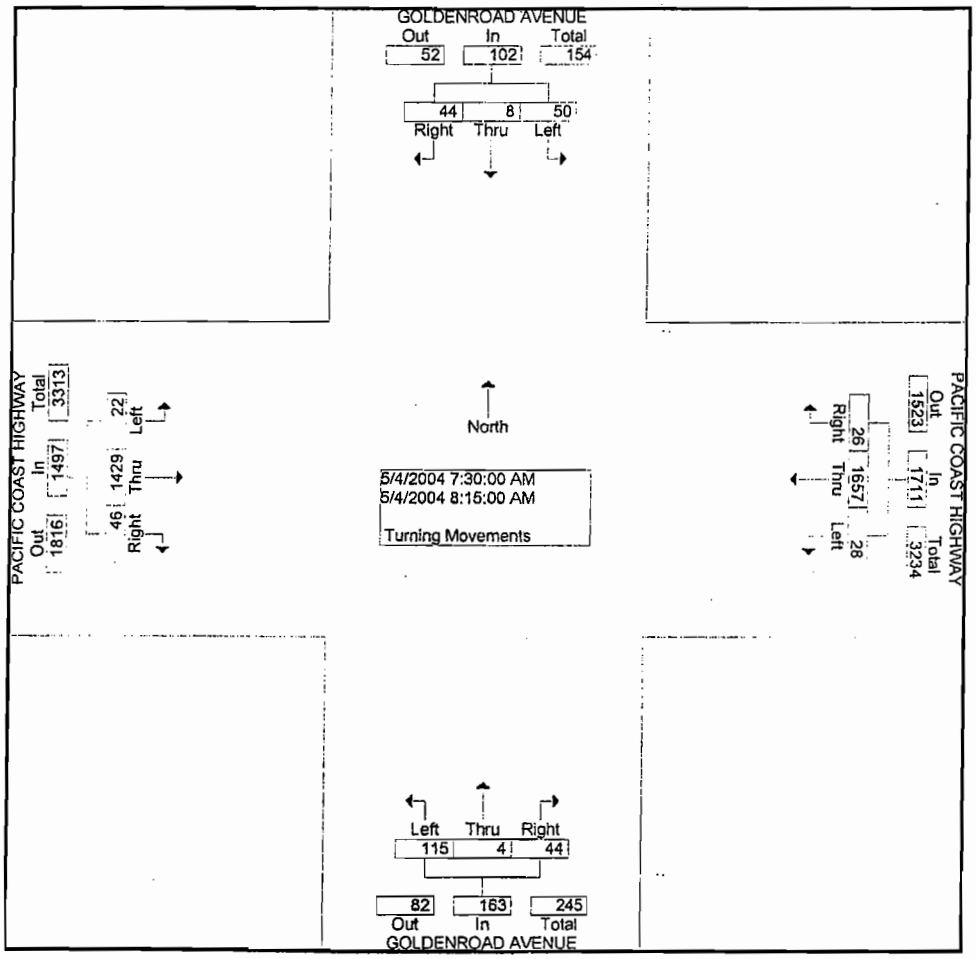
City: NEWPORT BEACH
N-S Direction: GOLDENROD AVENUE
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0405006
Site Code : 00000976
Start Date : 5/4/2004
Page No : 2

	GOLDENROAD AVENUE Southbound				PACIFIC COAST HIGHWAY Westbound				GOLDENROAD AVENUE Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	44	8	50	102	26	1657	28	1711	44	4	115	163	46	1429	22	1497	3473
Percent	43.1	7.8	49.0		1.5	96.8	1.6		27.0	2.5	70.6		3.1	95.5	1.5		
07:30 Volume	8	3	8	19	2	499	3	504	9	0	40	49	3	363	5	371	943
Peak Factor																	0.921
High Int.	08:15 AM				07:30 AM				07:30 AM				08:00 AM				
Volume	14	1	18	33	2	499	3	504	9	0	40	49	19	417	4	440	
Peak Factor				0.773				0.849				0.832				0.851	



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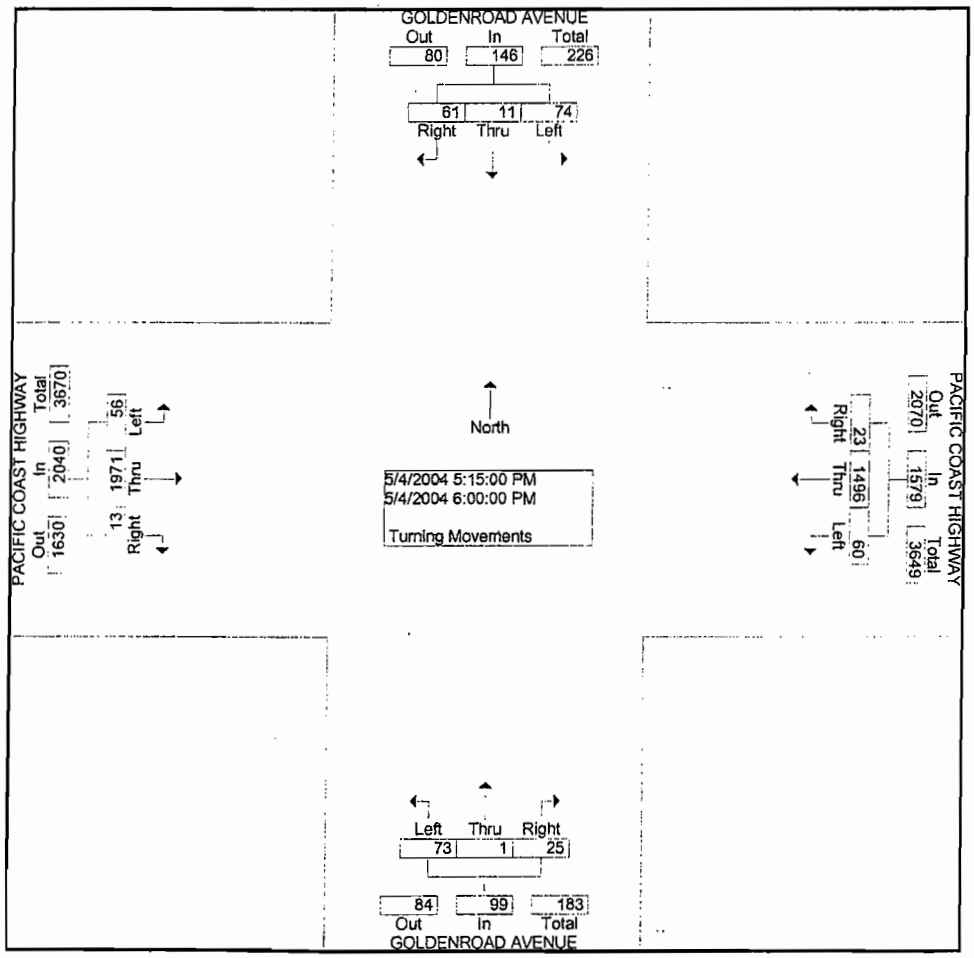
City: NEWPORT BEACH
N-S Direction: GOLDENROD AVENUE
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0405006
Site Code : 00000976
Start Date : 5/4/2004
Page No : 3

	GOLDENROAD AVENUE Southbound				PACIFIC COAST HIGHWAY Westbound				GOLDENROAD AVENUE Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection 05:15 PM																	
Volume	61	11	74	146	23	1496	60	1579	25	1	73	99	13	1971	56	2040	3864
Percent	41.8	7.5	50.7		1.5	94.7	3.8		25.3	1.0	73.7		0.6	96.6	2.7		
06:00 Volume	18	2	19	39	1	380	18	399	4	0	20	24	4	523	14	541	1003
Peak Factor																	0.963
High Int.	05:30 PM				05:15 PM				05:45 PM				06:00 PM				
Volume	17	2	20	39	7	398	12	417	7	1	22	30	4	523	14	541	
Peak Factor				0.936				0.947				0.825				0.943	



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Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: SUPERIOR / BALBOA
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0405013
Site Code : 00000916
Start Date : 5/11/2004
Page No : 1

Groups Printed- Turning Movements

	SUPERIOR AVENUE Southbound			PACIFIC COAST HIGHWAY Westbound			BALBOA BOULEVARD Northbound			PACIFIC COAST HIGHWAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	7	25	41	18	142	9	4	80	33	29	447	132	967
07:15 AM	5	32	55	29	130	7	5	98	46	22	525	191	1145
07:30 AM	8	33	53	46	193	15	16	106	31	34	622	202	1359
07:45 AM	25	46	56	43	182	10	17	122	61	44	584	230	1420
Total	45	136	205	136	647	41	42	406	171	129	2178	755	4891
08:00 AM	10	52	48	54	194	21	21	97	41	60	519	229	1346 52
08:15 AM	21	52	51	51	190	25	24	119	40	28	525	223	*1349 54
08:30 AM	33	39	43	39	218	19	24	96	50	54	517	204	1336 54
08:45 AM	27	38	52	32	191	23	27	149	52	42	513	225	1371
Total	91	181	194	176	793	88	96	461	183	184	2074	881	5402
*** BREAK ***													
04:30 PM	153	61	49	51	486	43	4	61	58	65	248	66	1345
04:45 PM	189	82	57	37	447	43	20	87	59	59	232	80	1392
Total	342	143	106	88	933	86	24	148	117	124	480	146	2737
05:00 PM	191	81	51	51	546	39	38	43	78	61	309	63	1551
05:15 PM	219	83	44	31	584	45	22	67	59	50	270	54	1528 58
05:30 PM	175	78	36	29	583	44	21	50	84	67	322	78	1567 60
05:45 PM	169	94	44	35	548	57	21	71	83	66	338	56	1582
Total	754	336	175	146	2261	185	102	231	304	244	1239	251	6228
06:00 PM	166	82	36	33	696	53	18	56	70	63	294	68	*1635 63
06:15 PM	158	103	44	35	577	39	16	79	79	66	250	73	1519 62
Grand Total	1556	981	760	614	5907	492	298	1381	924	810	6515	2174	22412
Apprch %	47.2	29.8	23.1	8.8	84.2	7.0	11.4	53.1	35.5	8.5	68.6	22.9	
Total %	6.9	4.4	3.4	2.7	26.4	2.2	1.3	6.2	4.1	3.6	29.1	9.7	

Transportation Studies, Inc.
1350 Reynolds Avenue
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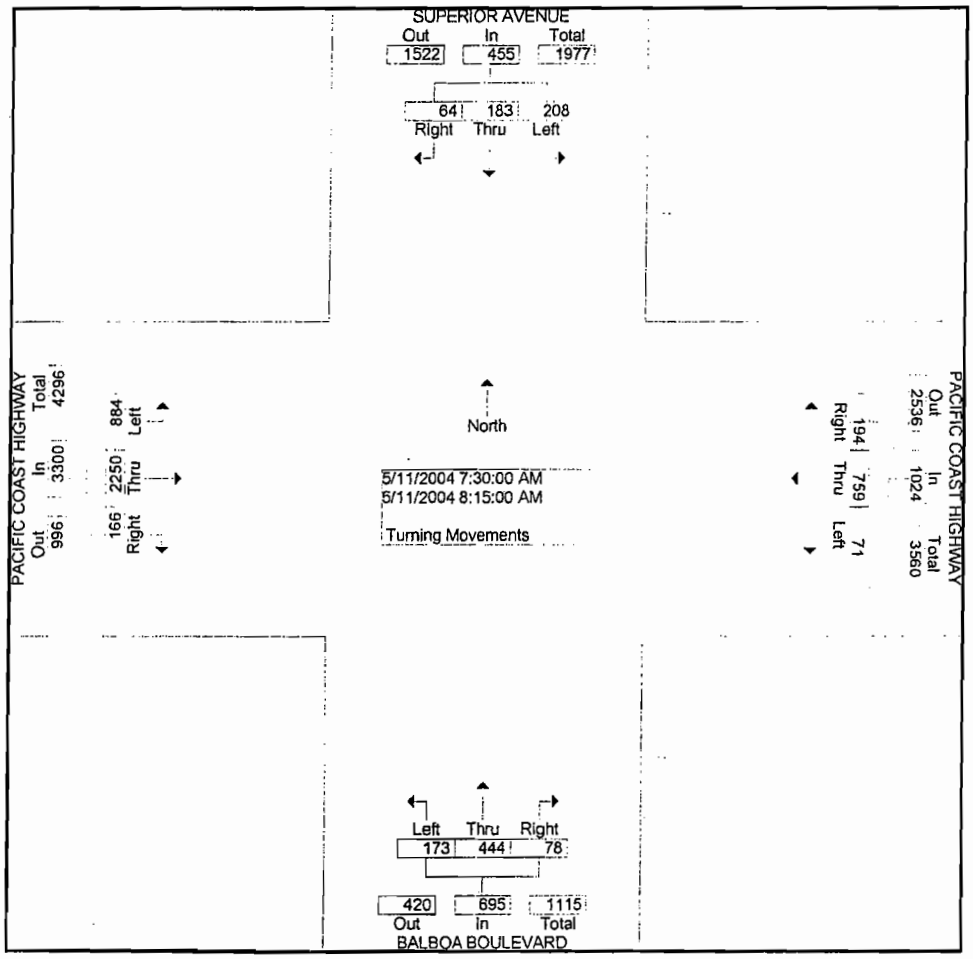
City: NEWPORT BEACH
N-S Direction: SUPERIOR / BALBOA
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0405013
Site Code : 00000916
Start Date : 5/11/2004

	SUPERIOR AVENUE Southbound				PACIFIC COAST HIGHWAY Westbound				BALBOA BOULEVARD Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 07:30 AM																	
Volume	64	183	208	455	194	759	71	1024	78	444	173	695	166	2250	884	3300	5474
Percent	14.1	40.2	45.7		18.9	74.1	6.9		11.2	63.9	24.9		5.0	68.2	26.8		
07:45 Volume	25	46	56	127	43	182	10	235	17	122	61	200	44	584	230	858	1420
Peak Factor																	0.964
High Int.	07:45 AM				08:00 AM				07:45 AM				07:30 AM				
Volume	25	46	56	127	54	194	21	269	17	122	61	200	34	622	202	858	
Peak Factor				0.896				0.952				0.869				0.962	



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Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
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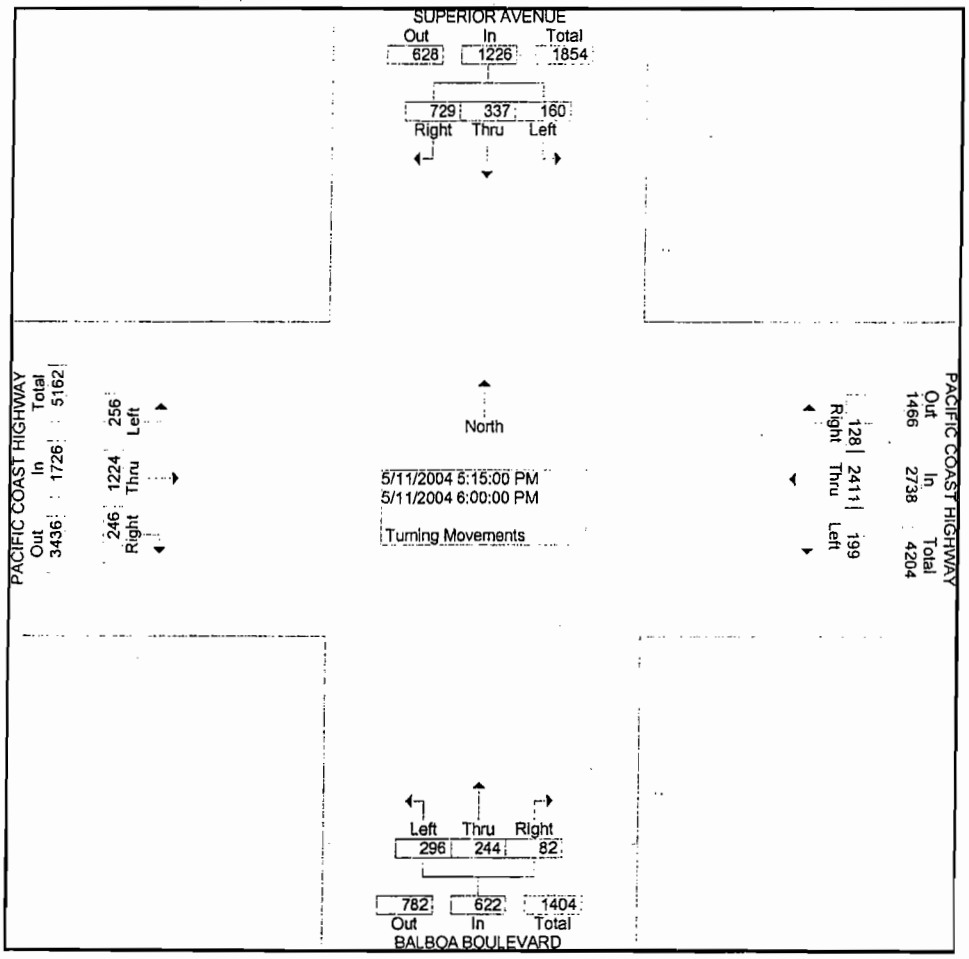
City: NEWPORT BEACH
N-S Direction: SUPERIOR / BALBOA
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0405013
Site Code : 00000916
Start Date : 5/11/2004

	SUPERIOR AVENUE Southbound				PACIFIC COAST HIGHWAY Westbound				BALBOA BOULEVARD Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection 05:15 PM																	
Volume	729	337	160	1226	128	2411	199	2738	82	244	296	622	246	1224	256	1726	6312
Percent	59.5	27.5	13.1		4.7	88.1	7.3		13.2	39.2	47.6		14.3	70.9	14.8		
06:00 Volume	166	82	36	284	33	696	53	782	18	56	70	144	63	294	68	425	1635
Peak Factor																	0.965
High Int.	05:15 PM				06:00 PM				05:45 PM				05:30 PM				
Volume	219	83	44	346	33	696	53	782	21	71	83	175	67	322	78	467	
Peak Factor				0.886				0.875				0.889				0.924	



P 246

CH 3060

X

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: DOVER DR. / BAY SHORE
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0405005
Site Code : 00000919
Start Date : 5/11/2004
Page No : 1

Groups Printed- Turning Movements

	DOVER DRIVE Southbound			PACIFIC COAST HIGHWAY Westbound			BAY SHORE Northbound			PACIFIC COAST HIGHWAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	48	17	133	87	154	4	5	10	2	3	309	26	798
07:15 AM	14	5	194	116	266	8	16	13	8	5	422	36	1103
07:30 AM	27	4	230	134	242	5	22	33	2	0	508	69	1276
07:45 AM	23	17	231	145	296	11	16	20	16	5	502	31	1313
Total	112	43	788	482	958	28	59	76	28	13	1741	162	4490
08:00 AM	24	12	226	130	306	9	17	9	8	2	500	67	1310
08:15 AM	17	15	245	179	285	8	11	13	4	8	536	24	1345
08:30 AM	17	12	258	154	327	9	10	11	1	1	436	36	1272
08:45 AM	16	9	250	176	343	6	14	16	10	1	524	42	1407
Total	74	48	979	639	1261	32	52	49	23	12	1996	169	5334
*** BREAK ***													
04:30 PM	22	13	271	258	578	16	6	17	6	9	372	37	1605
04:45 PM	37	16	201	243	555	10	16	13	2	3	349	30	1475
Total	59	29	472	501	1133	26	22	30	8	12	721	67	3080
05:00 PM	20	8	257	263	603	8	3	18	5	3	390	37	1615
05:15 PM	27	14	230	323	648	11	11	15	10	9	402	25	1725
05:30 PM	24	16	202	278	554	17	6	10	3	5	356	65	1536
05:45 PM	21	9	197	264	544	9	8	16	2	2	392	28	1492
Total	92	47	886	1128	2349	45	28	59	20	19	1540	155	6368
06:00 PM	29	9	224	261	601	13	7	9	4	2	306	34	1499
06:15 PM	26	8	223	225	486	12	5	16	2	7	324	33	1367
Grand Total	392	184	3572	3236	6788	156	173	239	85	65	6628	620	22138
Apprch %	9.5	4.4	86.1	31.8	66.7	1.5	34.8	48.1	17.1	0.9	90.6	8.5	
Total %	1.8	0.8	16.1	14.6	30.7	0.7	0.8	1.1	0.4	0.3	29.9	2.8	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
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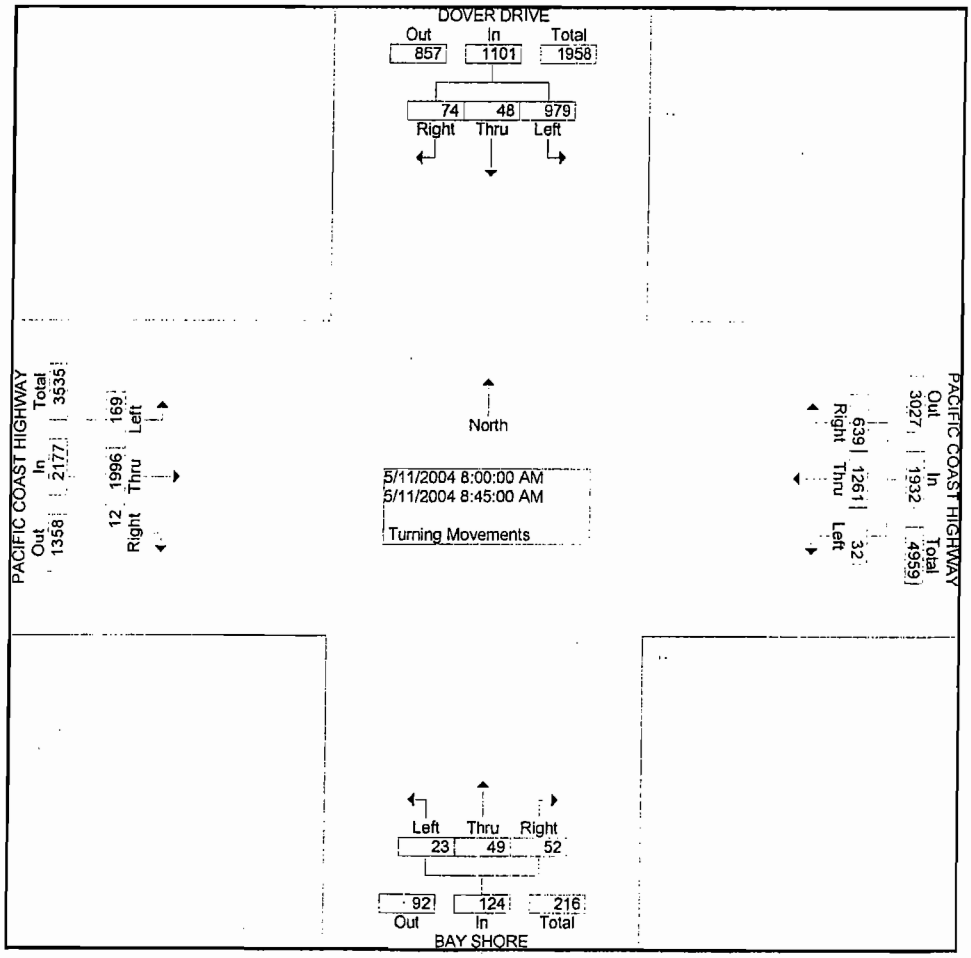
City: NEWPORT BEACH
N-S Direction: DOVER DR. / BAY SHORE
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0405005
Site Code : 00000919
Start Date : 5/11/2004
Page No : 2

	DOVER DRIVE Southbound				PACIFIC COAST HIGHWAY Westbound				BAY SHORE Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 08:00 AM																	
Volume	74	48	979	1101	639	1261	32	1932	52	49	23	124	12	1996	169	2177	5334
Percent	6.7	4.4	88.9		33.1	65.3	1.7		41.9	39.5	18.5		0.6	91.7	7.8		
08:45 Volume	16	9	250	275	176	343	6	525	14	16	10	40	1	524	42	567	1407
Peak Factor																	0.948
High Int.	08:30 AM				08:45 AM				08:45 AM				08:00 AM				
Volume	17	12	258	287	176	343	6	525	14	16	10	40	2	500	67	569	
Peak Factor				0.959				0.920				0.775				0.957	



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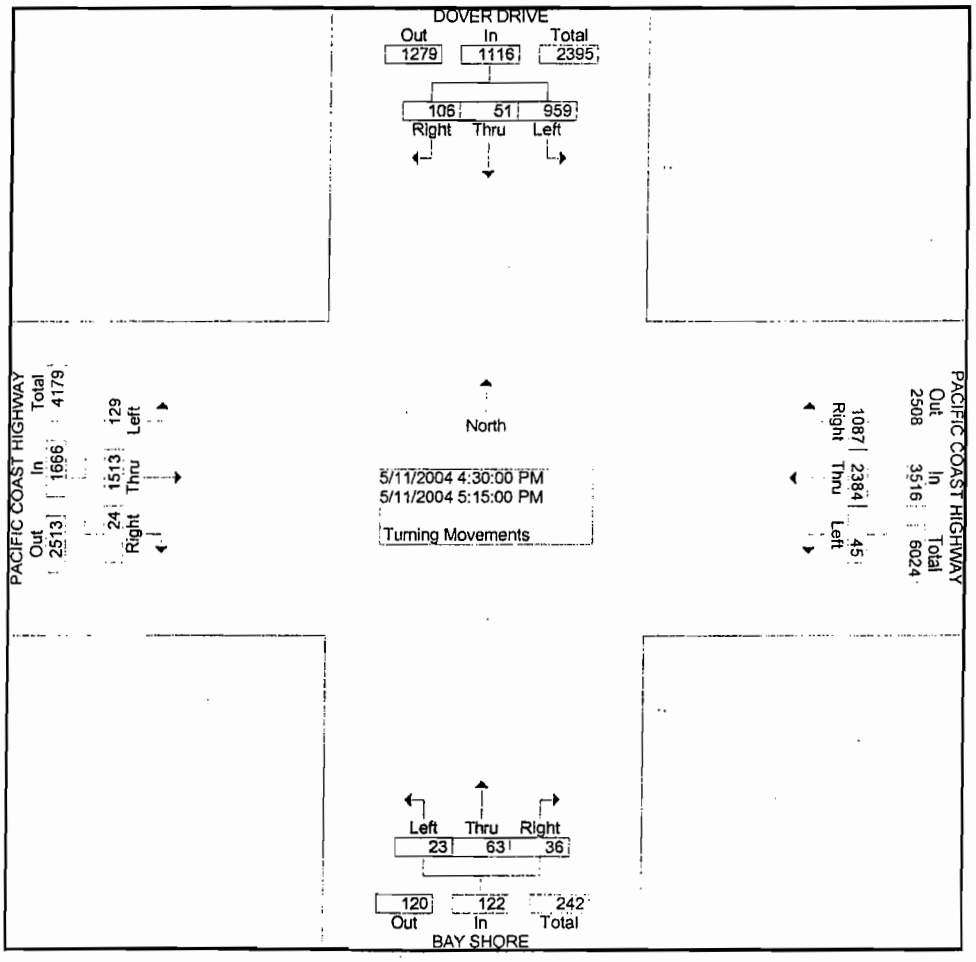
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: DOVER DR. / BAY SHORE
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0405005
Site Code : 00000919
Start Date : 5/11/2004
Page No : 3

	DOVER DRIVE Southbound				PACIFIC COAST HIGHWAY Westbound				BAY SHORE Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection 04:30 PM																	
Volume	106	51	959	1116	1087	2384	45	3516	36	63	23	122	24	1513	129	1666	6420
Percent	9.5	4.6	85.9		30.9	67.8	1.3		29.5	51.6	18.9		1.4	90.8	7.7		
05:15 Volume	27	14	230	271	323	648	11	982	11	15	10	36	9	402	25	436	1725
Peak Factor																	0.930
High Int.	04:30 PM				05:15 PM				05:15 PM				05:15 PM				
Volume	22	13	271	306	323	648	11	982	11	15	10	36	9	402	25	436	
Peak Factor				0.912				0.895				0.847				0.955	



CH 5440

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: BAYSIDE DRIVE
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0405004
Site Code : 00000918
Start Date : 5/12/2004
Page No : 1

Groups Printed- Turning Movements

	BAYSIDE DRIVE Southbound			PACIFIC COAST HIGHWAY Westbound			BAYSIDE DRIVE Northbound			PACIFIC COAST HIGHWAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	10	2	8	1	238	25	2	0	52	65	401	4	808
07:15 AM	9	3	12	7	260	6	19	0	63	54	528	8	969
07:30 AM	5	2	8	0	289	21	20	0	60	67	619	6	1097
07:45 AM	7	3	8	4	382	16	28	3	101	71	762	4	1389
Total	31	10	36	12	1169	68	69	3	276	257	2310	22	4263
08:00 AM	8	2	8	10	319	8	28	3	102	81	690	9	1268
08:15 AM	6	2	2	8	396	39	28	12	55	81	695	12	1336
08:30 AM	11	4	1	4	346	21	17	3	98	81	650	8	1244
08:45 AM	11	4	3	2	473	14	29	2	107	87	594	2	1328
Total	36	12	14	24	1534	82	102	20	362	330	2629	31	5176
*** BREAK ***													
04:30 PM	7	5	12	6	675	11	6	5	121	92	494	16	1450
04:45 PM	11	2	2	3	740	13	9	4	111	102	483	9	1489
Total	18	7	14	9	1415	24	15	9	232	194	977	25	2939
05:00 PM	9	3	7	4	831	14	4	4	69	126	509	20	1600
05:15 PM	15	3	8	2	822	15	6	1	58	110	489	14	1543
05:30 PM	13	1	7	5	778	12	7	2	67	125	433	17	1467
05:45 PM	11	1	7	2	794	19	4	1	63	113	478	11	1504
Total	48	8	29	13	3225	60	21	8	257	474	1909	62	6114
06:00 PM	15	2	5	7	653	24	3	5	109	93	420	11	1347
06:15 PM	7	4	1	2	733	23	2	3	101	90	415	10	1391
Grand Total	155	43	99	67	8729	281	212	48	1337	1438	8660	161	21230
Apprch %	52.2	14.5	33.3	0.7	96.2	3.1	13.3	3.0	83.7	14.0	84.4	1.6	
Total %	0.7	0.2	0.5	0.3	41.1	1.3	1.0	0.2	6.3	6.8	40.8	0.8	

Transportation Studies, Inc.
1350 Reynolds Avenue
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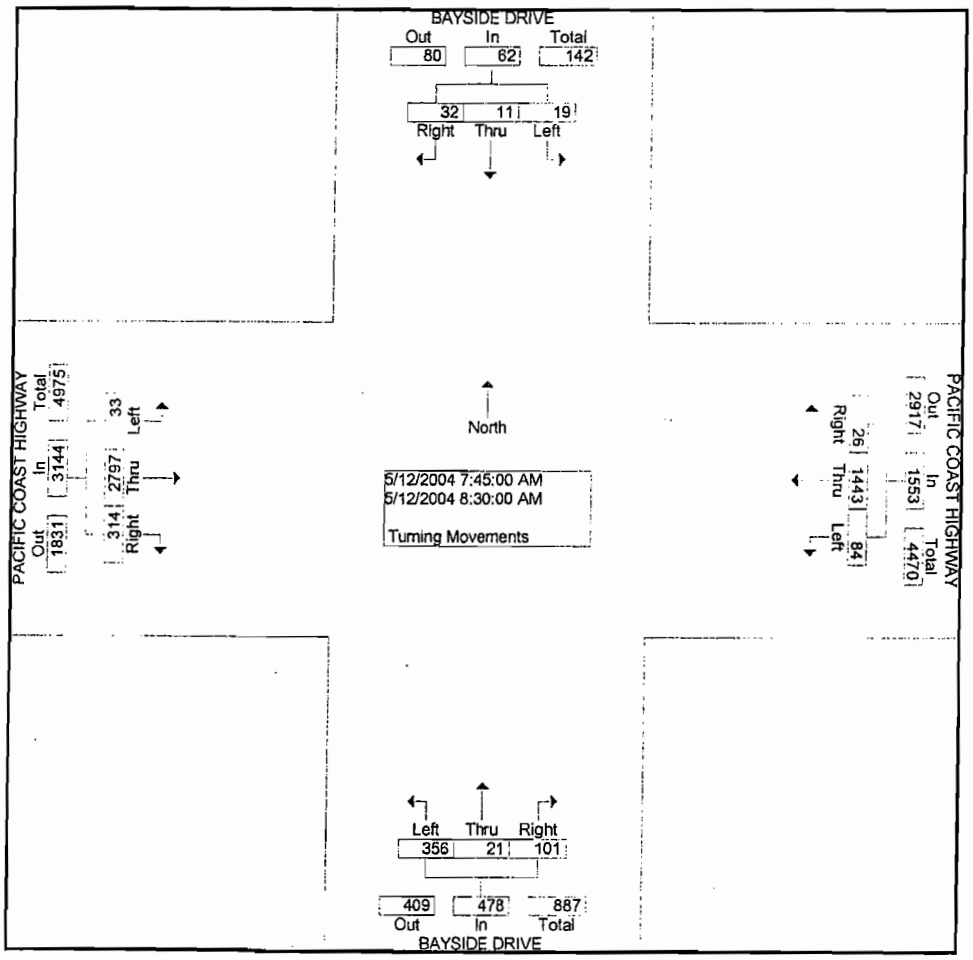
City: NEWPORT BEACH
N-S Direction: BAYSIDE DRIVE
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0405004
Site Code : 00000918
Start Date : 5/12/2004

	BAYSIDE DRIVE Southbound				PACIFIC COAST HIGHWAY Westbound				BAYSIDE DRIVE Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	32	11	19	62	26	1443	84	1553	101	21	356	478	314	2797	33	3144	5237
Percent	51.6	17.7	30.6		1.7	92.9	5.4		21.1	4.4	74.5		10.0	89.0	1.0		
07:45 Volume	7	3	8	18	4	382	16	402	28	3	101	132	71	762	4	837	1389
Peak Factor																	0.943
High Int.	07:45 AM				08:15 AM				08:00 AM				07:45 AM				
Volume	7	3	8	18	8	396	39	443	28	3	102	133	71	762	4	837	
Peak Factor				0.861				0.876				0.898				0.939	



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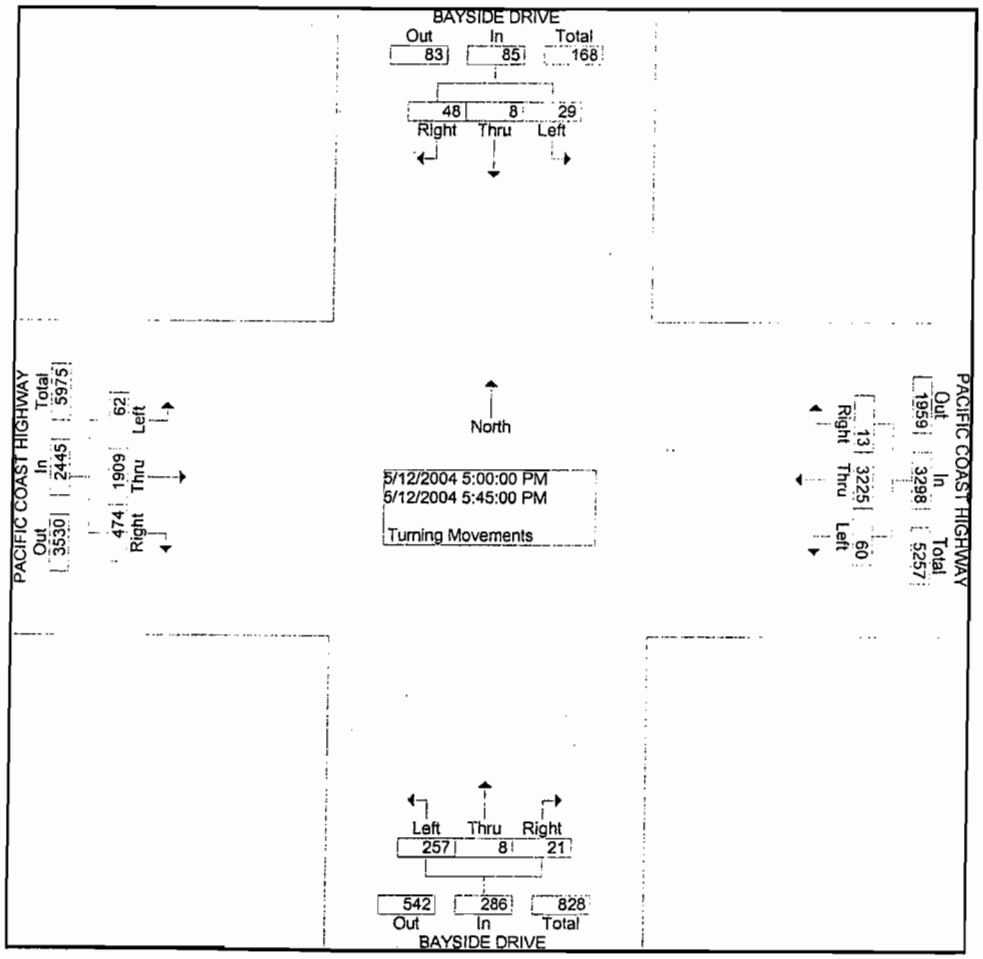
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: BAYSIDE DRIVE
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0405004
Site Code : 00000918
Start Date : 5/12/2004
Page No : 3

	BAYSIDE DRIVE Southbound				PACIFIC COAST HIGHWAY Westbound				BAYSIDE DRIVE Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	48	8	29	85	13	3225	60	3298	21	8	257	286	474	1909	62	2445	6114
Percent	56.5	9.4	34.1		0.4	97.8	1.8		7.3	2.8	89.9		19.4	78.1	2.5		
05:00 Volume	9	3	7	19	4	831	14	849	4	4	69	77	126	509	20	655	1600
Peak Factor																	0.955
High Int.	05:15 PM				05:00 PM				05:00 PM				05:00 PM				
Volume	15	3	8	26	4	831	14	849	4	4	69	77	126	509	20	655	
Peak Factor				0.817				0.971				0.929				0.933	



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CH 6085 X

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: AVOCADO AVENUE
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0405003
Site Code : 00000976
Start Date : 5/4/2004
Page No : 1

Groups Printed- Turning Movements

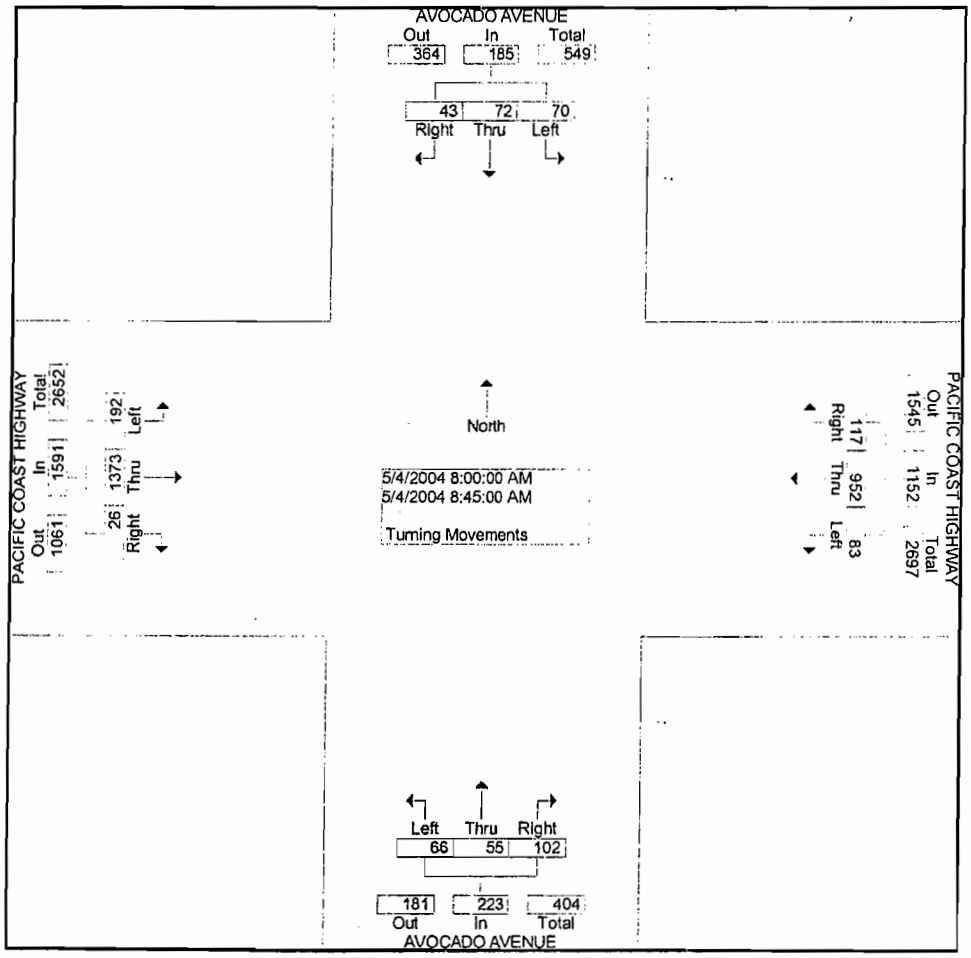
	AVOCADO AVENUE Southbound			PACIFIC COAST HIGHWAY Westbound			AVOCADO AVENUE Northbound			PACIFIC COAST HIGHWAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	6	11	7	13	166	18	19	6	13	22	209	14	504
07:15 AM	5	9	12	20	135	16	26	7	16	18	266	17	547
07:30 AM	17	5	17	18	180	16	28	12	20	6	303	16	638
07:45 AM	11	12	4	32	230	26	50	13	35	5	289	43	750
Total	39	37	40	83	711	76	123	38	84	51	1067	90	2439
08:00 AM	13	22	12	21	203	20	25	12	16	8	345	56	753
08:15 AM	4	15	20	34	244	16	34	14	19	6	330	29	765
08:30 AM	14	18	12	28	228	24	24	11	14	6	307	67	753
08:45 AM	12	17	26	34	277	23	19	18	17	6	391	40	880
Total	43	72	70	117	952	83	102	55	66	26	1373	192	3151
*** BREAK ***													
04:30 PM	55	49	61	23	371	6	25	2	15	12	331	19	969
04:45 PM	40	49	68	13	362	11	45	9	26	15	274	40	952
Total	95	98	129	36	733	17	70	11	41	27	605	59	1921
05:00 PM	24	10	37	14	316	19	12	4	20	7	367	12	842
05:15 PM	55	72	57	8	337	25	24	7	25	14	240	36	900
05:30 PM	28	29	55	9	355	16	23	4	29	12	396	22	978
05:45 PM	34	40	51	18	273	23	12	2	27	15	283	23	801
Total	141	151	200	49	1281	83	71	17	101	48	1286	93	3521
06:00 PM	19	25	54	32	325	21	9	2	38	14	332	21	892
06:15 PM	24	31	56	33	277	27	11	2	24	6	290	16	797
Grand Total	361	414	549	350	4279	307	386	125	354	172	4953	471	12721
Apprch %	27.3	31.3	41.5	7.1	86.7	6.2	44.6	14.5	40.9	3.1	88.5	8.4	
Total %	2.8	3.3	4.3	2.8	33.6	2.4	3.0	1.0	2.8	1.4	38.9	3.7	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: AVOCADO AVENUE
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0405003
Site Code : 00000976
Start Date : 5/4/2004

	AVOCADO AVENUE Southbound				PACIFIC COAST HIGHWAY Westbound				AVOCADO AVENUE Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	43	72	70	185	117	952	83	1152	102	55	66	223	26	1373	192	1591	3151
Percent	23.2	38.9	37.8		10.2	82.6	7.2		45.7	24.7	29.6		1.6	86.3	12.1		
08:45 Volume	12	17	26	55	34	277	23	334	19	18	17	54	6	391	40	437	880
Peak Factor																	0.895
High Int.	08:45 AM				08:45 AM				08:15 AM				08:45 AM				
Volume	12	17	26	55	34	277	23	334	34	14	19	67	6	391	40	437	
Peak Factor				0.841				0.862				0.832				0.910	



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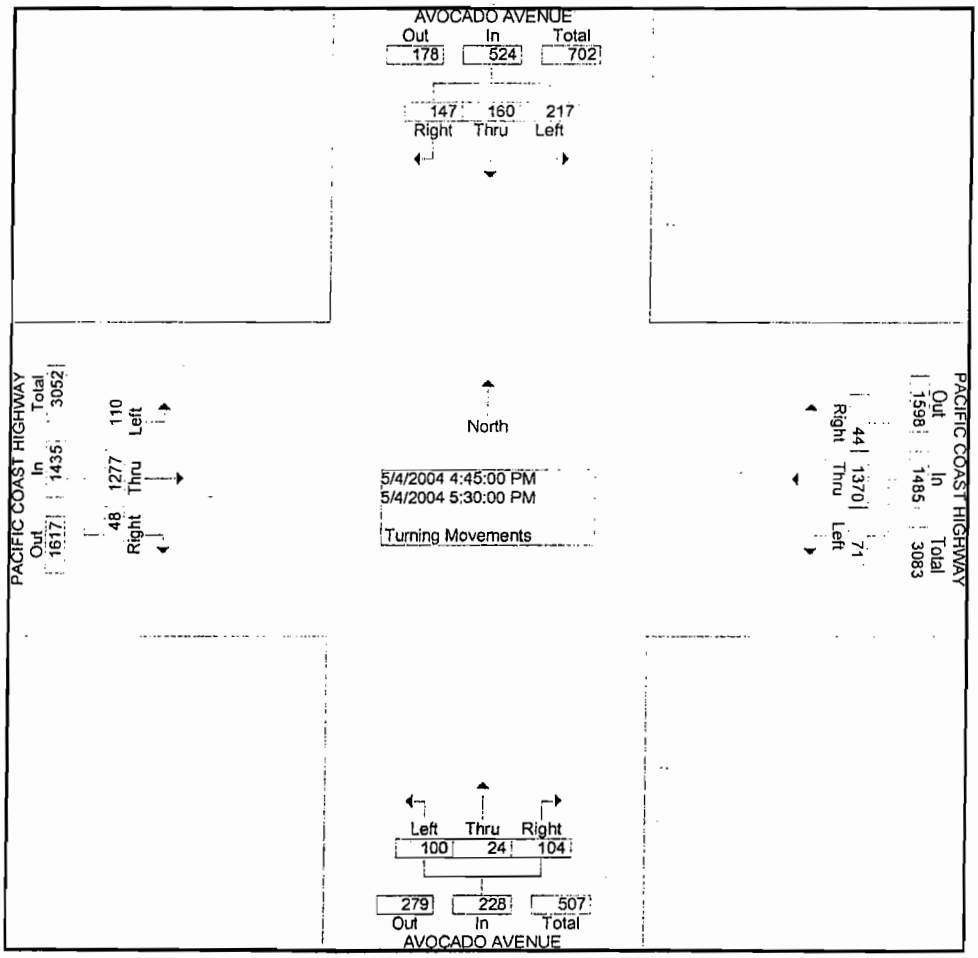
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: AVOCADO AVENUE
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0405003
Site Code : 00000976
Start Date : 5/4/2004

	AVOCADO AVENUE Southbound				PACIFIC COAST HIGHWAY Westbound				AVOCADO AVENUE Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection 04:45 PM																	
Volume	147	160	217	524	44	1370	71	1485	104	24	100	228	48	1277	110	1435	3672
Percent	28.1	30.5	41.4		3.0	92.3	4.8		45.6	10.5	43.9		3.3	89.0	7.7		
05:30 Volume	28	29	55	112	9	355	16	380	23	4	29	56	12	396	22	430	978
Peak Factor																	0.939
High Int.	05:15 PM				04:45 PM				04:45 PM				05:30 PM				
Volume	55	72	57	184	13	362	11	386	45	9	26	80	12	396	22	430	
Peak Factor				0.712				0.962				0.713				0.834	



NE Z480

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

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

File Name : H0405020
Site Code : 00000920
Start Date : 5/11/2004
Page No : 1

Groups Printed- Turning Movements

	NEWPORT BOULEVARD Southbound			HOSPITAL ROAD Westbound			NEWPORT BOULEVARD Northbound			HOSPITAL ROAD Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	56	238	6	2	27	10	11	308	21	27	25	24	755
07:15 AM	81	204	4	7	36	17	5	367	12	35	36	43	847
07:30 AM	53	220	10	5	46	12	9	527	17	46	45	75	1065
07:45 AM	75	285	9	5	72	18	7	405	15	66	72	32	1061
Total	265	947	29	19	181	57	32	1607	65	174	178	174	3728
08:00 AM	81	245	14	14	53	9	5	440	21	42	22	48	994
08:15 AM	59	212	19	11	43	18	4	465	27	45	20	29	952
08:30 AM	59	239	15	5	46	12	4	386	58	48	23	40	935
08:45 AM	82	282	13	7	45	17	10	341	39	58	23	42	959
Total	281	978	61	37	187	56	23	1632	145	193	88	159	3840
*** BREAK ***													
04:30 PM	45	348	11	22	35	60	26	277	36	2	43	28	933
04:45 PM	59	397	15	37	58	81	14	246	36	2	49	30	1024
Total	104	745	26	59	93	141	40	523	72	4	92	58	1957
05:00 PM	51	335	10	21	31	86	22	237	15	4	42	47	901
05:15 PM	51	429	17	25	33	61	28	246	27	8	28	29	982
05:30 PM	38	483	19	17	41	54	13	290	39	2	49	30	1075
05:45 PM	44	428	16	25	33	47	10	215	23	2	26	14	883
Total	184	1675	62	88	138	248	73	988	104	16	145	120	3841
06:00 PM	40	429	21	23	33	23	21	355	25	2	28	14	1014
06:15 PM	28	410	18	18	39	28	16	263	30	7	34	6	897
Grand Total	902	5184	217	244	671	553	205	5368	441	396	565	531	15277
Apprch %	14.3	82.2	3.4	16.6	45.7	37.7	3.4	89.3	7.3	26.5	37.9	35.6	
Total %	5.9	33.9	1.4	1.6	4.4	3.6	1.3	35.1	2.9	2.6	3.7	3.5	

Transportation Studies, Inc.
1350 Reynolds Avenue
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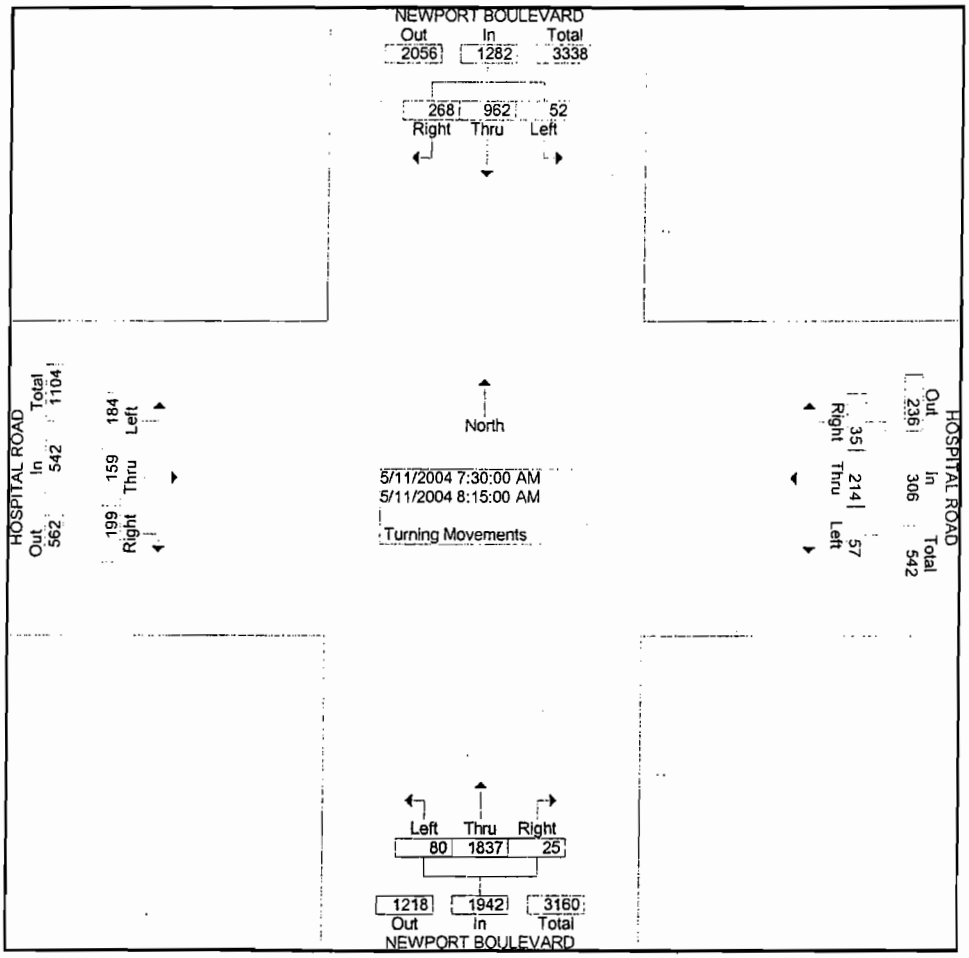
City: NEWPORT BEACH
N-S Direction: NEWPORT BOULEVARD
E-W Direction: HOSPITAL ROAD

File Name : H0405020
Site Code : 00000920
Start Date : 5/11/2004
Page No : 2

	NEWPORT BOULEVARD Southbound				HOSPITAL ROAD Westbound				NEWPORT BOULEVARD Northbound				HOSPITAL ROAD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	268	962	52	1282	35	214	57	306	25	1837	80	1942	199	159	184	542	4072
Percent	20.9	75.0	4.1		11.4	69.9	18.6		1.3	94.6	4.1		36.7	29.3	33.9		
07:30 Volume	53	220	10	283	5	46	12	63	9	527	17	553	46	45	75	166	1065
Peak Factor																	0.956
High Int.	07:45 AM				07:45 AM				07:30 AM				07:45 AM				
Volume	75	285	9	369	5	72	18	95	9	527	17	553	66	72	32	170	
Peak Factor				0.869				0.805				0.878				0.797	



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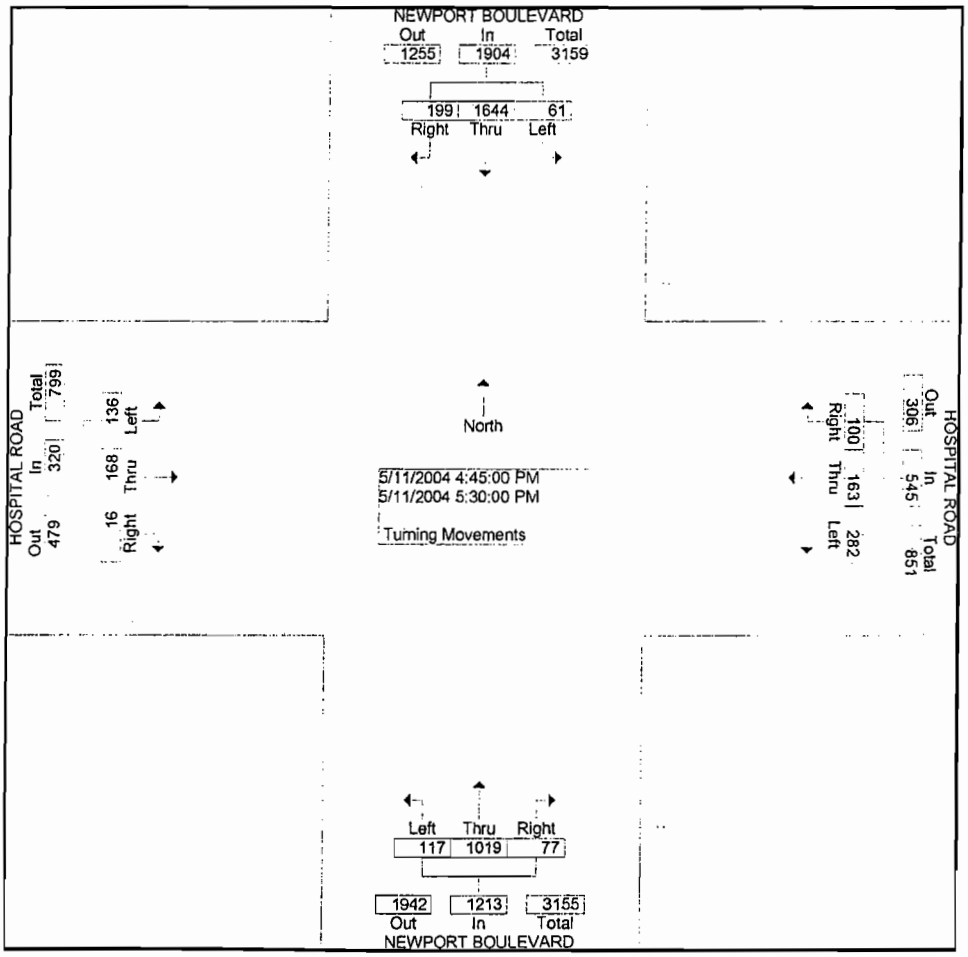
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

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

File Name : H0405020
Site Code : 00000920
Start Date : 5/11/2004
Page No : 3

	NEWPORT BOULEVARD Southbound				HOSPITAL ROAD Westbound				NEWPORT BOULEVARD Northbound				HOSPITAL ROAD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	199	1644	61	1904	100	163	282	545	77	1019	117	1213	16	168	136	320	3982
Percent	10.5	86.3	3.2		18.3	29.9	51.7		6.3	84.0	9.6		5.0	52.5	42.5		
05:30 Volume	38	483	19	540	17	41	54	112	13	290	39	342	2	49	30	81	1075
Peak Factor																	0.926
High Int.	05:30 PM				04:45 PM				05:30 PM				05:00 PM				
Volume	38	483	19	540	37	58	81	176	13	290	39	342	4	42	47	93	
Peak Factor				0.881				0.774				0.887				0.860	



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MA 4300

Transportation Studies, Inc.
1350 Reynolds Avenue
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City: NEWPORT BEACH
N-S Direction: MAC ARTHUR BOULEVARD
E-W Direction: CAMPUS DRIVE

File Name : H0405019
Site Code : 00000918
Start Date : 5/13/2004
Page No : 1

Groups Printed- Turning Movements

	MAC ARTHUR BOULEVARD Southbound			CAMPUS DRIVE Westbound			MAC ARTHUR BOULEVARD Northbound			CAMPUS DRIVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	28	131	14	12	29	9	6	130	7	10	131	73	580
07:15 AM	27	179	54	8	34	12	10	144	8	9	150	75	710
07:30 AM	32	210	48	15	30	13	9	172	3	15	158	91	796
07:45 AM	49	255	76	21	48	12	5	224	18	13	211	169	1101
Total	136	775	192	56	141	46	30	670	36	47	650	408	3187
08:00 AM	46	204	58	12	53	13	23	193	11	17	239	135	1004
08:15 AM	61	257	54	1	72	19	22	228	16	26	242	170	1168
08:30 AM	61	232	64	11	76	28	12	220	9	27	153	97	990
08:45 AM	41	247	52	24	56	16	7	223	11	24	177	123	1001
Total	209	940	228	48	257	76	64	864	47	94	811	525	4163
*** BREAK ***													
04:30 PM	114	212	24	20	300	26	4	293	34	26	101	100	1254
04:45 PM	130	261	36	38	259	24	2	281	36	13	97	81	1258
Total	244	473	60	58	559	50	6	574	70	39	198	181	2512
05:00 PM	169	281	25	34	311	40	4	337	48	29	121	91	1490
05:15 PM	165	266	35	20	313	48	3	375	36	22	176	92	1551
05:30 PM	166	234	32	34	268	30	6	292	38	24	112	77	1313
05:45 PM	152	368	54	33	227	18	4	245	39	24	80	69	1313
Total	652	1149	146	121	1119	136	17	1249	161	99	489	329	5667
06:00 PM	126	230	29	22	262	29	0	295	27	12	83	70	1185
06:15 PM	147	274	23	20	165	25	5	280	24	21	69	57	1110
Grand Total	1514	3841	678	325	2503	362	122	3932	365	312	2300	1570	17824
Apprch %	25.1	63.7	11.2	10.2	78.5	11.3	2.8	89.0	8.3	7.5	55.0	37.5	
Total %	8.5	21.5	3.8	1.8	14.0	2.0	0.7	22.1	2.0	1.8	12.9	8.8	

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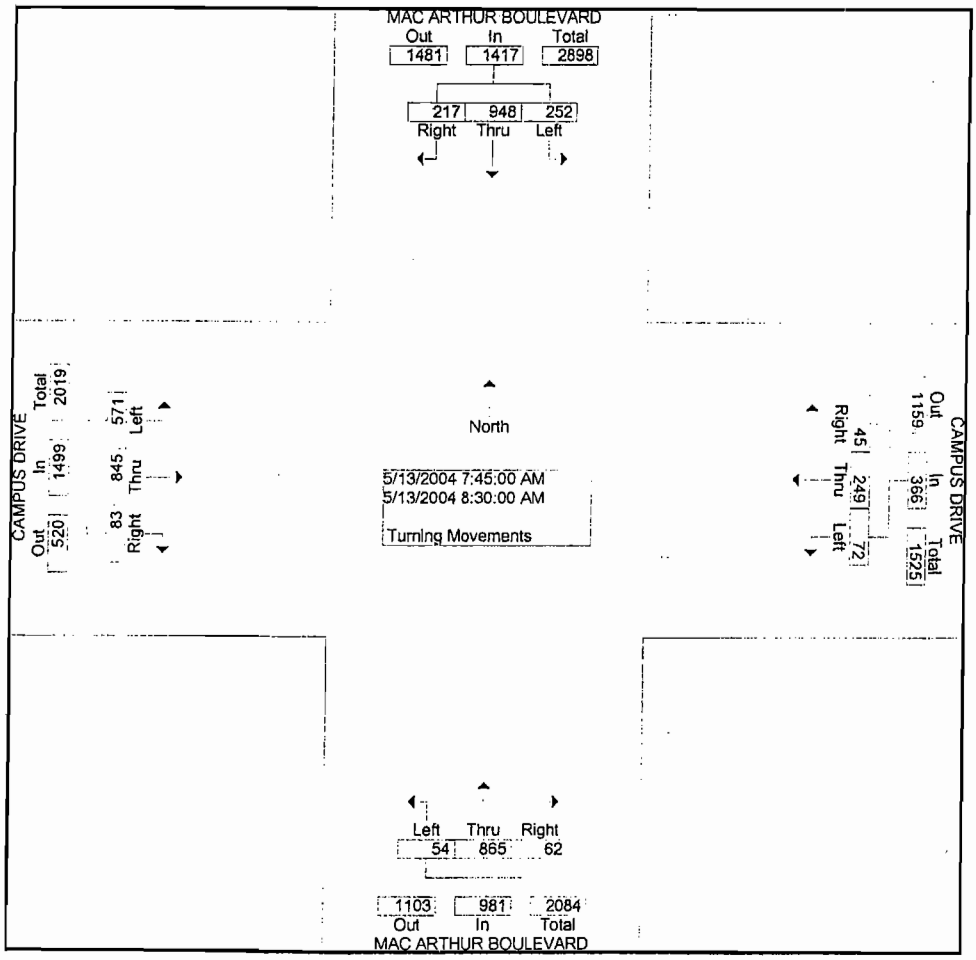
City: NEWPORT BEACH
N-S Direction: MAC ARTHUR BOULEVARD
E-W Direction: CAMPUS DRIVE

File Name : H0405019
Site Code : 00000918
Start Date : 5/13/2004
Page No : 2

	MAC ARTHUR BOULEVARD Southbound				CAMPUS DRIVE Westbound				MAC ARTHUR BOULEVARD Northbound				CAMPUS DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	217	948	252	1417	45	249	72	366	62	865	54	981	83	845	571	1499	4263
Percent	15.3	66.9	17.8		12.3	68.0	19.7		6.3	88.2	5.5		5.5	56.4	38.1		
08:15 Volume	61	257	54	372	1	72	19	92	22	228	16	266	26	242	170	438	1168
Peak Factor																	0.912
High Int.	07:45 AM				08:30 AM				08:15 AM				08:15 AM				
Volume	49	255	76	380	11	76	28	115	22	228	16	266	26	242	170	438	
Peak Factor				0.932				0.796				0.922				0.856	



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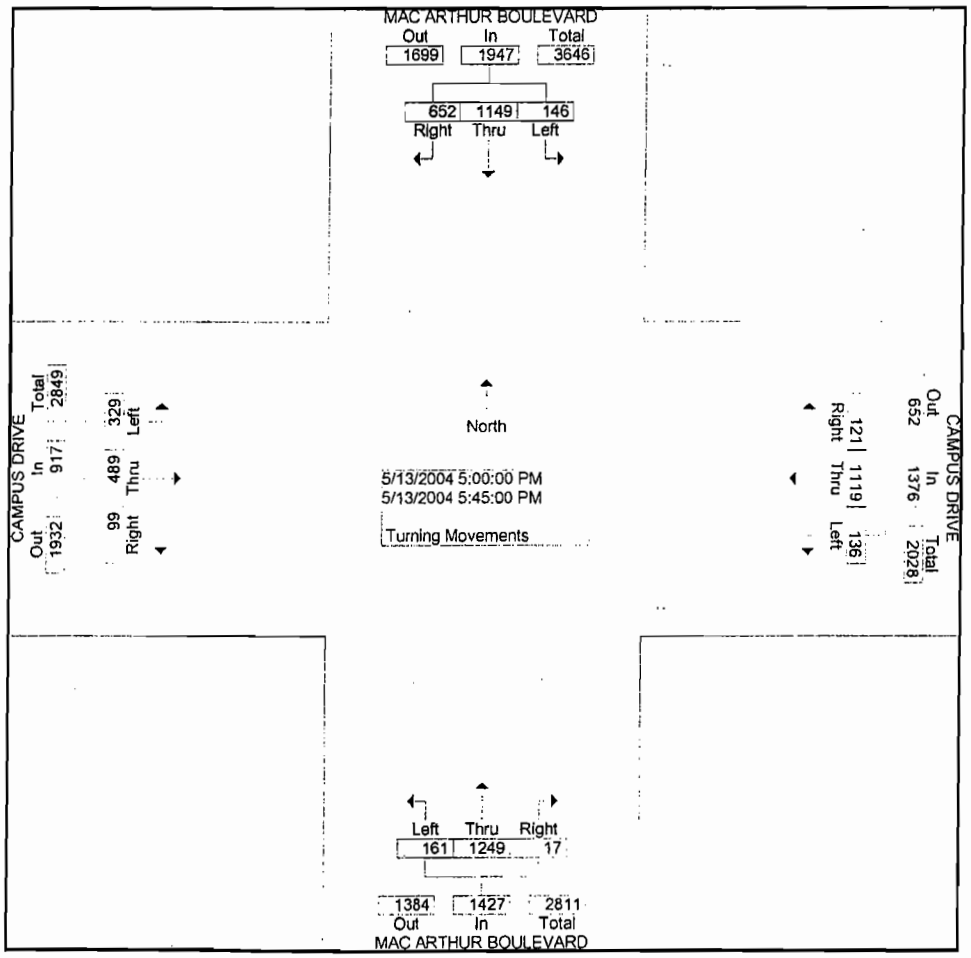
City: NEWPORT BEACH
N-S Direction: MAC ARTHUR BOULEVARD
E-W Direction: CAMPUS DRIVE

File Name : H0405019
Site Code : 00000918
Start Date : 5/13/2004
Page No : 3

	MAC ARTHUR BOULEVARD Southbound				CAMPUS DRIVE Westbound				MAC ARTHUR BOULEVARD Northbound				CAMPUS DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	652	1149	146	1947	121	1119	136	1376	17	1249	161	1427	99	489	329	917	5667
Percent	33.5	59.0	7.5		8.8	81.3	9.9		1.2	87.5	11.3		10.8	53.3	35.9		
05:15 Volume	165	266	35	466	20	313	48	381	3	375	36	414	22	176	92	290	1551
Peak Factor																	0.913
High Int.	05:45 PM				05:00 PM				05:15 PM				05:15 PM				
Volume	152	368	54	574	34	311	40	385	3	375	36	414	22	176	92	290	
Peak Factor				0.848				0.894				0.862				0.791	



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Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

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

File Name : h0405016
Site Code : 00000917
Start Date : 5/18/2004
Page No : 1

Groups Printed- Turning Movements

	JAMBOREE ROAD Southbound			BRISTOL STREET - NORTH Westbound			JAMBOREE ROAD Northbound			BRISTOL STREET - NORTH Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	46	111	0	0	0	0	104	237	124	0	0	0	622
07:15 AM	79	120	0	0	0	0	146	296	158	0	0	0	799
07:30 AM	92	137	0	0	0	0	154	391	188	0	0	0	962
07:45 AM	98	161	0	0	0	0	160	510	254	0	0	0	1183
Total	315	529	0	0	0	0	564	1434	724	0	0	0	3566
08:00 AM	101	152	0	0	0	0	135	468	309	0	0	0	1165
08:15 AM	106	184	0	0	0	0	125	544	258	0	0	0	1217
08:30 AM	112	130	0	0	0	0	116	420	237	0	0	0	1015
08:45 AM	107	145	0	0	0	0	107	419	205	0	0	0	983
Total	426	611	0	0	0	0	483	1851	1009	0	0	0	4380
*** BREAK ***													
04:30 PM	130	309	0	0	0	0	216	238	256	0	0	0	1149
04:45 PM	203	322	0	0	0	0	176	251	224	0	0	0	1176
Total	333	631	0	0	0	0	392	489	480	0	0	0	2325
05:00 PM	212	298	0	0	0	0	148	328	191	0	0	0	1177
05:15 PM	200	293	0	0	0	0	148	312	171	0	0	0	1124
05:30 PM	191	286	0	0	0	0	143	368	160	0	0	0	1148
05:45 PM	184	280	0	0	0	0	145	338	164	0	0	0	1111
Total	787	1157	0	0	0	0	584	1346	686	0	0	0	4560
06:00 PM	181	249	0	0	0	0	118	303	144	0	0	0	995
06:15 PM	188	297	0	0	0	0	138	310	188	0	0	0	1121
Grand Total	2230	3474	0	0	0	0	2279	5733	3231	0	0	0	16947
Apprch %	39.1	60.9	0.0	0.0	0.0	0.0	20.3	51.0	28.7	0.0	0.0	0.0	
Total %	13.2	20.5	0.0	0.0	0.0	0.0	13.4	33.8	19.1	0.0	0.0	0.0	

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Transportation Studies, Inc.
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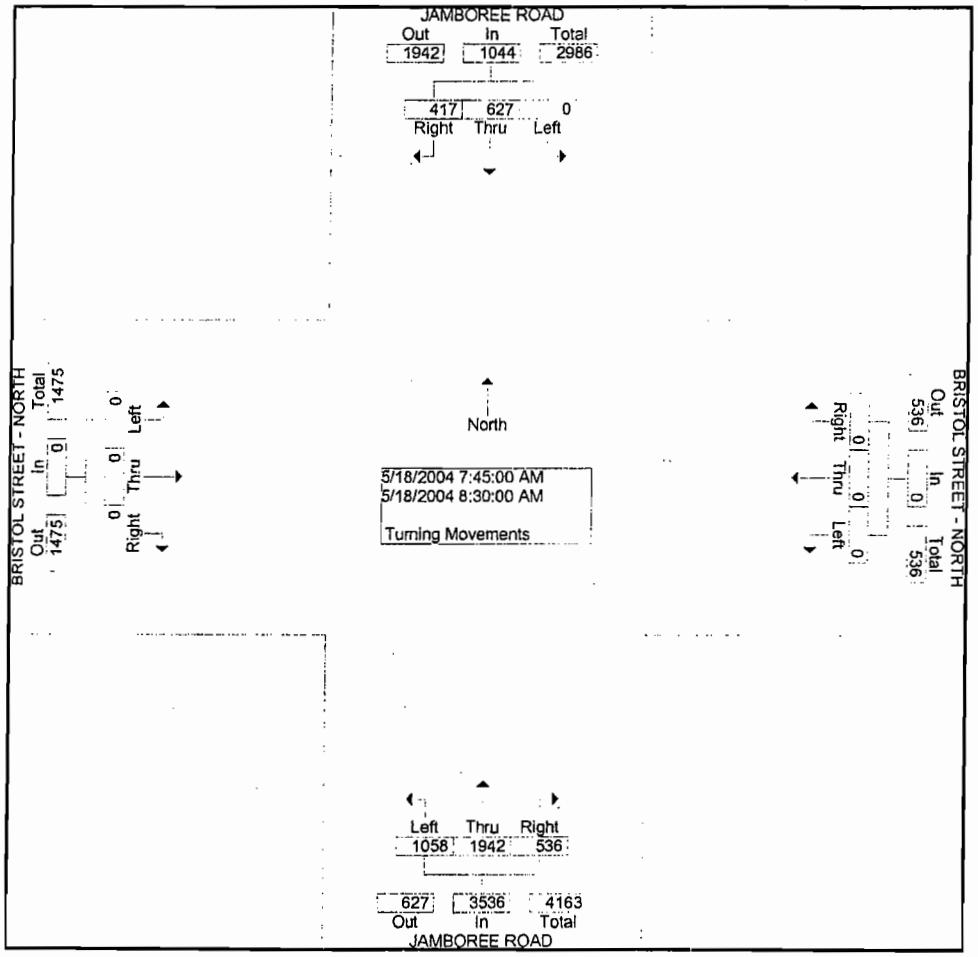
City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: BRISTOL STREET - NORTH

File Name : h0405016
Site Code : 00000917
Start Date : 5/18/2004

	JAMBOREE ROAD Southbound				BRISTOL STREET - NORTH Westbound				JAMBOREE ROAD Northbound				BRISTOL STREET - NORTH Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 07:45 AM																	
Volume	417	627	0	1044	0	0	0	0	536	1942	1058	3536	0	0	0	0	4580
Percent	39.9	60.1	0.0		0.0	0.0	0.0		15.2	54.9	29.9		0.0	0.0	0.0		
08:15 Volume	106	184	0	290	0	0	0	0	125	544	258	927	0	0	0	0	1217
Peak Factor																	0.941
High Int.	08:15 AM				6:45:00 AM				08:15 AM				6:45:00 AM				
Volume	106	184	0	290	0	0	0	0	125	544	258	927					
Peak Factor				0.900								0.954					



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1350 Reynolds Avenue
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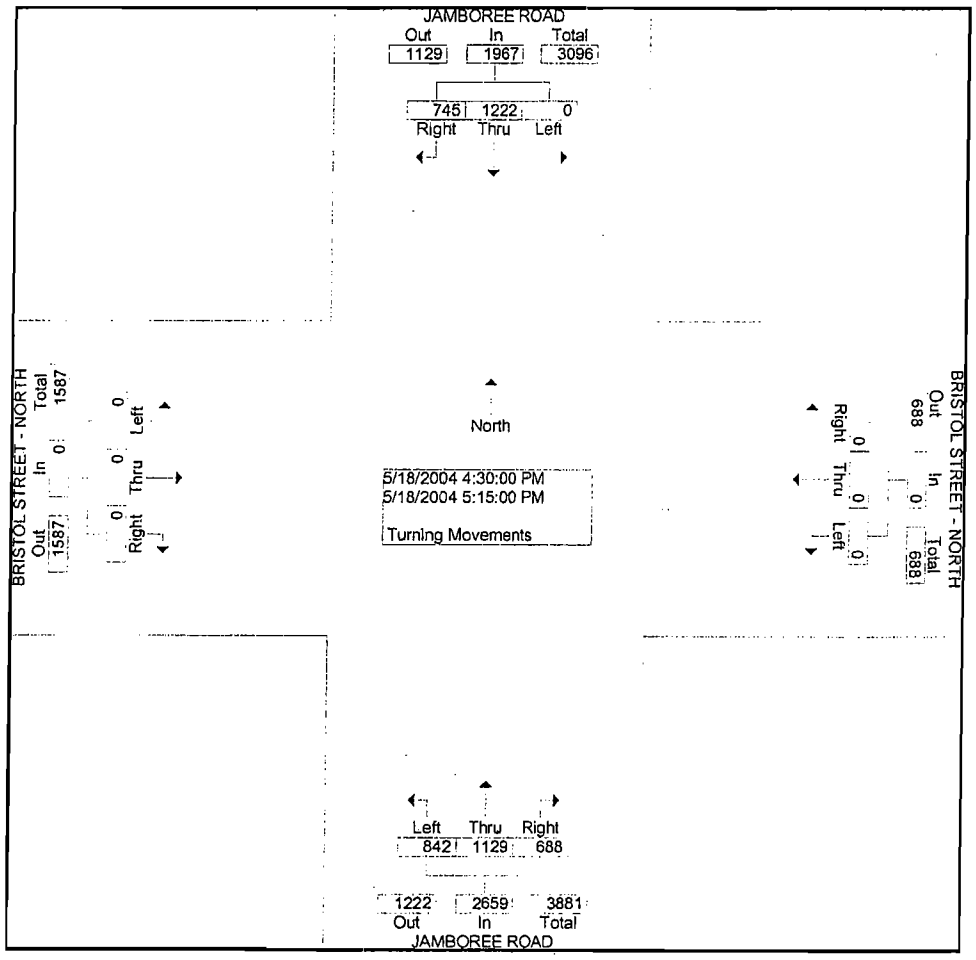
City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: BRISTOL STREET - NORTH

File Name : h0405016
Site Code : 00000917
Start Date : 5/18/2004
Page No : 3

	JAMBOREE ROAD Southbound				BRISTOL STREET - NORTH Westbound				JAMBOREE ROAD Northbound				BRISTOL STREET - NORTH Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection 04:30 PM																	
Volume	745	1222	0	1967	0	0	0	0	688	1129	842	2659	0	0	0	0	4626
Percent	37.9	62.1	0.0		0.0	0.0	0.0		25.9	42.5	31.7		0.0	0.0	0.0		
05:00 Volume	212	298	0	510	0	0	0	0	148	328	191	667	0	0	0	0	1177
Peak Factor																	0.983
High Int.	04:45 PM								04:30 PM								
Volume	203	322	0	525	0	0	0	0	216	238	256	710					
Peak Factor				0.937								0.936					



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Transportation Studies, Inc.
1350 Reynolds Avenue
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City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: BRISTOL STREET- SOUTH

File Name : H0405015
Site Code : 00000919
Start Date : 5/13/2004
Page No : 1

Groups Printed- Turning Movements

	JAMBOREE ROAD Southbound			BRISTOL STREET-SOUTH Westbound			JAMBOREE ROAD Northbound			BRISTOL STREET-SOUTH Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	77	0	0	0	0	9	307	0	213	62	139	807
07:15 AM	0	147	0	0	0	0	7	402	0	243	65	179	1043
07:30 AM	0	134	0	0	0	0	13	502	0	273	93	285	1300
07:45 AM	0	152	0	0	0	0	11	597	0	279	109	382	1530
Total	0	510	0	0	0	0	40	1808	0	1008	329	985	4680
08:00 AM	0	111	0	0	0	0	21	615	0	221	77	328	1373
08:15 AM	0	157	0	0	0	0	21	621	0	233	92	334	*1458
08:30 AM	0	163	0	0	0	0	29	485	0	207	81	255	1220
08:45 AM	0	126	0	0	0	0	17	487	0	172	94	258	1154
Total	0	557	0	0	0	0	88	2208	0	833	344	1175	5205
*** BREAK ***													
04:30 PM	0	291	0	0	0	0	27	485	0	259	213	196	1471
04:45 PM	0	316	0	0	0	0	32	482	0	284	235	207	1556
Total	0	607	0	0	0	0	59	967	0	543	448	403	3027
05:00 PM	0	262	0	0	0	0	30	468	0	257	250	234	1501
05:15 PM	0	266	0	0	0	0	28	451	0	285	297	243	1570
05:30 PM	0	307	0	0	0	0	24	406	0	268	264	221	1490
05:45 PM	0	318	0	0	0	0	25	427	0	274	303	220	1567
Total	0	1153	0	0	0	0	107	1752	0	1084	1114	918	6128
06:00 PM	0	297	0	0	0	0	28	447	0	246	266	189	1473
06:15 PM	0	292	0	0	0	0	26	416	0	245	222	150	1351
Grand Total	0	3416	0	0	0	0	348	7598	0	3959	2723	3820	21864
Apprch %	0.0	100.0	0.0	0.0	0.0	0.0	4.4	95.6	0.0	37.7	25.9	36.4	
Total %	0.0	15.6	0.0	0.0	0.0	0.0	1.6	34.8	0.0	18.1	12.5	17.5	

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

File Name : H0405015
Site Code : 00000919
Start Date : 5/13/2004
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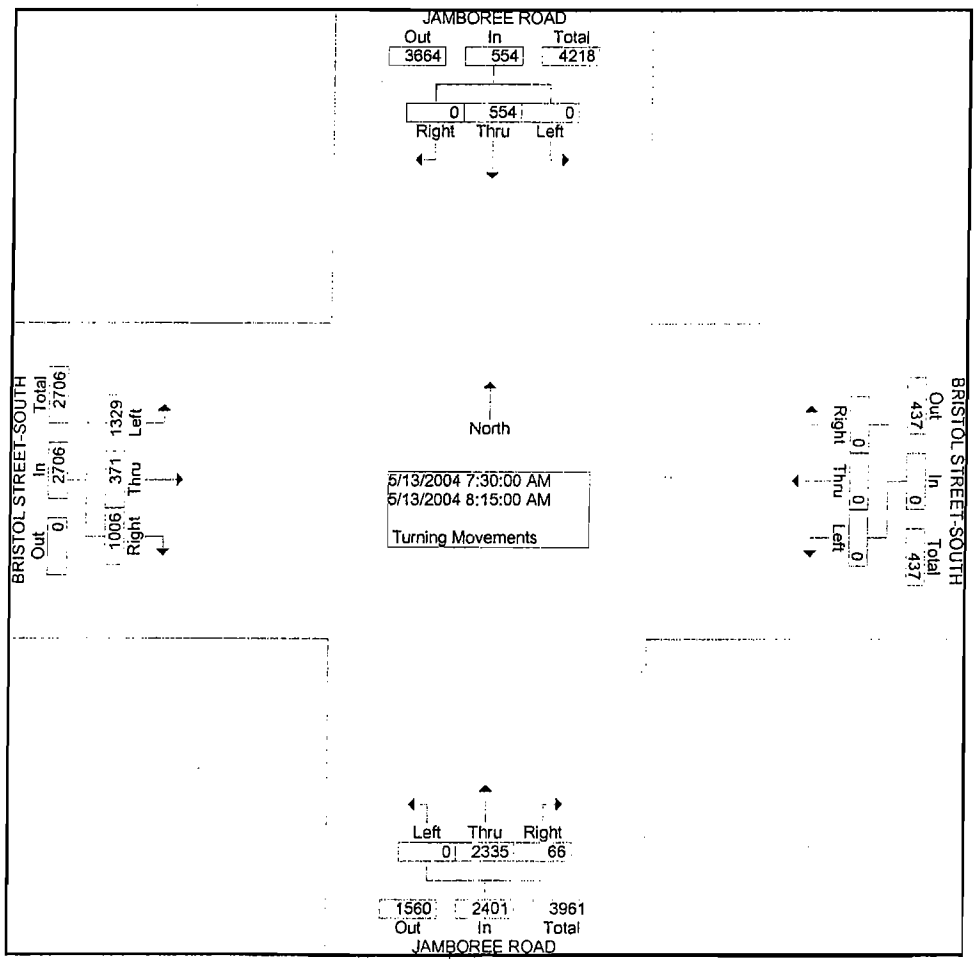
	JAMBOREE ROAD Southbound				BRISTOL STREET-SOUTH Westbound				JAMBOREE ROAD Northbound				BRISTOL STREET-SOUTH Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 07:30 AM																	
Volume	0	554	0	554	0	0	0	0	66	2335	0	2401	1006	371	1329	2706	5661
Percent	0.0	100.0	0.0		0.0	0.0	0.0		2.7	97.3	0.0		37.2	13.7	49.1		
07:45 Volume	0	152	0	152	0	0	0	0	11	597	0	608	279	109	382	770	1530
Peak Factor																	0.925
High Int.	08:15 AM				6:45:00 AM				08:15 AM				07:45 AM				
Volume	0	157	0	157	0	0	0	0	21	621	0	642	279	109	382	770	
Peak Factor				0.882								0.935				0.879	



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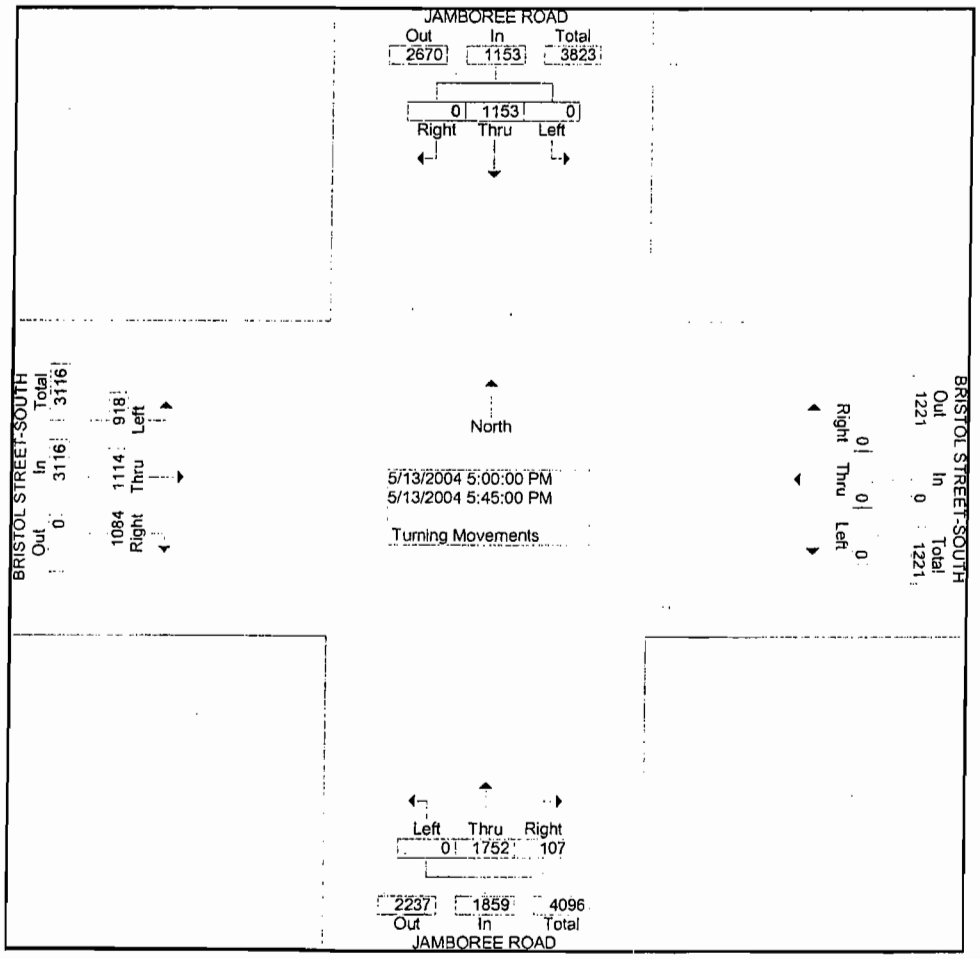
City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: BRISTOL STREET- SOUTH

File Name : H0405015
Site Code : 00000919
Start Date : 5/13/2004
Page No : 3

	JAMBOREE ROAD Southbound				BRISTOL STREET-SOUTH Westbound				JAMBOREE ROAD Northbound				BRISTOL STREET-SOUTH Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection 05:00 PM																	
Volume	0	1153	0	1153	0	0	0	0	107	1752	0	1859	1084	1114	918	3116	6128
Percent	0.0	100.0	0.0		0.0	0.0	0.0		5.8	94.2	0.0		34.8	35.8	29.5		
05:15 Volume	0	266	0	266	0	0	0	0	28	451	0	479	285	297	243	825	1570
Peak Factor																	0.976
High Int.	05:45 PM								05:00 PM				05:15 PM				
Volume	0	318	0	318	0	0	0	0	30	468	0	498	285	297	243	825	
Peak Factor				0.906								0.933				0.944	



JA 2305
Y

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E '^' Direction: CAMPUS ROAD

File Name : H0405017
Site Code : 00000919
Start Date : 5/12/2004
Page No : 1

Groups Printed- Turning Movements

	JAMBOREE ROAD Southbound			CAMPUS ROAD Westbound			JAMBOREE ROAD Northbound			CAMPUS ROAD Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	30	285	51	17	29	22	3	162	20	2	11	14	646
07:15 AM	52	338	57	30	35	29	11	272	21	4	17	14	880
07:30 AM	44	396	76	43	79	50	8	313	27	5	26	32	1099
07:45 AM	41	368	53	47	96	55	12	417	53	3	34	30	1209
Total	167	1387	237	137	239	156	34	1164	121	14	88	90	3834
08:00 AM	39	351	76	46	114	78	19	383	50	11	88	42	1297
08:15 AM	46	468	47	30	103	94	12	426	62	2	34	23	1347
08:30 AM	48	392	85	35	95	74	24	356	42	7	31	35	1224
08:45 AM	48	449	90	25	68	44	15	376	43	3	25	35	1221
Total	181	1660	298	136	380	290	70	1541	197	23	178	135	5089
*** BREAK ***													
04:30 PM	59	379	61	43	43	21	48	383	14	38	77	33	1199
04:45 PM	59	389	72	63	60	30	40	321	17	10	95	70	1226
Total	118	768	133	106	103	51	88	704	31	48	172	103	2425
05:00 PM	52	470	57	63	127	59	54	418	7	17	126	77	1527
05:15 PM	54	545	85	55	69	31	58	424	15	15	146	91	1588
05:30 PM	68	549	72	60	53	50	67	523	11	9	145	71	1678
05:45 PM	51	586	125	54	71	22	57	408	23	5	111	53	1566
Total	225	2150	339	232	320	162	236	1773	56	46	528	292	6359
06:00 PM	57	578	92	54	73	35	63	432	17	4	96	53	1554
06:15 PM	32	477	84	48	62	13	45	395	20	4	97	55	1332
Grand Total	780	7020	1183	713	1177	707	536	6009	442	139	1159	728	20593
Apprch %	8.7	78.1	13.2	27.5	45.3	27.2	7.7	86.0	6.3	6.9	57.2	35.9	
Total %	3.8	34.1	5.7	3.5	5.7	3.4	2.6	29.2	2.1	0.7	5.6	3.5	

Transportation Studies, Inc.
1350 Reynolds Avenue
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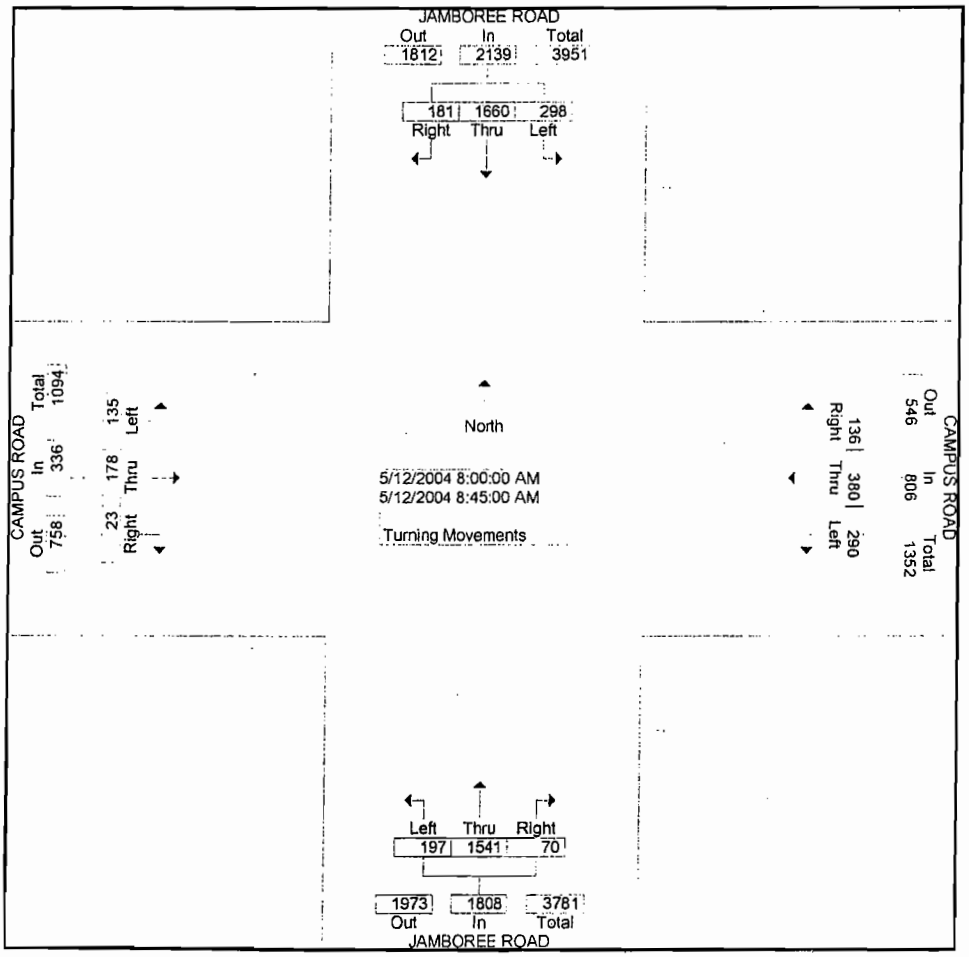
City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: CAMPUS ROAD

File Name : H0405017
Site Code : 00000919
Start Date : 5/12/2004
Page No : 2

	JAMBOREE ROAD Southbound				CAMPUS ROAD Westbound				JAMBOREE ROAD Northbound				CAMPUS ROAD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 08:00 AM																	
Volume	181	1660	298	2139	136	380	290	806	70	1541	197	1808	23	178	135	336	5089
Percent	8.5	77.6	13.9		16.9	47.1	36.0		3.9	85.2	10.9		6.8	53.0	40.2		
08:15 Volume	46	468	47	561	30	103	94	227	12	426	62	500	2	34	23	59	1347
Peak Factor																	0.945
High Int.	08:45 AM				08:00 AM				08:15 AM				08:00 AM				
Volume	48	449	90	587	46	114	78	238	12	426	62	500	11	88	42	141	
Peak Factor				0.911				0.847				0.904				0.596	

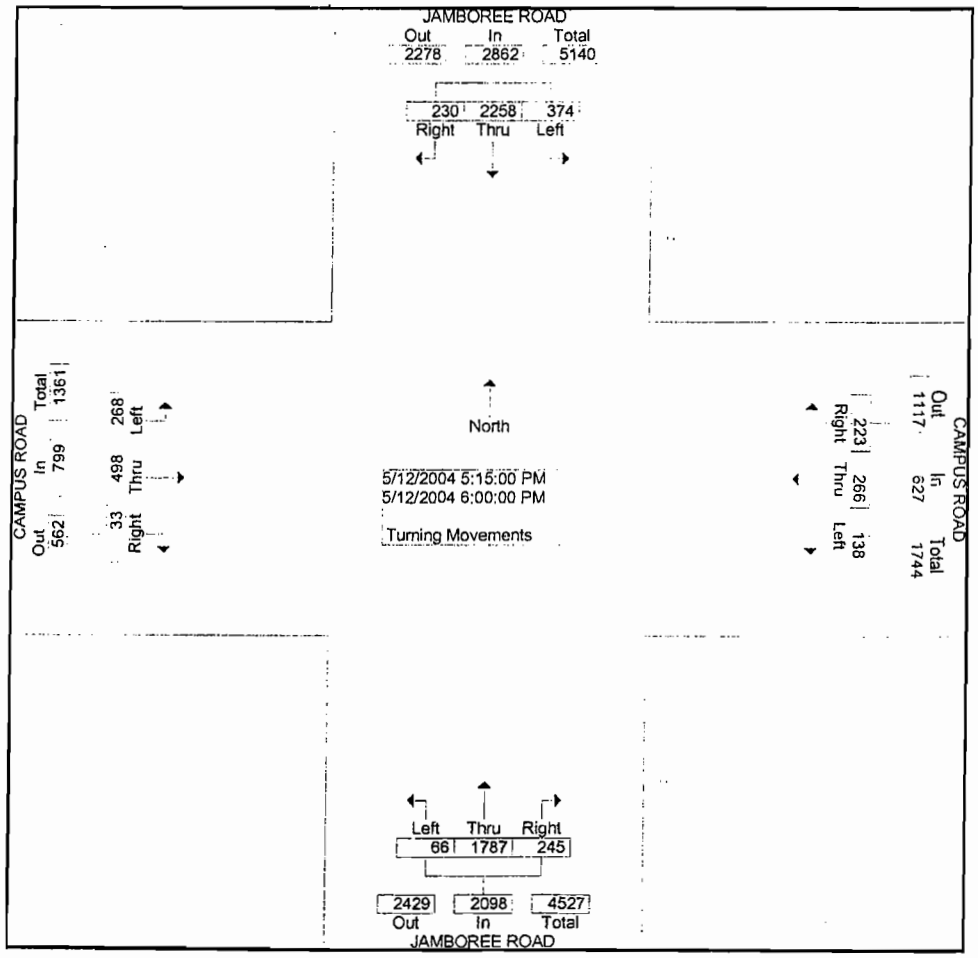


Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E '^/ Direction: CAMPUS ROAD

File Name : H0405017
Site Code : 00000919
Start Date : 5/12/2004
Page No : 3

	JAMBOREE ROAD Southbound				CAMPUS ROAD Westbound				JAMBOREE ROAD Northbound				CAMPUS ROAD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	05:15 PM																
Volume	230	2258	374	2862	223	266	138	627	245	1787	66	2098	33	498	268	799	6386
Percent	8.0	78.9	13.1		35.6	42.4	22.0		11.7	85.2	3.1		4.1	62.3	33.5		
05:30 Volume	68	549	72	689	60	53	50	163	67	523	11	601	9	145	71	225	1678
Peak Factor																	0.951
High Int.	05:45 PM				05:30 PM				05:30 PM				05:15 PM				
Volume	51	586	125	762	60	53	50	163	67	523	11	601	15	146	91	252	
Peak Factor				0.939				0.962				0.873				0.793	



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JA 4308

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

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

File Name : H0405014
Site Code : 00000977
Start Date : 5/18/2004
Page No : 1

Groups Printed- Turning Movements

	JAMBOREE ROAD Southbound			BIRCH STREET Westbound			JAMBOREE ROAD Northbound			BIRCH STREET Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	52	257	1	2	3	0	1	220	25	1	4	17	583
07:15 AM	65	280	1	3	0	0	1	265	29	15	1	21	681
07:30 AM	108	346	0	1	0	0	1	320	47	26	1	35	885
07:45 AM	102	350	0	1	1	2	0	398	48	13	1	38	954
Total	327	1233	2	7	4	2	3	1203	149	55	7	111	3103
08:00 AM	125	336	0	2	0	0	0	468	80	13	0	36	1060
08:15 AM	145	308	1	1	0	1	0	414	56	12	0	44	982
08:30 AM	154	365	1	0	0	0	0	349	53	9	1	75	1007
08:45 AM	165	360	3	2	0	0	0	359	61	22	1	45	1018
Total	589	1369	5	5	0	1	0	1590	250	56	2	200	4067
*** BREAK ***													
04:30 PM	25	380	0	2	0	0	0	339	13	24	1	102	886
04:45 PM	35	441	0	1	1	0	1	309	10	40	3	109	950
Total	60	821	0	3	1	0	1	648	23	64	4	211	1836
05:00 PM	21	533	0	2	0	0	0	423	10	59	0	129	1177
05:15 PM	43	551	0	3	1	0	1	407	13	58	3	139	1219
05:30 PM	41	554	0	1	0	0	0	332	19	46	0	113	1106
05:45 PM	39	554	0	2	0	0	0	410	18	35	1	148	1207
Total	144	2192	0	8	1	0	1	1572	60	198	4	529	4709
06:00 PM	37	598	0	0	0	0	1	375	10	18	0	94	1133
06:15 PM	21	491	0	1	0	0	0	384	11	16	0	101	1025
Grand Total	1178	6704	7	24	6	3	6	5772	503	407	17	1246	15873
Apprch %	14.9	85.0	0.1	72.7	18.2	9.1	0.1	91.9	8.0	24.4	1.0	74.6	
Total %	7.4	42.2	0.0	0.2	0.0	0.0	0.0	36.4	3.2	2.6	0.1	7.8	

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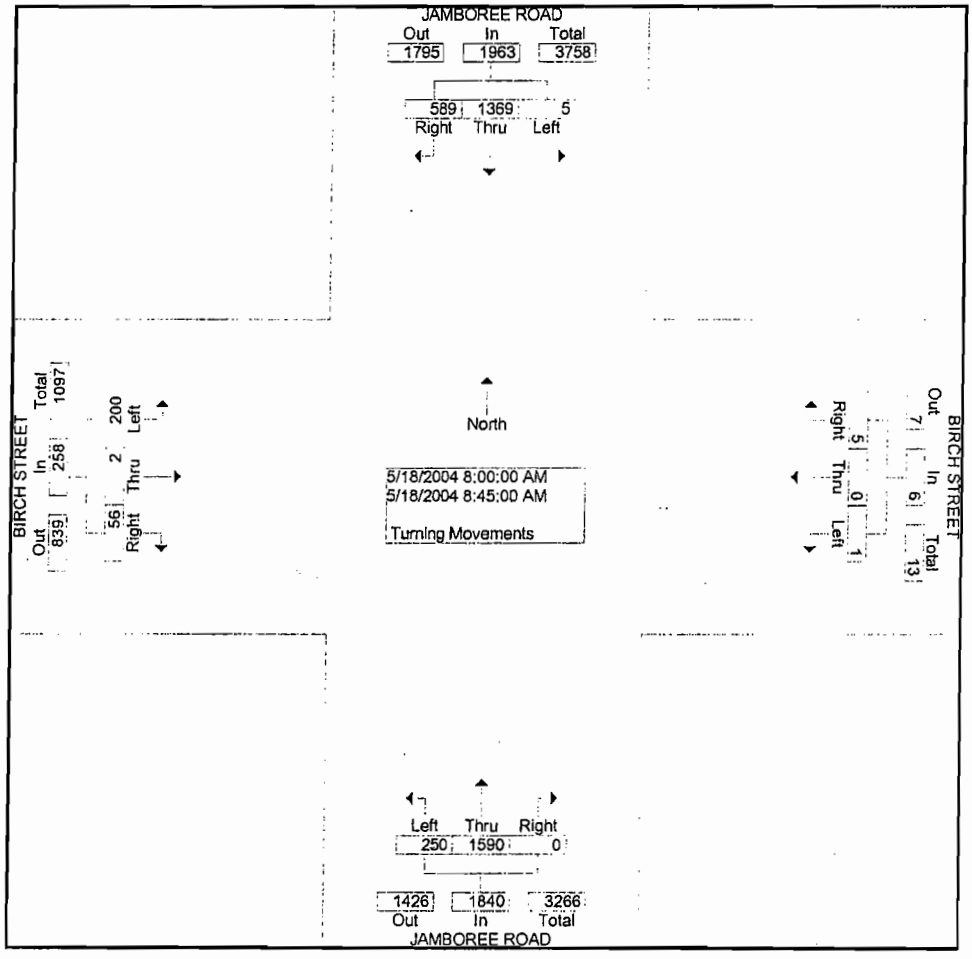
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

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

File Name : H0405014
Site Code : 00000977
Start Date : 5/18/2004
Page No : 2

	JAMBOREE ROAD Southbound				BIRCH STREET Westbound				JAMBOREE ROAD Northbound				BIRCH STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 08:00 AM																	
Volume	589	1369	5	1963	5	0	1	6	0	1590	250	1840	56	2	200	258	4067
Percent	30.0	69.7	0.3		83.3	0.0	16.7		0.0	86.4	13.6		21.7	0.8	77.5		
08:00 Volume	125	336	0	461	2	0	0	2	0	468	80	548	13	0	36	49	1060
Peak Factor																	0.959
High Int.	08:45 AM				08:00 AM				08:00 AM				08:30 AM				
Volume	165	360	3	528	2	0	0	2	0	468	80	548	9	1	75	85	
Peak Factor				0.929				0.750				0.839				0.759	



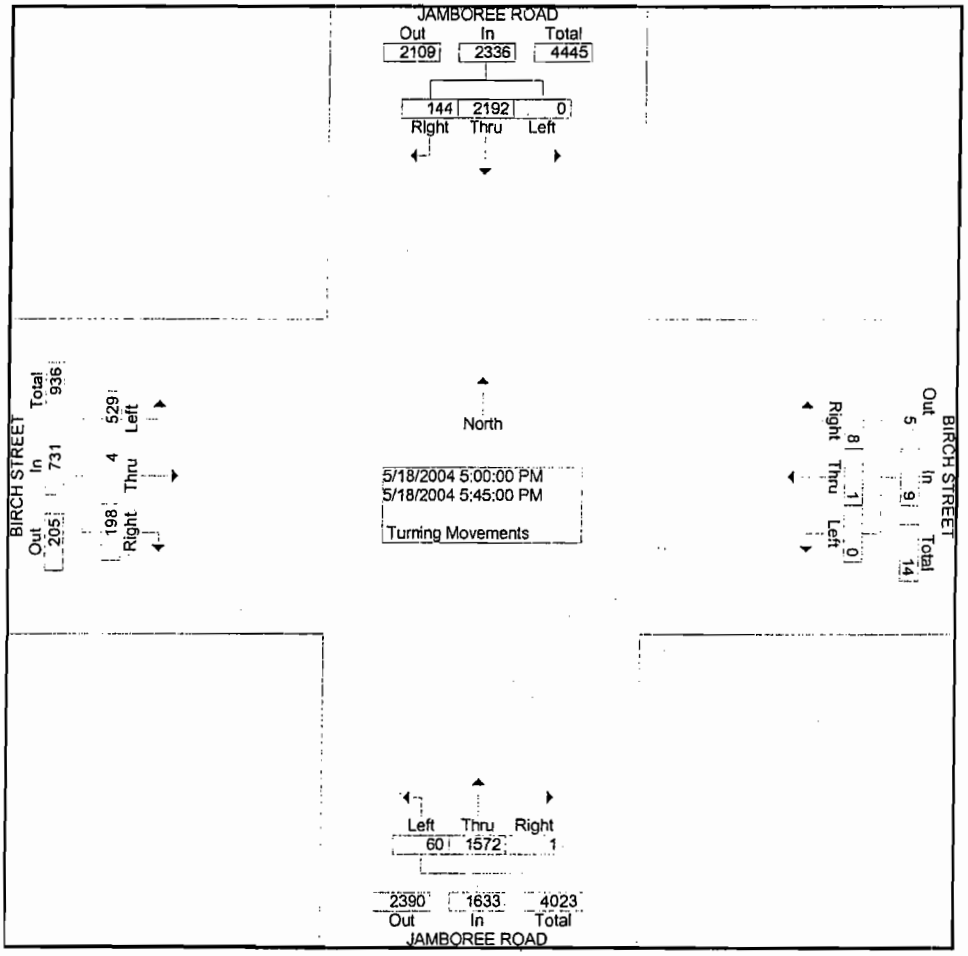
P272

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

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

File Name : H0405014
Site Code : 00000977
Start Date : 5/18/2004

	JAMBOREE ROAD Southbound				BIRCH STREET Westbound				JAMBOREE ROAD Northbound				BIRCH STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection 05:00 PM																	
Volume	144	2192	0	2336	8	1	0	9	1	1572	60	1633	198	4	529	731	4709
Percent	6.2	93.8	0.0		88.9	11.1	0.0		0.1	96.3	3.7		27.1	0.5	72.4		
05:15 Volume	43	551	0	594	3	1	0	4	1	407	13	421	58	3	139	200	1219
Peak Factor																	0.966
High Int.	05:30 PM				05:15 PM				05:00 PM				05:15 PM				
Volume	41	554	0	595	3	1	0	4	0	423	10	433	58	3	139	200	
Peak Factor				0.982				0.563				0.943				0.914	



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YEAR 2005 TRAFFIC COUNTS

P214

CH5330

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: NEWPORT CENTER DRIVE
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0501292
Site Code : 00000976
Start Date : 4/6/2005
Page No : 1

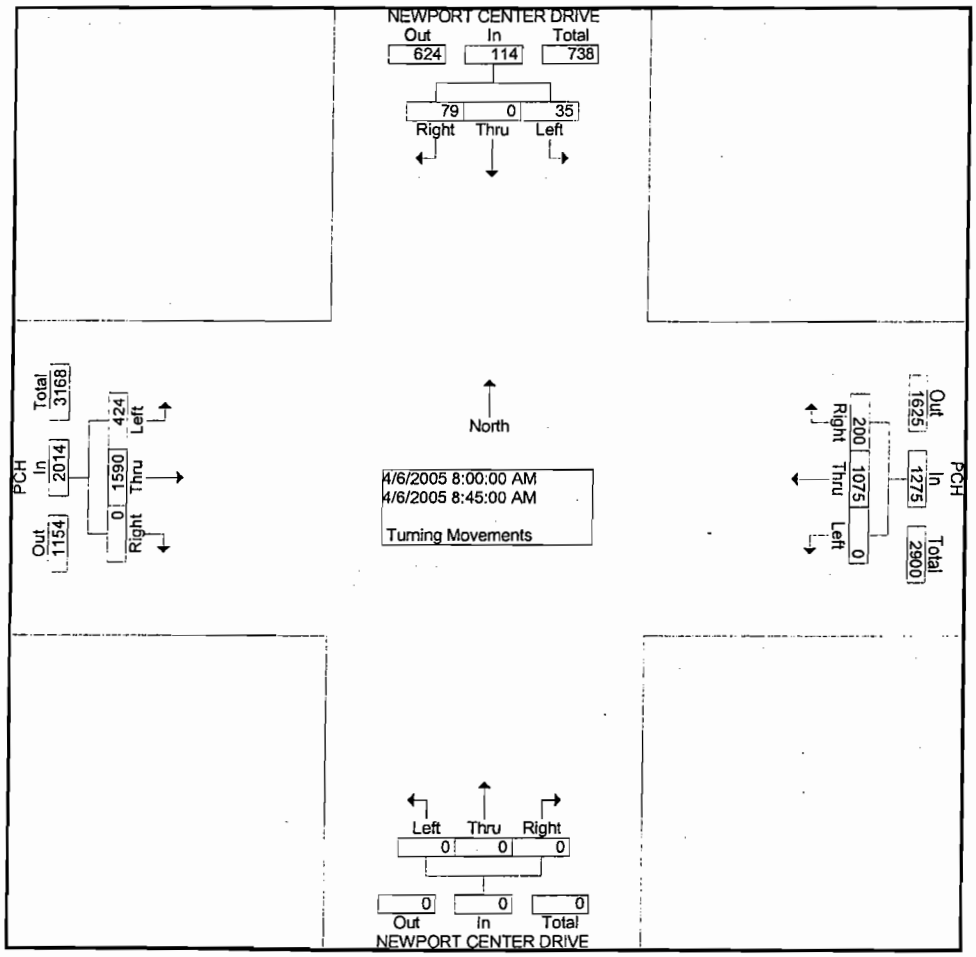
Groups Printed- Turning Movements

	NEWPORT CENTER DRIVE Southbound				PCH Westbound				NEWPORT CENTER DRIVE Northbound				PCH Eastbound						
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0			
06:00 AM	9	0	2	0	17	82	0	0	0	0	0	0	0	65	12	0	0	187	187
06:15 AM	11	0	2	0	21	101	0	1	0	0	0	0	0	95	19	4	5	249	254
06:30 AM	11	0	3	1	19	112	0	1	0	0	0	0	0	145	20	3	5	310	315
06:45 AM	12	0	2	0	26	146	0	5	0	0	0	0	0	230	30	3	8	446	454
Total	43	0	9	1	83	441	0	7	0	0	0	0	0	535	81	10	18	1192	1210
07:00 AM	12	0	3	0	39	195	0	1	0	0	0	0	0	234	39	2	3	522	525
07:15 AM	5	0	6	0	34	202	0	1	0	0	0	0	0	321	62	10	11	630	641
07:30 AM	14	0	11	0	48	244	0	1	0	0	0	0	0	315	49	6	7	681	688
07:45 AM	21	0	10	0	53	242	0	4	0	0	0	0	0	469	90	2	6	885	891
Total	52	0	30	0	174	883	0	7	0	0	0	0	0	1339	240	20	27	2718	2745
08:00 AM	16	0	4	0	55	287	0	1	0	0	0	0	0	360	114	8	9	836	845
08:15 AM	21	0	5	0	52	272	0	2	0	0	0	0	0	455	100	2	4	905	909
08:30 AM	20	0	10	0	45	254	0	7	0	0	0	0	0	348	90	4	11	767	778
08:45 AM	22	0	16	0	48	262	0	2	0	0	0	0	0	427	120	10	12	895	907
Total	79	0	35	0	200	1075	0	12	0	0	0	0	0	1590	424	24	36	3403	3439
*** BREAK ***																			
03:00 PM	103	0	38	1	34	370	0	5	0	0	0	0	0	335	104	3	9	984	993
03:15 PM	119	0	43	0	29	375	0	4	0	0	0	0	0	368	85	3	7	1019	1026
03:30 PM	111	0	37	0	45	403	0	2	0	0	0	0	0	410	76	6	8	1082	1090
03:45 PM	93	0	59	0	45	403	0	6	0	0	0	0	0	367	84	0	6	1051	1057
Total	426	0	177	1	153	1551	0	17	0	0	0	0	0	1480	349	12	30	4136	4166
04:00 PM	88	0	48	2	35	396	0	1	0	0	0	0	0	411	87	2	5	1065	1070
04:15 PM	93	0	49	0	18	393	0	1	0	0	0	0	0	342	75	10	11	970	981
04:30 PM	78	0	46	0	42	413	0	0	0	0	0	0	0	342	81	5	5	1002	1007
04:45 PM	106	0	51	1	32	366	0	1	0	0	0	0	0	374	84	0	2	1013	1015
Total	365	0	194	3	127	1568	0	3	0	0	0	0	0	1469	327	17	23	4050	4073
05:00 PM	148	0	67	0	34	424	0	1	0	0	0	0	0	382	50	1	2	1105	1107
05:15 PM	128	0	56	0	36	451	0	1	0	0	0	0	0	373	68	0	1	1112	1113
05:30 PM	94	0	52	0	27	371	0	4	0	0	0	0	0	368	77	4	8	989	997
05:45 PM	61	0	56	0	29	419	0	3	0	0	0	0	0	331	76	2	5	972	977
Total	431	0	231	0	126	1665	0	9	0	0	0	0	0	1454	271	7	16	4178	4194
06:00 PM	114	0	38	0	41	358	0	0	0	0	0	0	0	364	83	2	2	998	1000
06:15 PM	93	0	57	0	26	365	0	1	0	0	0	0	0	305	73	1	2	919	921
06:30 PM	82	0	36	0	33	330	0	0	0	0	0	0	0	325	74	2	2	880	882
06:45 PM	76	0	24	0	35	316	0	0	0	0	0	0	0	313	83	1	1	847	848
Total	365	0	155	0	135	1369	0	1	0	0	0	0	0	1307	313	6	7	3644	3651
Grand Total	1761	0	831	5	998	8552	0	56	0	0	0	0	0	9174	2005	96	157	23321	23478
Apprch %	67.9	0.0	32.1		10.5	89.5	0.0		0.0	0.0	0.0		0.0	82.1	17.9				
Total %	7.6	0.0	3.6		4.3	36.7	0.0		0.0	0.0	0.0		0.0	39.3	8.6		0.7	99.3	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0501292
Site Code : 00000976
Start Date : 4/6/2005
Page No : 2

	NEWPORT CENTER DRIVE Southbound				PCH Westbound				NEWPORT CENTER DRIVE Northbound				PCH Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	79	0	35	114	200	1075	0	1275	0	0	0	0	0	1590	424	2014	3403
Percent	69.3	0.0	30.7		15.7	84.3	0.0		0.0	0.0	0.0		0.0	78.9	21.1		
08:15 Volume	21	0	5	26	52	272	0	324	0	0	0	0	0	455	100	555	905
Peak Factor																	0.940
High Int.	08:45 AM				08:00 AM				5:45:00 AM				08:15 AM				
Volume	22	0	16	38	55	287	0	342	0	0	0	0	0	455	100	555	
Peak Factor				0.750				0.932								0.907	



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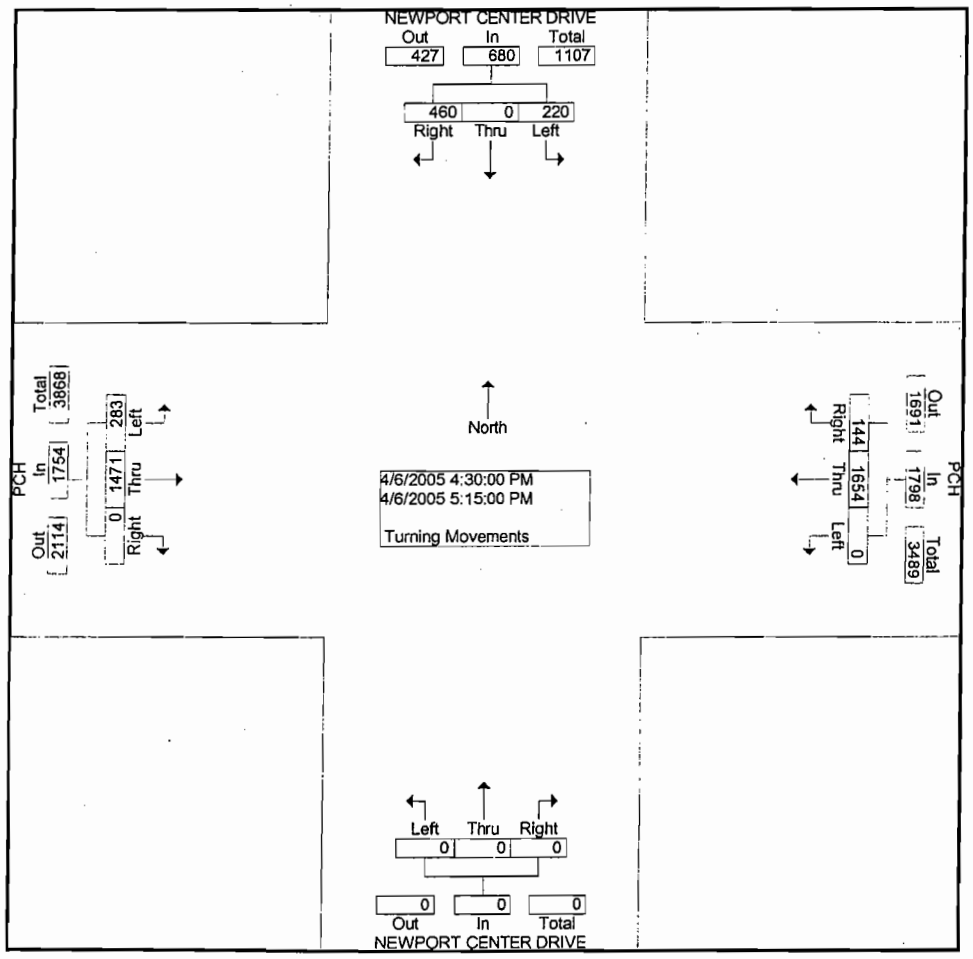
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0501292
Site Code : 00000976
Start Date : 4/6/2005
Page No : 3

	NEWPORT CENTER DRIVE Southbound				PCH Westbound				NEWPORT CENTER DRIVE Northbound				PCH Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Intersection 04:30 PM																	
Volume	460	0	220	680	144	1654	0	1798	0	0	0	0	0	1471	283	1754	4232
Percent	67.6	0.0	32.4		8.0	92.0	0.0		0.0	0.0	0.0		0.0	83.9	16.1		
05:15 Volume	128	0	56	184	36	451	0	487	0	0	0	0	0	373	68	441	1112
Peak Factor																	0.951
High Int.	05:00 PM				05:15 PM								04:45 PM				
Volume	148	0	67	215	36	451	0	487	0	0	0	0	0	374	84	458	
Peak Factor				0.791				0.923								0.957	



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MA 4295

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

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

File Name : H0503177
Site Code : 00000977
Start Date : 4/7/2005
Page No : 1

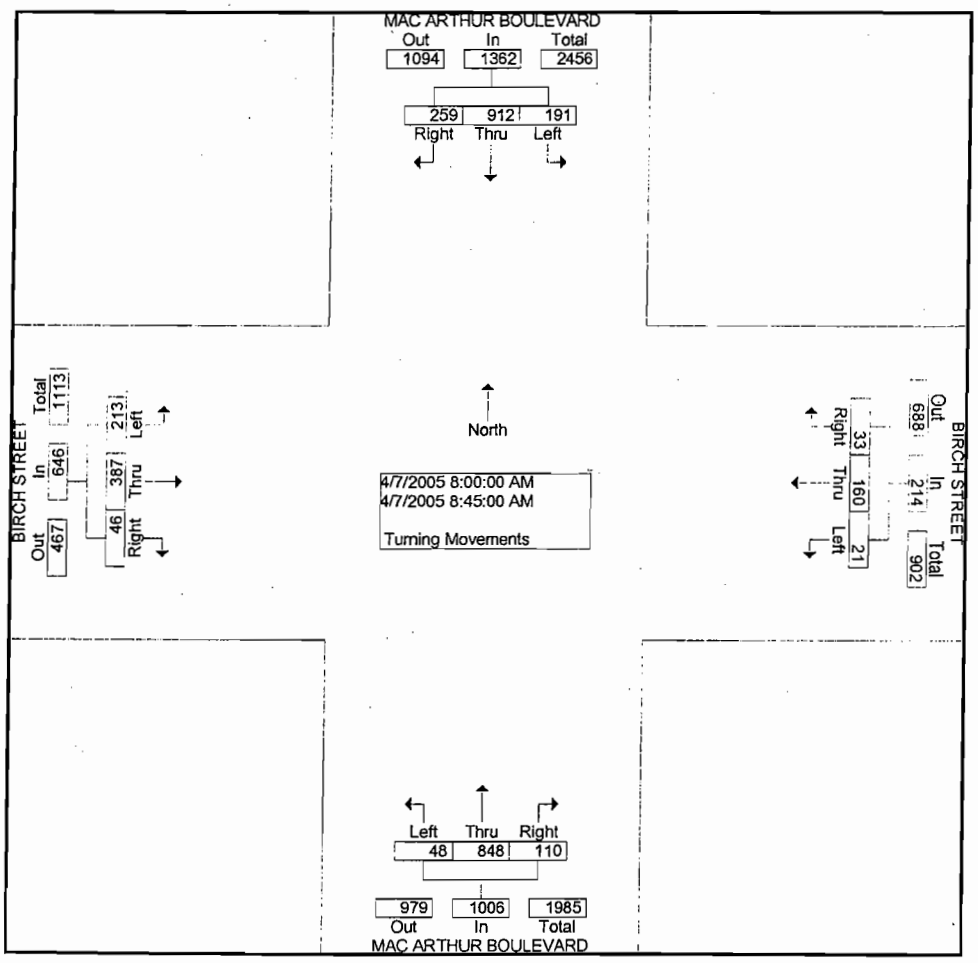
Groups Printed- Turning Movements

	MAC ARTHUR BOULEVARD Southbound			BIRCH STREET Westbound			MAC ARTHUR BOULEVARD Northbound			BIRCH STREET Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	32	97	31	3	14	3	6	105	3	8	41	14	357
07:15 AM	30	142	34	7	11	2	9	155	3	5	48	26	472
07:30 AM	57	194	32	16	22	5	19	176	6	15	50	21	613
07:45 AM	58	176	33	4	40	7	21	189	12	15	99	28	682
Total	177	609	130	30	87	17	55	625	24	43	238	89	2124
08:00 AM	64	209	39	6	49	7	22	231	9	7	99	43	785
08:15 AM	57	203	44	8	37	7	36	192	12	11	109	59	775
08:30 AM	65	269	68	10	35	2	22	216	18	15	81	46	847
08:45 AM	73	231	40	9	39	5	30	209	9	13	98	65	821
Total	259	912	191	33	160	21	110	848	48	46	387	213	3228
*** BREAK ***													
04:30 PM	57	194	17	31	108	31	7	162	16	9	93	65	790
04:45 PM	65	198	23	33	89	22	10	183	25	18	61	77	804
Total	122	392	40	64	197	53	17	345	41	27	154	142	1594
05:00 PM	96	207	22	39	172	28	6	212	33	17	105	126	1063
05:15 PM	68	250	25	43	147	34	7	208	28	28	99	87	1024
05:30 PM	87	207	19	45	154	24	3	202	40	19	107	112	1019
05:45 PM	54	241	18	37	169	23	1	200	41	17	64	88	953
Total	305	905	84	164	642	109	17	822	142	81	375	413	4059
06:00 PM	67	258	48	30	99	14	4	165	31	14	103	97	930
06:15 PM	37	184	12	37	108	16	3	145	28	12	71	76	729
Grand Total	967	3260	505	358	1293	230	206	2950	314	223	1328	1030	12664
Apprch %	20.4	68.9	10.7	19.0	68.7	12.2	5.9	85.0	9.0	8.6	51.5	39.9	
Total %	7.6	25.7	4.0	2.8	10.2	1.8	1.6	23.3	2.5	1.8	10.5	8.1	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503177
Site Code : 00000977
Start Date : 4/7/2005
Page No : 2

	MAC ARTHUR BOULEVARD Southbound				BIRCH STREET Westbound				MAC ARTHUR BOULEVARD Northbound				BIRCH STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	259	912	191	1362	33	160	21	214	110	848	48	1006	46	387	213	646	3228
Percent	19.0	67.0	14.0		15.4	74.8	9.8		10.9	84.3	4.8		7.1	59.9	33.0		
08:30 Volume	65	269	68	402	10	35	2	47	22	216	18	256	15	81	46	142	847
Peak Factor																	0.953
High Int.	08:30 AM				08:00 AM				08:00 AM				08:15 AM				
Volume	65	269	68	402	6	49	7	62	22	231	9	262	11	109	59	179	
Peak Factor				0.847				0.863				0.960				0.902	



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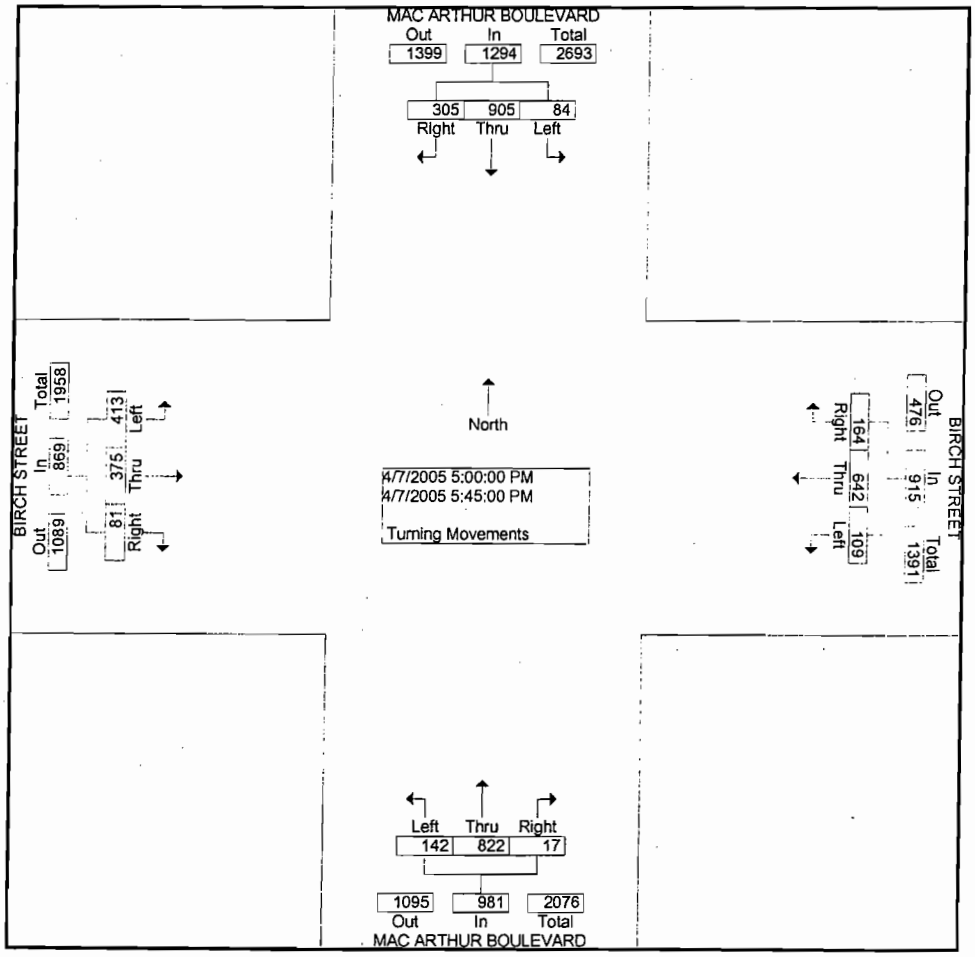
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503177
Site Code : 00000977
Start Date : 4/7/2005
Page No : 3

	MAC ARTHUR BOULEVARD Southbound				BIRCH STREET Westbound				MAC ARTHUR BOULEVARD Northbound				BIRCH STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	305	905	84	1294	164	642	109	915	17	822	142	981	81	375	413	869	4059
Percent	23.6	69.9	6.5		17.9	70.2	11.9		1.7	83.8	14.5		9.3	43.2	47.5		
05:00 Volume	96	207	22	325	39	172	28	239	6	212	33	251	17	105	126	248	1063
Peak Factor																	0.955
High Int.	05:15 PM				05:00 PM				05:00 PM				05:00 PM				
Volume	68	250	25	343	39	172	28	239	6	212	33	251	17	105	126	248	
Peak Factor				0.943				0.957				0.977				0.876	



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BR 4160

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: BIRCH STREET
E-W Direction: BRISTOL STREET (SE)

File Name : H0503166
Site Code : 00000977
Start Date : 4/5/2005
Page No : 1

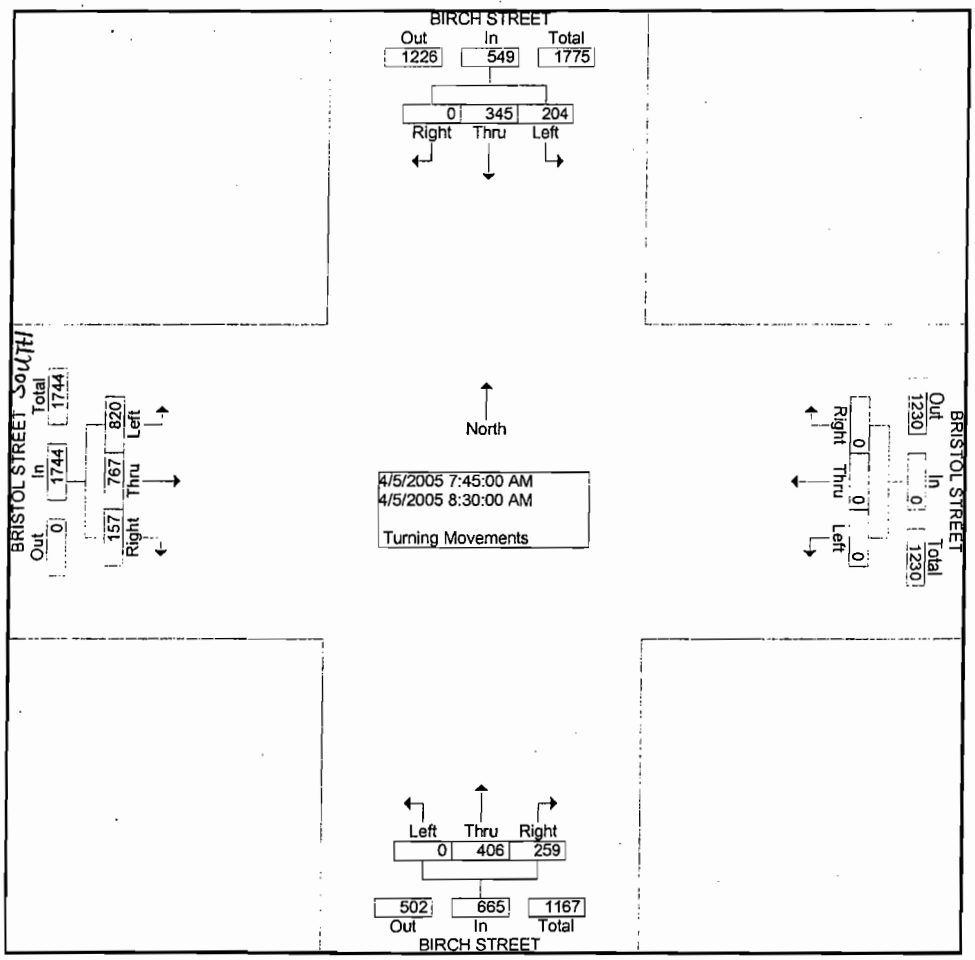
Groups Printed- Turning Movements

	BIRCH STREET Southbound			BRISTOL STREET Westbound			BIRCH STREET Northbound			BRISTOL STREET Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	44	16	0	0	0	19	38	0	23	174	162	476
07:15 AM	0	36	22	0	0	0	30	39	0	12	183	155	477
07:30 AM	0	65	27	0	0	0	54	58	0	27	214	201	646
07:45 AM	0	62	41	0	0	0	64	92	0	36	241	214	750
Total	0	207	106	0	0	0	167	227	0	98	812	732	2349
08:00 AM	0	71	54	0	0	0	63	114	0	37	185	198	722
08:15 AM	0	116	63	0	0	0	67	96	0	36	174	199	751
08:30 AM	0	96	46	0	0	0	65	104	0	48	167	209	735
08:45 AM	0	90	52	0	0	0	51	79	0	59	191	176	698
Total	0	373	215	0	0	0	246	393	0	180	717	782	2906
*** BREAK ***													
04:30 PM	0	96	61	0	0	0	54	54	0	20	202	65	552
04:45 PM	0	133	63	0	0	0	58	66	0	21	221	59	621
Total	0	229	124	0	0	0	112	120	0	41	423	124	1173
05:00 PM	0	170	96	0	0	0	68	75	0	19	251	70	749
05:15 PM	0	232	80	0	0	0	71	72	0	33	291	60	839
05:30 PM	0	160	83	0	0	0	75	60	0	25	286	51	740
05:45 PM	0	167	74	0	0	0	94	60	0	24	268	59	746
Total	0	729	333	0	0	0	308	267	0	101	1096	240	3074
06:00 PM	0	159	78	0	0	0	77	50	0	20	238	45	667
06:15 PM	0	125	79	0	0	0	64	40	0	22	183	39	552
Grand Total	0	1822	935	0	0	0	974	1097	0	462	3469	1962	10721
Apprch %	0.0	66.1	33.9	0.0	0.0	0.0	47.0	53.0	0.0	7.8	58.9	33.3	
Total %	0.0	17.0	8.7	0.0	0.0	0.0	9.1	10.2	0.0	4.3	32.4	18.3	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503166
Site Code : 00000977
Start Date : 4/5/2005
Page No : 2

	BIRCH STREET Southbound				BRISTOL STREET S Westbound				BIRCH STREET Northbound				BRISTOL STREET S Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 07:45 AM																	
Volume	0	345	204	549	0	0	0	0	259	406	0	665	157	767	820	1744	2958
Percent	0.0	62.8	37.2		0.0	0.0	0.0		38.9	61.1	0.0		9.0	44.0	47.0		
08:15 Volume	0	116	63	179	0	0	0	0	67	96	0	163	36	174	199	409	751
Peak Factor																	0.985
High Int.	08:15 AM				6:45:00 AM				08:00 AM				07:45 AM				
Volume	0	116	63	179	0	0	0	0	63	114	0	177	36	241	214	491	
Peak Factor				0.767								0.939				0.888	



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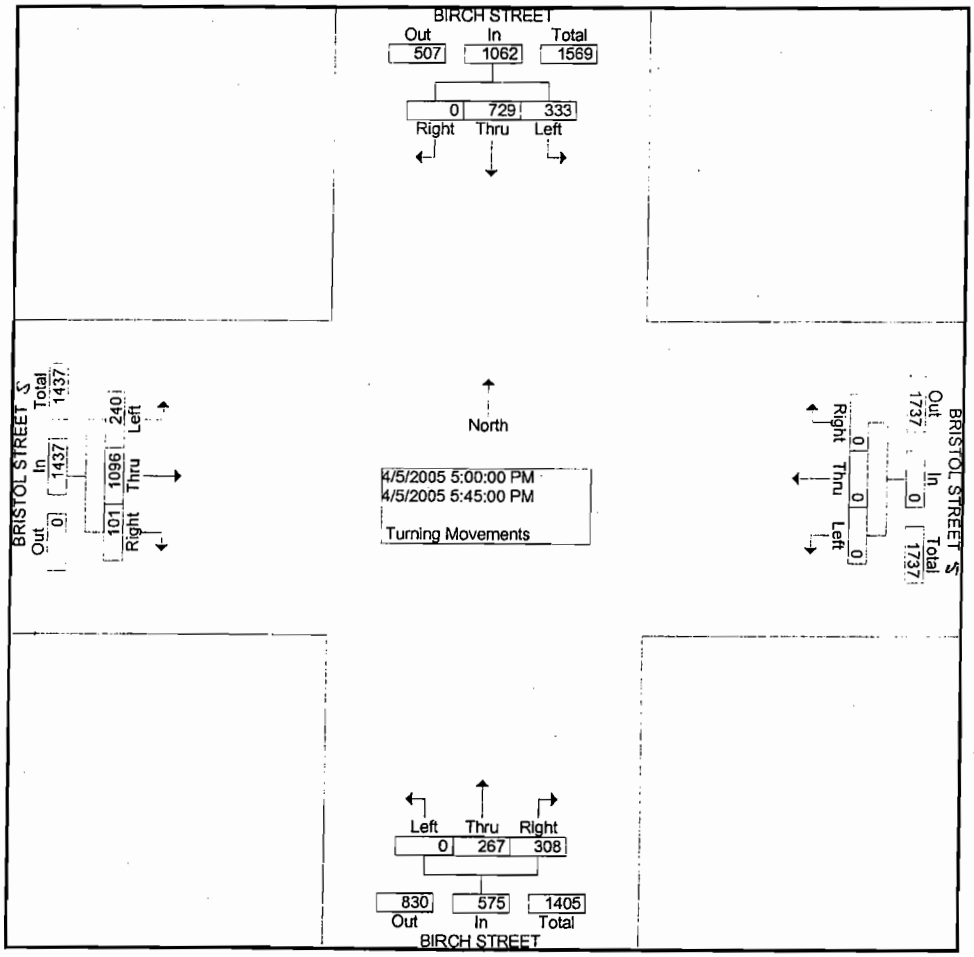
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503166
Site Code : 00000977
Start Date : 4/5/2005
Page No : 3

	BIRCH STREET Southbound				BRISTOL STREET S Westbound				BIRCH STREET Northbound				BRISTOL STREET S Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection 05:00 PM																	
Volume	0	729	333	1062	0	0	0	0	308	267	0	575	101	1096	240	1437	3074
Percent	0.0	68.6	31.4		0.0	0.0	0.0		53.6	46.4	0.0		7.0	76.3	16.7		
05:15 Volume	0	232	80	312	0	0	0	0	71	72	0	143	33	291	60	384	839
Peak Factor																	0.916
High Int.	05:15 PM								05:45 PM				05:15 PM				
Volume	0	232	80	312	0	0	0	0	94	60	0	154	33	291	60	384	
Peak Factor				0.851								0.933				0.936	



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BR 4175

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: BIRCH STREET
E-W Direction: BRISTOL STREET (~~NW~~) North

File Name : H0503167
Site Code : 00000922
Start Date : 4/5/2005
Page No : 1

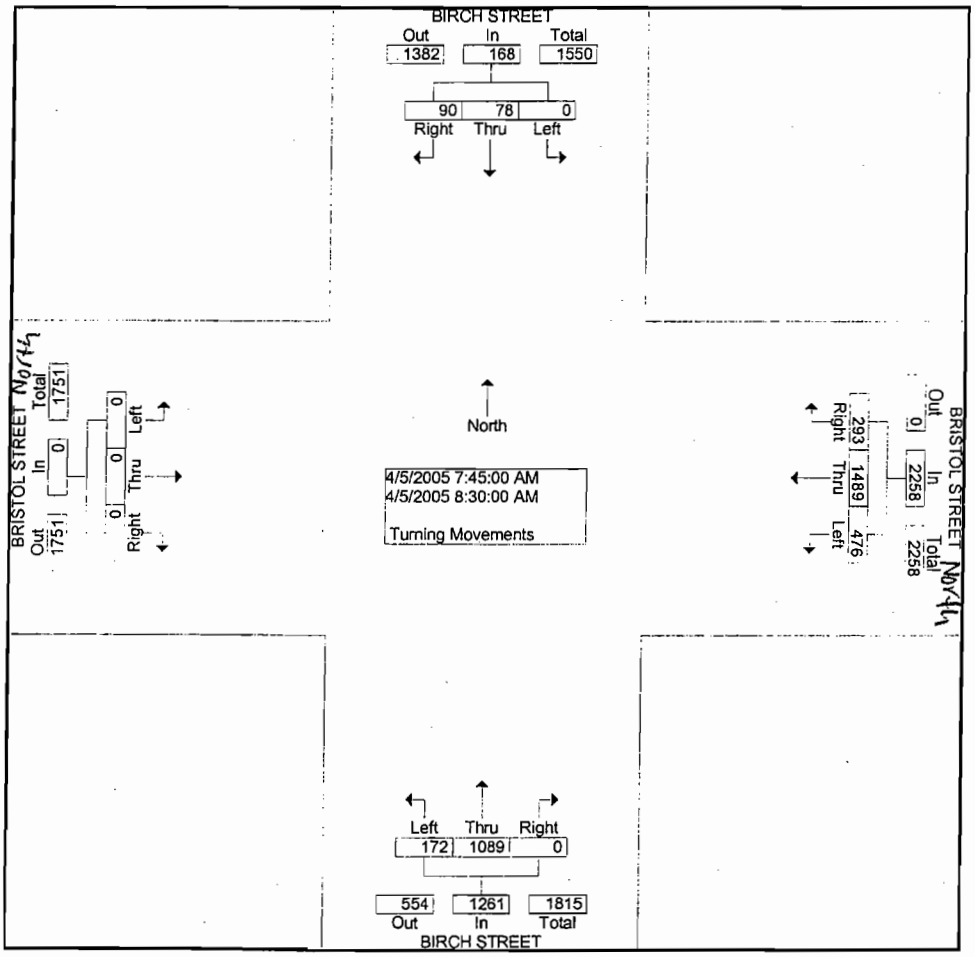
Groups Printed- Turning Movements

	BIRCH STREET Southbound			BRISTOL STREET Westbound			BIRCH STREET Northbound			BRISTOL STREET Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	15	35	0	48	279	41	0	151	23	0	0	0	592
07:15 AM	10	8	0	41	271	51	0	139	22	0	0	0	542
07:30 AM	11	14	0	62	315	81	0	249	42	0	0	0	774
07:45 AM	14	17	0	66	429	96	0	295	44	0	0	0	961
Total	50	74	0	217	1294	269	0	834	131	0	0	0	2869
08:00 AM	10	17	0	68	389	123	0	232	18	0	0	0	857
08:15 AM	33	7	0	76	339	131	0	263	42	0	0	0	891
08:30 AM	33	37	0	83	332	126	0	299	68	0	0	0	978
08:45 AM	20	27	0	87	346	133	0	180	49	0	0	0	842
Total	96	88	0	314	1406	513	0	974	177	0	0	0	3568
*** BREAK ***													
04:30 PM	81	98	0	56	395	101	0	62	33	0	0	0	826
04:45 PM	80	105	0	55	417	105	0	109	36	0	0	0	907
Total	161	203	0	111	812	206	0	171	69	0	0	0	1733
05:00 PM	126	166	0	71	506	122	0	42	59	0	0	0	1092
05:15 PM	168	103	0	53	531	138	0	88	74	0	0	0	1155
05:30 PM	156	158	0	43	366	87	0	69	63	0	0	0	942
05:45 PM	138	123	0	12	404	135	0	67	42	0	0	0	921
Total	588	550	0	179	1807	482	0	266	238	0	0	0	4110
06:00 PM	200	69	0	31	390	174	0	79	82	0	0	0	1025
06:15 PM	205	67	0	20	323	180	0	52	24	0	0	0	871
Grand Total	1300	1051	0	872	6032	1824	0	2376	721	0	0	0	14176
Apprch %	55.3	44.7	0.0	10.0	69.1	20.9	0.0	76.7	23.3	0.0	0.0	0.0	
Total %	9.2	7.4	0.0	6.2	42.6	12.9	0.0	16.8	5.1	0.0	0.0	0.0	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503167
Site Code : 00000922
Start Date : 4/5/2005
Page No : 2

	BIRCH STREET Southbound				BRISTOL STREET Westbound				BIRCH STREET Northbound				BRISTOL STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 07:45 AM																	
Volume	90	78	0	168	293	1489	476	2258	0	1089	172	1261	0	0	0	0	3687
Percent	53.6	46.4	0.0		13.0	65.9	21.1		0.0	86.4	13.6		0.0	0.0	0.0		
08:30 Volume	33	37	0	70	83	332	126	541	0	299	68	367	0	0	0	0	978
Peak Factor																	0.942
High Int.	08:30 AM				07:45 AM				08:30 AM				6:45:00 AM				
Volume	33	37	0	70	66	429	96	591	0	299	68	367					
Peak Factor				0.600				0.955				0.859					



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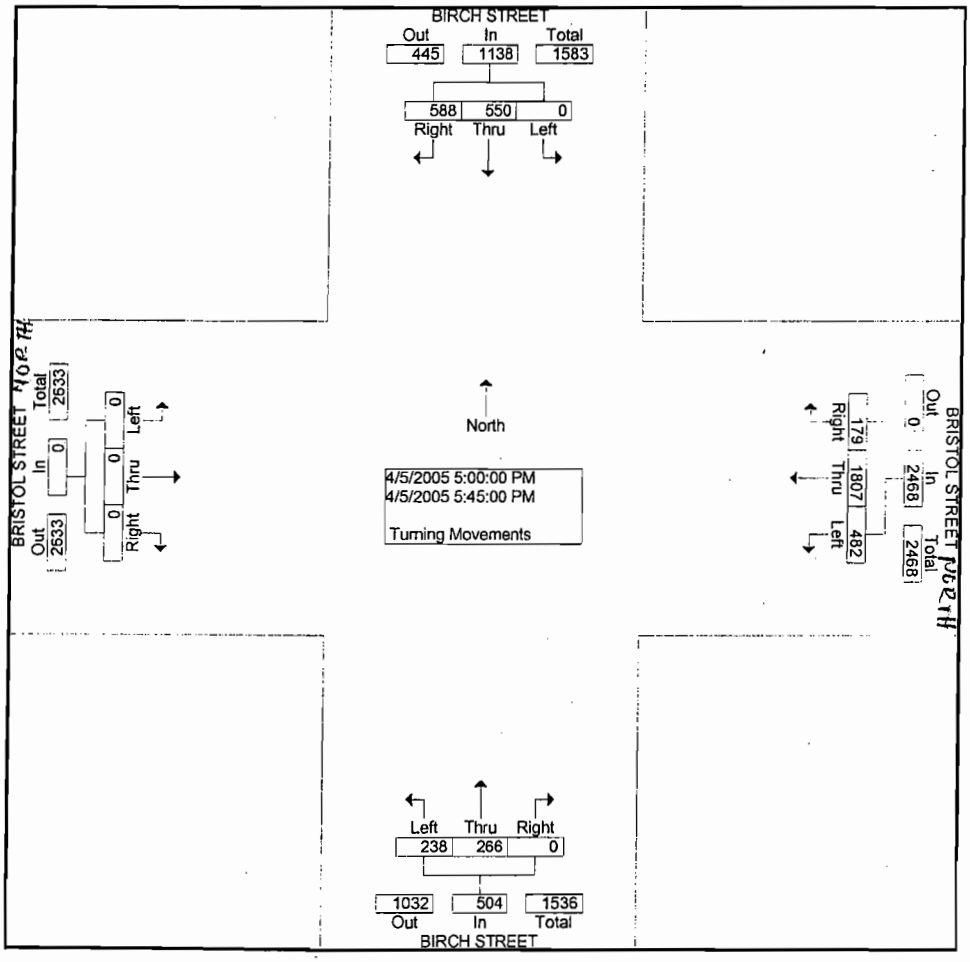
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503167
Site Code : 00000922
Start Date : 4/5/2005
Page No : 3

	BIRCH STREET Southbound				BRISTOL STREET Westbound				BIRCH STREET Northbound				BRISTOL STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection 05:00 PM																	
Volume	588	550	0	1138	179	1807	482	2468	0	266	238	504	0	0	0	0	4110
Percent	51.7	48.3	0.0		7.3	73.2	19.5		0.0	52.8	47.2		0.0	0.0	0.0		
05:15 Volume	168	103	0	271	53	531	138	722	0	88	74	162	0	0	0	0	1155
Peak Factor																	0.890
High Int.	05:30 PM				05:15 PM				05:15 PM								
Volume	156	158	0	314	53	531	138	722	0	88	74	162					
Peak Factor				0.906				0.855				0.778					



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BR 4167

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

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

File Name : H0503165
Site Code : 00000918
Start Date : 4/6/2005
Page No : 1

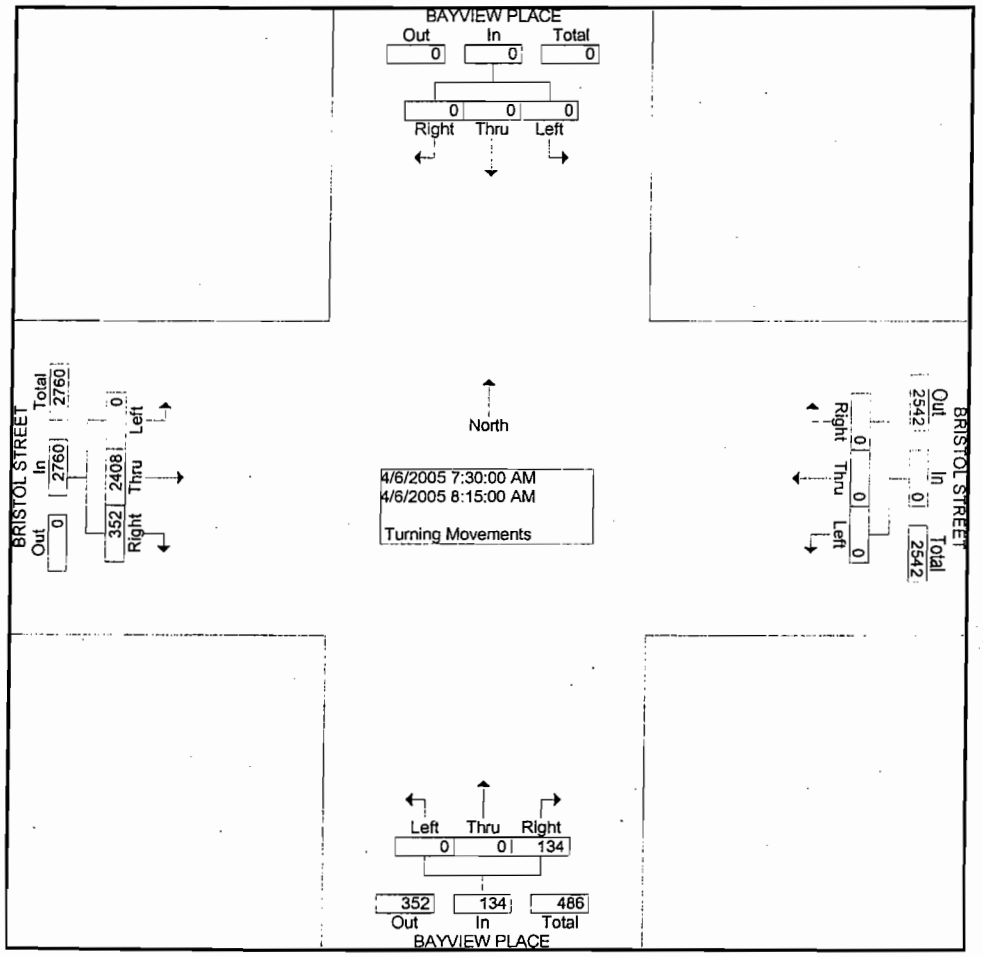
Groups Printed- Turning Movements

	BAYVIEW PLACE Southbound			BRISTOL STREET Westbound			BAYVIEW PLACE Northbound			BRISTOL STREET Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	0	0	0	0	15	0	0	42	363	0	420
07:15 AM	0	0	0	0	0	0	20	0	0	77	408	0	505
07:30 AM	0	0	0	0	0	0	34	0	0	83	598	0	715
07:45 AM	0	0	0	0	0	0	24	0	0	113	529	0	666
Total	0	0	0	0	0	0	93	0	0	315	1898	0	2306
08:00 AM	0	0	0	0	0	0	32	0	0	82	725	0	839
08:15 AM	0	0	0	0	0	0	44	0	0	74	556	0	674
08:30 AM	0	0	0	0	0	0	16	0	0	69	465	0	550
08:45 AM	0	0	0	0	0	0	14	0	0	65	516	0	595
Total	0	0	0	0	0	0	106	0	0	290	2262	0	2658
*** BREAK ***													
04:30 PM	0	0	0	0	0	0	94	0	0	12	515	0	621
04:45 PM	0	0	0	0	0	0	78	0	0	21	538	0	637
Total	0	0	0	0	0	0	172	0	0	33	1053	0	1258
05:00 PM	0	0	0	0	0	0	212	0	0	63	705	0	980
05:15 PM	0	0	0	0	0	0	194	0	0	18	760	0	972
05:30 PM	0	0	0	0	0	0	140	0	0	25	849	0	1014
05:45 PM	0	0	0	0	0	0	95	0	0	38	599	0	732
Total	0	0	0	0	0	0	641	0	0	144	2913	0	3698
06:00 PM	0	0	0	0	0	0	151	0	0	10	745	0	906
06:15 PM	0	0	0	0	0	0	72	0	0	13	511	0	596
Grand Total	0	0	0	0	0	0	1235	0	0	805	9382	0	11422
Apprch %	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	7.9	92.1	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	10.8	0.0	0.0	7.0	82.1	0.0	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503165
Site Code : 00000918
Start Date : 4/6/2005
Page No : 2

	BAYVIEW PLACE Southbound				BRISTOL STREET Westbound				BAYVIEW PLACE Northbound				BRISTOL STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 07:30 AM																	
Volume	0	0	0	0	0	0	0	0	134	0	0	134	352	2408	0	2760	2894
Percent	0.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		12.8	87.2	0.0		
08:00 Volume	0	0	0	0	0	0	0	0	32	0	0	32	82	725	0	807	839
Peak Factor																	0.862
High Int.	6:45:00 AM				6:45:00 AM				08:15 AM				08:00 AM				
Volume	0	0	0	0	0	0	0	0	44	0	0	44	82	725	0	807	
Peak Factor												0.761				0.855	



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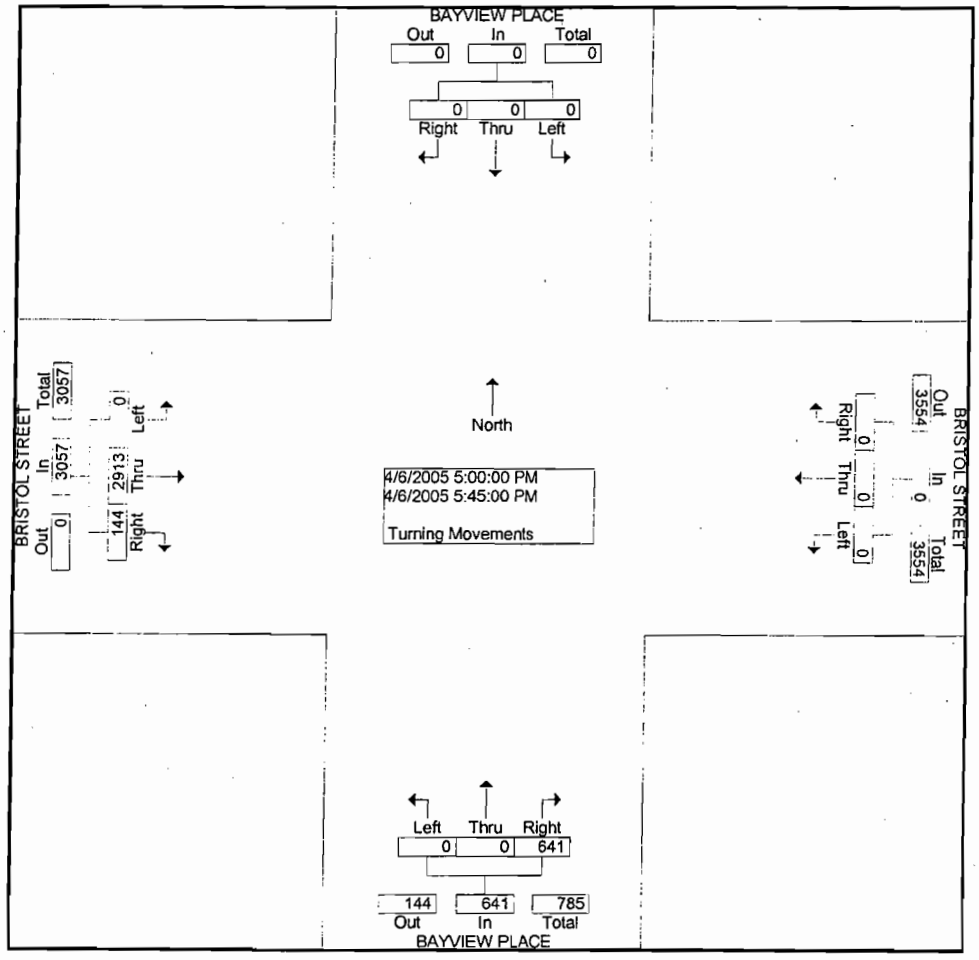
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503165
Site Code : 00000918
Start Date : 4/6/2005
Page No : 3

	BAYVIEW PLACE Southbound				BRISTOL STREET Westbound				BAYVIEW PLACE Northbound				BRISTOL STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection 05:00 PM																	
Volume	0	0	0	0	0	0	0	0	641	0	0	641	144	2913	0	3057	3698
Percent	0.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		4.7	95.3	0.0		
05:30 Volume	0	0	0	0	0	0	0	0	140	0	0	140	25	849	0	874	1014
Peak Factor																	0.912
High Int.									05:00 PM				05:30 PM				
Volume	0	0	0	0	0	0	0	0	212	0	0	212	25	849	0	874	
Peak Factor												0.756				0.874	



MA4995

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: MAC ARTHUR BOULEVARD
E-W Direction: BISON AVENUE

File Name : H0503178
Site Code : 00000916
Start Date : 4/14/2005
Page No : 1

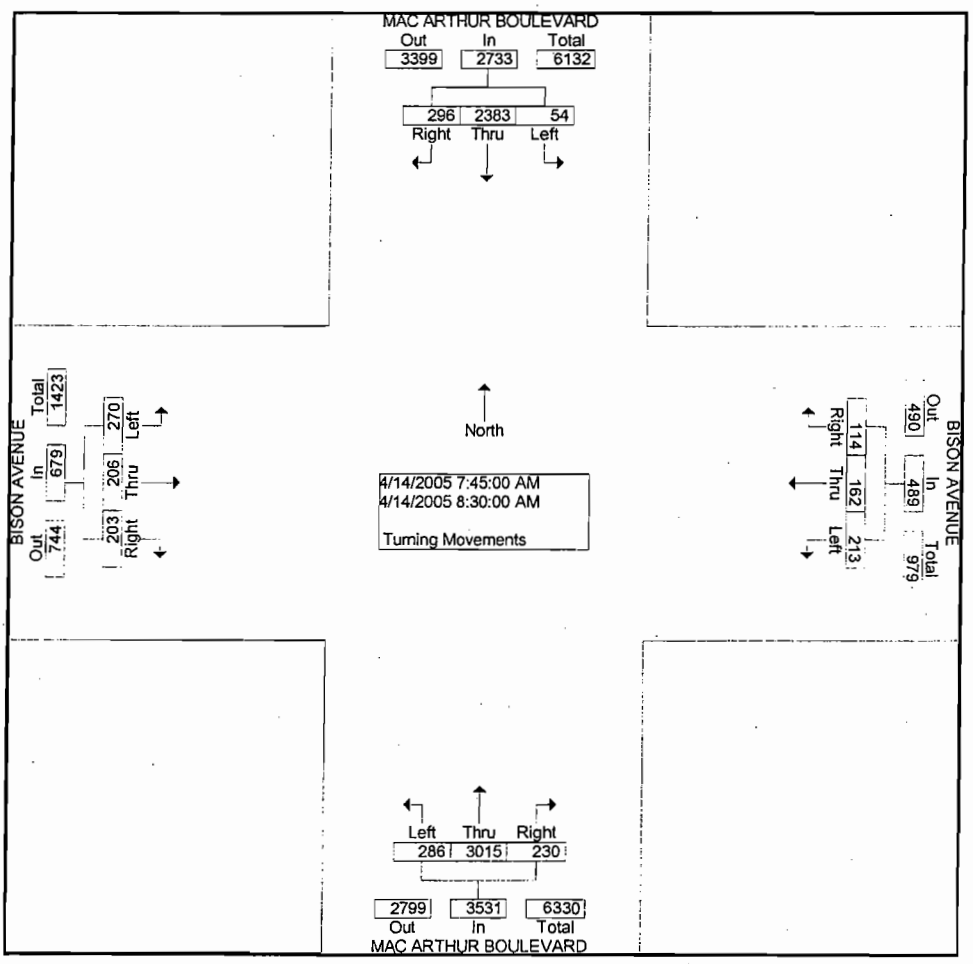
Groups Printed- Turning Movements

	MAC ARTHUR BOULEVARD Southbound			BISON AVENUE Westbound			MAC ARTHUR BOULEVARD Northbound			BISON AVENUE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	64	461	8	15	20	22	18	400	21	19	23	40	1111
07:15 AM	67	518	6	13	30	42	14	506	42	29	25	58	1350
07:30 AM	54	554	20	18	43	17	32	634	94	30	43	68	1607
07:45 AM	79	626	12	36	42	56	63	766	91	64	57	59	1951
Total	264	2159	46	82	135	137	127	2306	248	142	148	225	6019
08:00 AM	78	560	8	19	39	68	53	761	72	53	42	75	1828
08:15 AM	70	598	18	34	36	43	67	811	60	46	58	66	1907
08:30 AM	69	599	16	25	45	46	47	677	63	40	49	70	1746
08:45 AM	60	585	19	28	48	46	52	686	68	54	50	67	1763
Total	277	2342	61	106	168	203	219	2935	263	193	199	278	7244
*** BREAK ***													
04:30 PM	81	564	25	43	50	65	39	531	102	53	28	48	1629
04:45 PM	66	567	23	40	36	49	33	564	97	70	34	59	1638
Total	147	1131	48	83	86	114	72	1095	199	123	62	107	3267
05:00 PM	93	656	26	26	37	63	50	543	71	71	41	52	1729
05:15 PM	89	756	44	28	55	56	33	513	75	79	67	36	1831
05:30 PM	65	781	33	36	51	80	36	508	44	75	53	79	1841
05:45 PM	68	832	23	21	53	88	49	604	54	64	55	51	1962
Total	315	3025	126	111	196	287	168	2168	244	289	216	218	7363
06:00 PM	74	715	39	34	57	60	70	483	44	58	50	46	1730
06:15 PM	61	755	43	23	53	98	52	428	48	69	61	50	1741
Grand Total	1138	10127	363	439	695	899	708	9415	1046	874	736	924	27364
Apprch %	9.8	87.1	3.1	21.6	34.2	44.2	6.3	84.3	9.4	34.5	29.0	36.5	
Total %	4.2	37.0	1.3	1.6	2.5	3.3	2.6	34.4	3.8	3.2	2.7	3.4	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503178
Site Code : 00000916
Start Date : 4/14/2005

	MAC ARTHUR BOULEVARD Southbound				BISON AVENUE Westbound				MAC ARTHUR BOULEVARD Northbound				BISON AVENUE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	296	2383	54	2733	114	162	213	489	230	3015	286	3531	203	206	270	679	7432
Percent	10.8	87.2	2.0		23.3	33.1	43.6		6.5	85.4	8.1		29.9	30.3	39.8		
07:45 Volume	79	626	12	717	36	42	56	134	63	766	91	920	64	57	59	180	1951
Peak Factor																	0.952
High Int.	07:45 AM				07:45 AM				08:15 AM				07:45 AM				
Volume	79	626	12	717	36	42	56	134	67	811	60	938	64	57	59	180	
Peak Factor				0.953				0.912				0.941				0.943	



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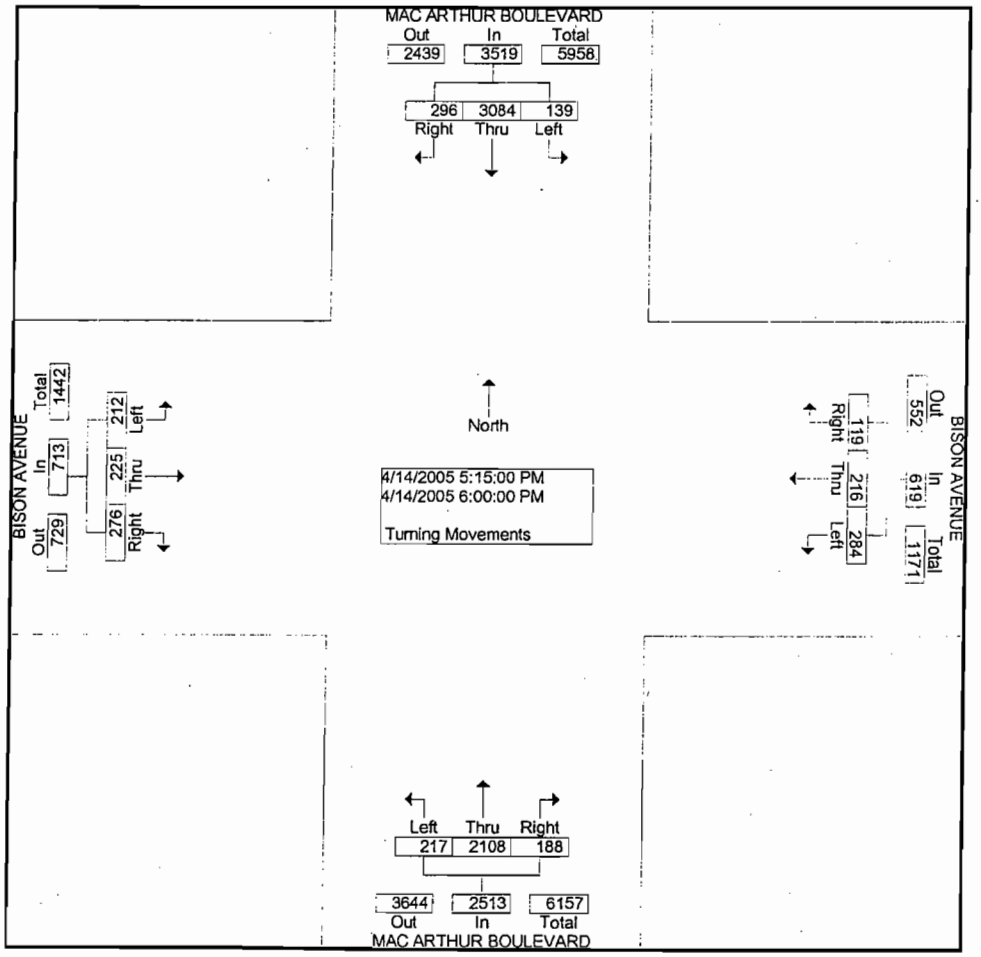
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503178
Site Code : 00000916
Start Date : 4/14/2005
Page No : 4

	MAC ARTHUR BOULEVARD Southbound				BISON AVENUE Westbound				MAC ARTHUR BOULEVARD Northbound				BISON AVENUE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	05:15 PM																
Volume	296	3084	139	3519	119	216	284	619	188	2108	217	2513	276	225	212	713	7364
Percent	8.4	87.6	3.9		19.2	34.9	45.9		7.5	83.9	8.6		38.7	31.6	29.7		
05:45 Volume	68	832	23	923	21	53	88	162	49	604	54	707	64	55	51	170	1962
Peak Factor																	0.938
High Int.	05:45 PM				05:30 PM				05:45 PM				05:30 PM				
Volume	68	832	23	923	36	51	80	167	49	604	54	707	75	53	79	207	
Peak Factor				0.953				0.927				0.889				0.861	



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MA 7135

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: MAC ARTHUR BOULEVARD
E-W Direction: SAN MIGUEL DRIVE

File Name : H0503180
Site Code : 00000245
Start Date : 4/13/2005
Page No : 1

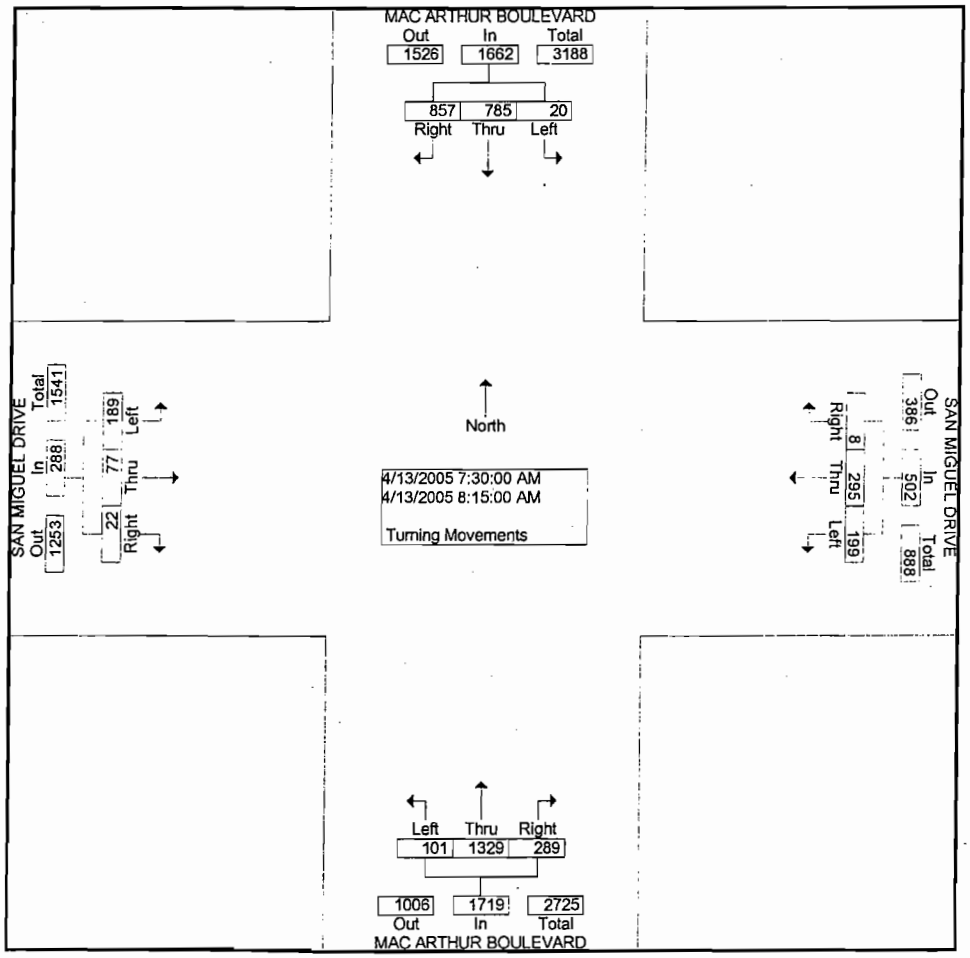
Groups Printed- Turning Movements

	MAC ARTHUR BOULEVARD Southbound			SAN MIGUEL DRIVE Westbound			MAC ARTHUR BOULEVARD Northbound			SAN MIGUEL DRIVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	72	165	4	2	25	51	49	313	11	5	8	8	713
07:15 AM	108	159	2	0	26	44	50	295	13	5	12	31	745
07:30 AM	221	206	1	3	55	33	70	341	13	4	13	33	993
07:45 AM	219	219	1	1	90	58	91	308	34	2	19	40	1082
Total	620	749	8	6	196	186	260	1257	71	16	52	112	3533
08:00 AM	196	166	16	2	83	73	83	375	26	6	25	54	1105
08:15 AM	221	194	2	2	67	35	45	305	28	10	20	62	991
08:30 AM	235	161	4	5	71	26	43	321	36	6	19	47	974
08:45 AM	250	207	2	5	111	38	51	263	46	9	35	56	1073
Total	902	728	24	14	332	172	222	1264	136	31	99	219	4143
*** BREAK ***													
04:30 PM	111	226	3	5	62	65	88	192	21	27	106	188	1094
04:45 PM	100	200	1	9	52	37	84	198	22	24	149	225	1101
Total	211	426	4	14	114	102	172	390	43	51	255	413	2195
05:00 PM	99	233	1	5	42	50	75	180	15	34	132	216	1082
05:15 PM	91	279	6	8	43	41	58	177	21	43	147	214	1128
05:30 PM	83	209	0	2	23	49	50	163	12	26	114	179	910
05:45 PM	73	240	0	5	30	66	50	135	13	18	105	148	883
Total	346	961	7	20	138	206	233	655	61	121	498	757	4003
06:00 PM	79	253	1	9	52	47	64	154	7	15	120	153	954
06:15 PM	61	259	0	1	30	40	58	153	18	18	98	115	851
Grand Total	2219	3376	44	64	862	753	1009	3873	336	252	1122	1769	15679
Apprch %	39.4	59.9	0.8	3.8	51.3	44.8	19.3	74.2	6.4	8.0	35.7	56.3	
Total %	14.2	21.5	0.3	0.4	5.5	4.8	6.4	24.7	2.1	1.6	7.2	11.3	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503180
Site Code : 00000245
Start Date : 4/13/2005
Page No : 2

	MAC ARTHUR BOULEVARD Southbound				SAN MIGUEL DRIVE Westbound				MAC ARTHUR BOULEVARD Northbound				SAN MIGUEL DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 07:30 AM																	
Volume	857	785	20	1662	8	295	199	502	289	1329	101	1719	22	77	189	288	4171
Percent	51.6	47.2	1.2		1.6	58.8	39.6		16.8	77.3	5.9		7.6	26.7	65.6		
08:00 Volume	196	166	16	378	2	83	73	158	83	375	26	484	6	25	54	85	1105
Peak Factor																	0.944
High Int.	07:45 AM				08:00 AM				08:00 AM				08:15 AM				
Volume	219	219	1	439	2	83	73	158	83	375	26	484	10	20	62	92	
Peak Factor				0.946				0.794				0.888				0.783	



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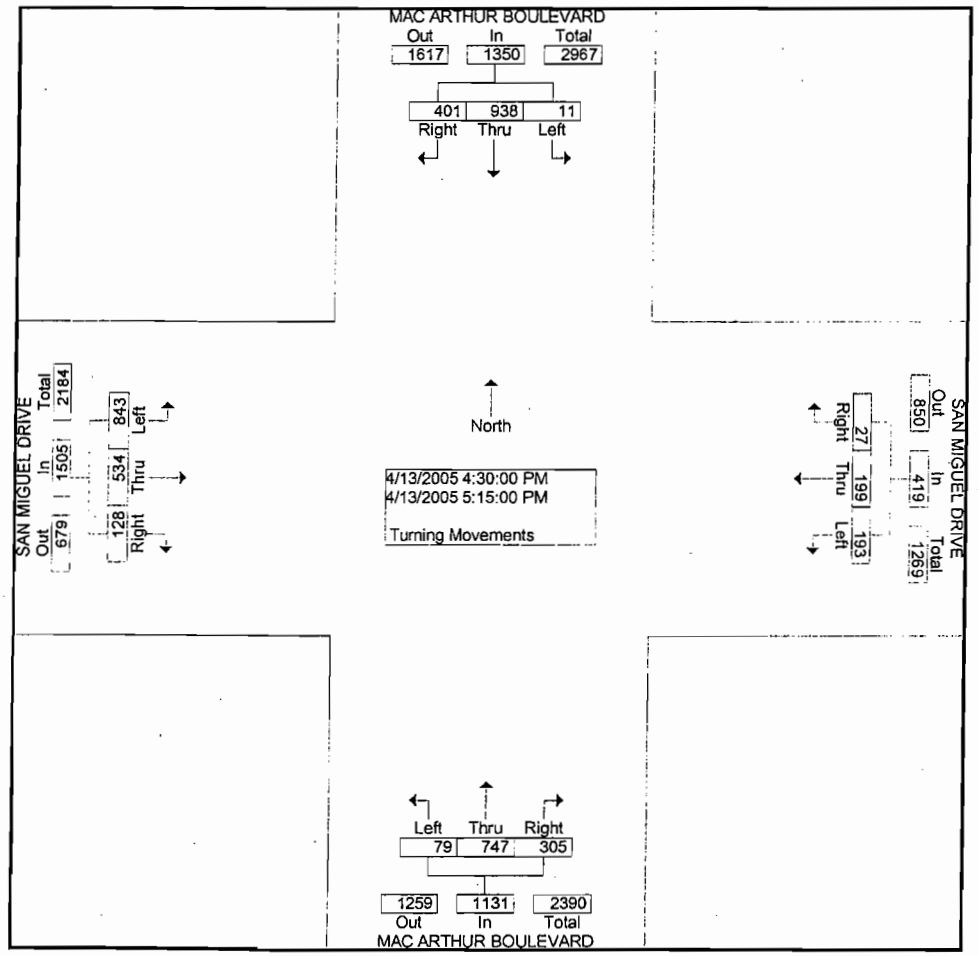
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503180
Site Code : 00000245
Start Date : 4/13/2005
Page No : 4

	MAC ARTHUR BOULEVARD Southbound				SAN MIGUEL DRIVE Westbound				MAC ARTHUR BOULEVARD Northbound				SAN MIGUEL DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	401	938	11	1350	27	199	193	419	305	747	79	1131	128	534	843	1505	4405
Percent	29.7	69.5	0.8		6.4	47.5	46.1		27.0	66.0	7.0		8.5	35.5	56.0		
05:15 Volume	91	279	6	376	8	43	41	92	58	177	21	256	43	147	214	404	1128
Peak Factor																	0.976
High Int.	05:15 PM				04:30 PM				04:45 PM				05:15 PM				
Volume	91	279	6	376	5	62	65	132	84	198	22	304	43	147	214	404	
Peak Factor				0.898				0.794				0.930				0.931	



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MA4985

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: MAC ARTHUR BOULEVARD
E-W Direction: FORD / BONITA CANYON

File Name : H0503179
Site Code : 00003874
Start Date : 4/13/2005
Page No : 1

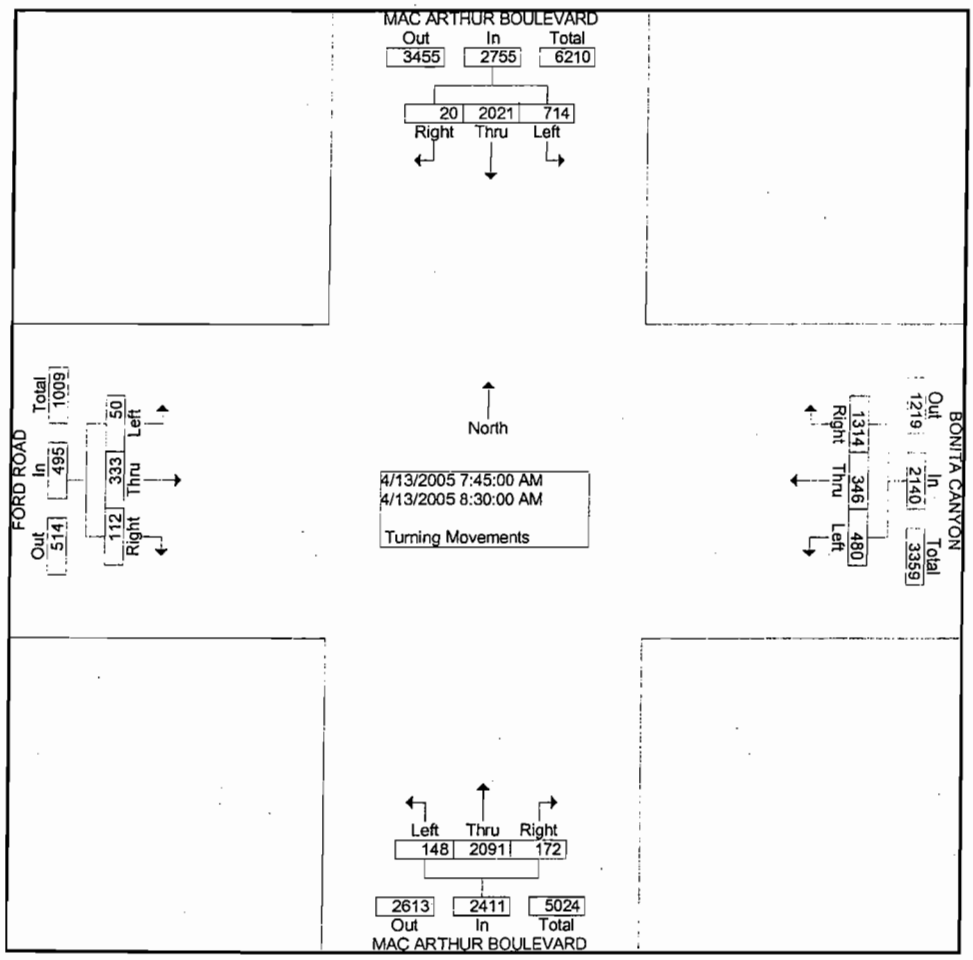
Groups Printed- Turning Movements

	MAC ARTHUR BOULEVARD Southbound			BONITA CANYON Westbound			MAC ARTHUR BOULEVARD Northbound			FORD ROAD Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	6	421	190	192	74	85	40	351	10	9	40	2	1420
07:15 AM	4	412	174	204	85	101	45	373	11	7	35	12	1463
07:30 AM	3	416	122	248	65	111	65	435	15	9	65	22	1576
07:45 AM	5	541	151	295	75	126	52	493	19	34	122	24	1937
Total	18	1790	637	939	299	423	202	1652	55	59	262	60	6396
08:00 AM	2	519	192	398	98	126	50	588	21	30	114	7	2145
08:15 AM	5	436	173	360	95	118	35	590	19	26	55	8	1920
08:30 AM	8	525	198	261	78	110	35	420	89	22	42	11	1799
08:45 AM	1	465	180	266	71	125	27	475	12	14	61	17	1714
Total	16	1945	743	1285	342	479	147	2073	141	92	272	43	7578
*** BREAK ***													
04:30 PM	17	369	231	169	74	52	109	497	16	6	93	8	1641
04:45 PM	10	442	315	178	40	46	114	508	21	15	112	6	1807
Total	27	811	546	347	114	98	223	1005	37	21	205	14	3448
05:00 PM	12	554	344	164	59	42	112	469	18	18	175	15	1982
05:15 PM	6	558	402	200	52	41	159	513	18	14	114	11	2088
05:30 PM	3	557	345	156	66	57	146	470	12	19	136	7	1974
05:45 PM	5	533	339	148	52	61	150	419	12	14	186	14	1933
Total	26	2202	1430	668	229	201	567	1871	60	65	611	47	7977
06:00 PM	5	554	303	133	64	53	133	418	16	14	142	10	1845
06:15 PM	7	531	337	140	55	51	124	378	10	12	111	12	1768
Grand Total	99	7833	3996	3512	1103	1305	1396	7397	319	263	1603	186	29012
Apprch %	0.8	65.7	33.5	59.3	18.6	22.0	15.3	81.2	3.5	12.8	78.1	9.1	
Total %	0.3	27.0	13.8	12.1	3.8	4.5	4.8	25.5	1.1	0.9	5.5	0.6	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503179
Site Code : 00003874
Start Date : 4/13/2005
Page No : 2

	MAC ARTHUR BOULEVARD Southbound				BONITA CANYON Westbound				MAC ARTHUR BOULEVARD Northbound				FORD ROAD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	20	2021	714	2755	1314	346	480	2140	172	2091	148	2411	112	333	50	495	7801
Percent	0.7	73.4	25.9		61.4	16.2	22.4		7.1	86.7	6.1		22.6	67.3	10.1		
08:00 Volume	2	519	192	713	398	98	126	622	50	588	21	659	30	114	7	151	2145
Peak Factor																	0.909
High Int.	08:30 AM				08:00 AM				08:00 AM				07:45 AM				
Volume	8	525	198	731	398	98	126	622	50	588	21	659	34	122	24	180	
Peak Factor				0.942				0.860				0.915				0.688	



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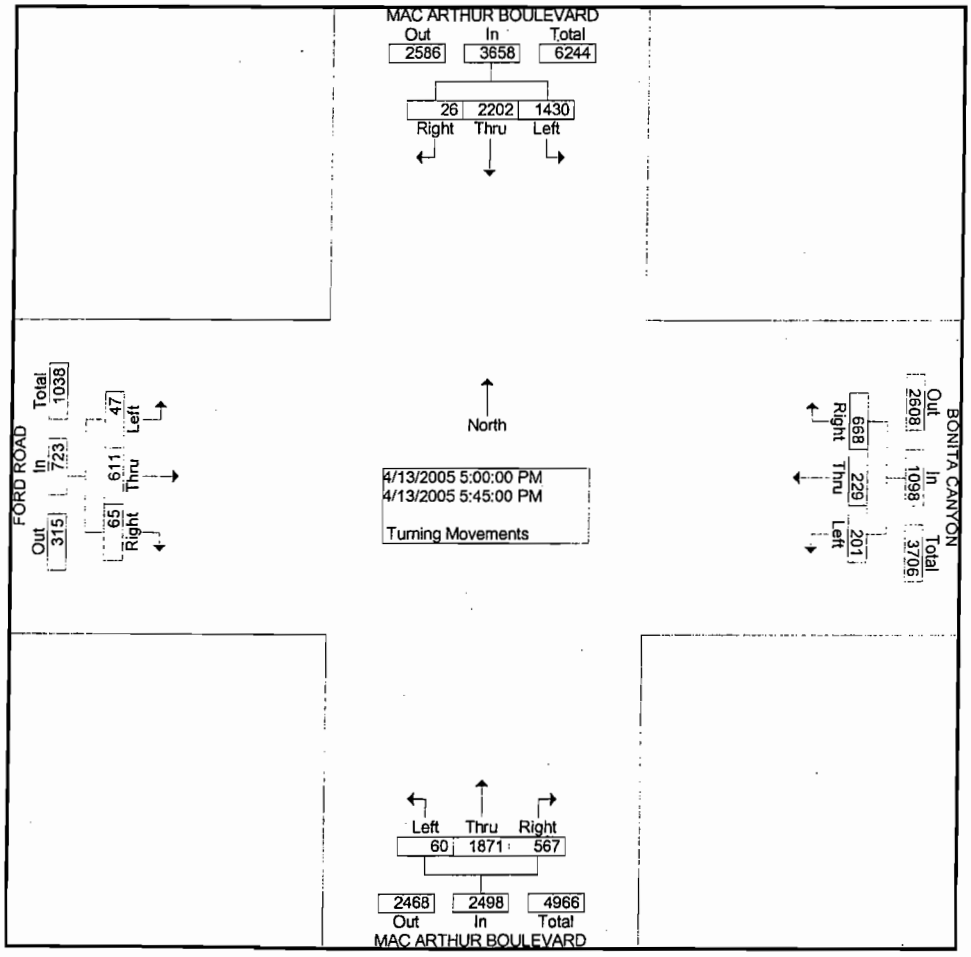
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503179
Site Code : 00003874
Start Date : 4/13/2005
Page No : 4

	MAC ARTHUR BOULEVARD Southbound				BONITA CANYON Westbound				MAC ARTHUR BOULEVARD Northbound				FORD ROAD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	26	2202	1430	3658	668	229	201	1098	567	1871	60	2498	65	611	47	723	7977
Percent	0.7	60.2	39.1		60.8	20.9	18.3		22.7	74.9	2.4		9.0	84.5	6.5		
05:15 Volume	6	558	402	966	200	52	41	293	159	513	18	690	14	114	11	139	2088
Peak Factor																	0.955
High Int.	05:15 PM				05:15 PM				05:15 PM				05:45 PM				
Volume	6	558	402	966	200	52	41	293	159	513	18	690	14	186	14	214	
Peak Factor				0.947				0.937				0.905				0.845	



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SJ 7305

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: SAN JOAQUIN HILLS ROAD
E-W Direction: SAN MIGUEL DRIVE

File Name : H0503182
Site Code : 00000975
Start Date : 4/6/2005
Page No : 1

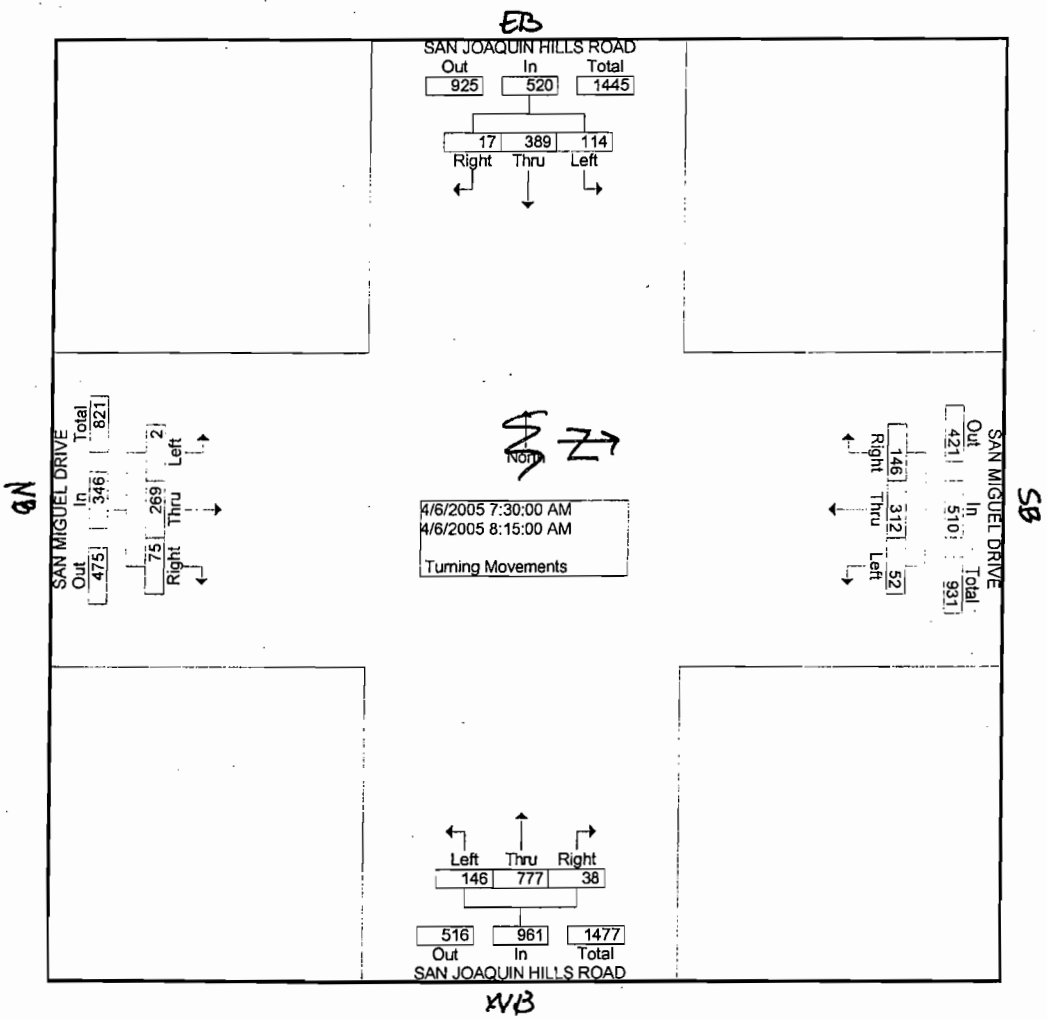
Groups Printed- Turning Movements

	SAN JOAQUIN HILLS ROAD Southbound EB			SAN MIGUEL DRIVE Westbound NB			SAN JOAQUIN HILLS ROAD Northbound WB			SAN MIGUEL DRIVE Eastbound SB			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	4	87	36	26	45	5	15	85	14	2	62	2	383
07:15 AM	3	86	19	20	51	11	8	78	13	3	49	0	341
07:30 AM	4	123	21	22	65	7	3	197	25	17	82	1	567
07:45 AM	3	86	45	48	88	15	13	177	41	16	69	0	601
Total	14	382	121	116	249	38	39	537	93	38	262	3	1892
08:00 AM	6	84	26	41	81	17	11	230	30	23	64	0	613
08:15 AM	4	96	22	35	78	13	11	173	50	19	54	1	556
08:30 AM	11	83	26	34	79	20	15	169	34	22	58	1	552
08:45 AM	4	114	38	25	87	12	18	161	58	14	45	0	576
Total	25	377	112	135	325	62	55	733	172	78	221	2	2297
*** BREAK ***													
04:30 PM	2	121	34	22	59	15	8	106	62	50	162	9	650
04:45 PM	3	168	62	29	51	15	13	115	43	53	131	4	687
Total	5	289	96	51	110	30	21	221	105	103	293	13	1337
05:00 PM	2	183	89	26	33	26	7	121	34	57	110	0	688
05:15 PM	4	184	133	19	39	31	9	85	38	73	127	0	742
05:30 PM	6	133	120	16	57	28	7	114	42	74	98	1	696
05:45 PM	6	210	101	27	47	27	19	107	30	52	78	1	705
Total	18	710	443	88	176	112	42	427	144	256	413	2	2831
06:00 PM	2	178	86	22	59	22	13	96	43	47	114	0	682
06:15 PM	2	118	71	25	69	11	10	110	62	41	82	2	603
Grand Total	66	2054	929	437	988	275	180	2124	619	563	1385	22	9642
Apprch %	2.2	67.4	30.5	25.7	58.1	16.2	6.2	72.7	21.2	28.6	70.3	1.1	
Total %	0.7	21.3	9.6	4.5	10.2	2.9	1.9	22.0	6.4	5.8	14.4	0.2	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503182
Site Code : 00000975
Start Date : 4/6/2005
Page No : 2

	SAN JOAQUIN HILLS ROAD Southbound				SAN MIGUEL DRIVE Westbound				SAN JOAQUIN HILLS ROAD Northbound				SAN MIGUEL DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	17	389	114	520	146	312	52	510	38	777	146	961	75	269	2	346	2337
Percent	3.3	74.8	21.9		28.6	61.2	10.2		4.0	80.9	15.2		21.7	77.7	0.6		
08:00 Volume	6	84	26	116	41	81	17	139	11	230	30	271	23	64	0	87	613
Peak Factor																	0.953
High Int.	07:30 AM				07:45 AM				08:00 AM				07:30 AM				
Volume	4	123	21	148	48	88	15	151	11	230	30	271	17	82	1	100	
Peak Factor				0.878				0.844				0.887				0.865	

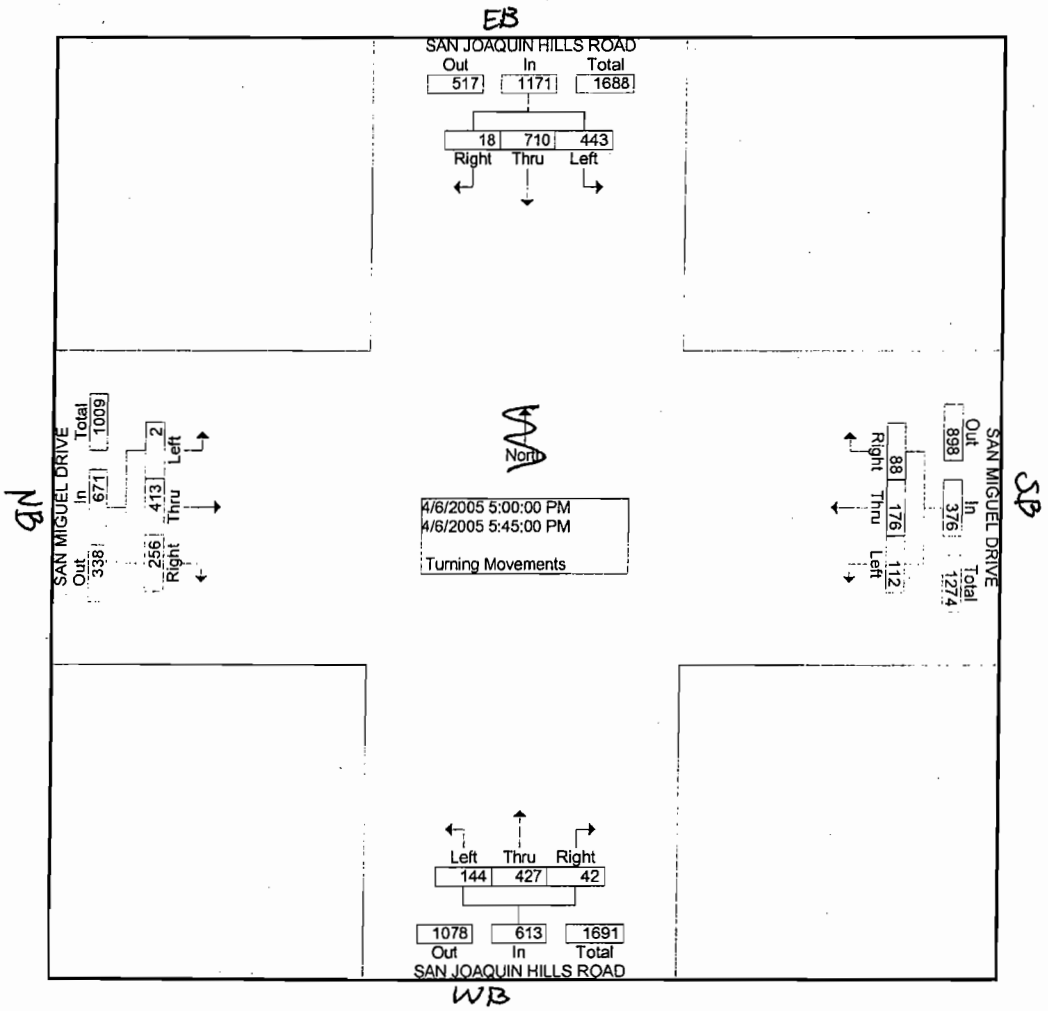


P300

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503182
Site Code : 00000975
Start Date : 4/6/2005
Page No : 3

Start Time	SAN JOAQUIN HILLS ROAD Southbound Right	Thru	Left	App. Total	SAN MIGUEL DRIVE Westbound Right	Thru	Left	App. Total	SAN JOAQUIN HILLS ROAD Northbound Right	Thru	Left	App. Total	SAN MIGUEL DRIVE Eastbound Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	18	710	443	1171	88	176	112	376	42	427	144	613	256	413	2	671	2831
Percent	1.5	60.6	37.8		23.4	46.8	29.8		6.9	69.7	23.5		38.2	61.5	0.3		
05:15 Volume	4	184	133	321	19	39	31	89	9	85	38	132	73	127	0	200	742
Peak Factor																	0.954
High Int.	05:15 PM				05:30 PM				05:30 PM				05:15 PM				
Volume	4	184	133	321	16	57	28	101	7	114	42	163	73	127	0	200	
Peak Factor				0.912				0.931				0.940				0.839	



P301

ST 5060

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: SANTA CRUZ DRIVE
E-W Direction: SAN JOAQUIN HILLS ROAD

File Name : H0503183
Site Code : 00000975
Start Date : 4/5/2005
Page No : 1

Groups Printed- Turning Movements

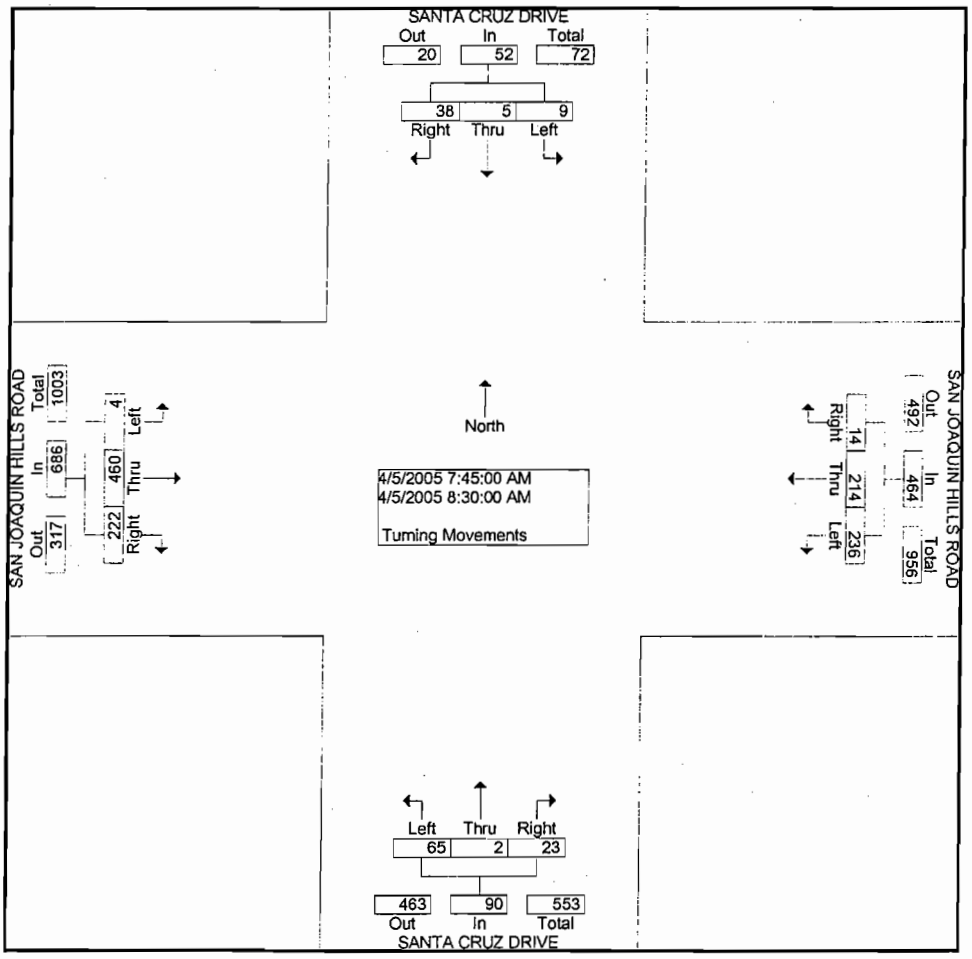
	SANTA CRUZ DRIVE Southbound			SAN JOAQUIN HILLS ROAD Westbound			SANTA CRUZ DRIVE Northbound			SAN JOAQUIN HILLS ROAD Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	8	2	3	4	32	10	5	0	9	32	94	2	201
07:15 AM	7	1	3	5	53	29	3	0	17	45	103	2	268
07:30 AM	9	4	5	2	70	38	2	0	10	45	104	0	289
07:45 AM	4	1	1	4	80	74	3	1	10	61	132	2	373
Total	28	8	12	15	235	151	13	1	46	183	433	6	1131
08:00 AM	18	1	4	2	47	46	6	1	13	51	101	2	292
08:15 AM	8	2	1	2	42	79	9	0	17	54	116	0	330
08:30 AM	8	1	3	6	45	37	5	0	25	56	111	0	297
08:45 AM	8	0	1	0	79	31	9	1	16	38	78	2	263
Total	42	4	9	10	213	193	29	2	71	199	406	4	1182
*** BREAK ***													
04:30 PM	13	1	6	4	92	5	37	5	76	58	82	3	382
04:45 PM	10	2	3	5	80	15	27	4	68	39	64	12	329
Total	23	3	9	9	172	20	64	9	144	97	146	15	711
05:00 PM	9	1	5	4	85	18	33	3	95	46	118	13	430
05:15 PM	9	0	9	7	98	6	30	5	92	38	107	0	401
05:30 PM	19	2	4	7	90	9	21	7	69	30	106	19	383
05:45 PM	12	3	6	12	101	11	21	5	60	53	178	9	471
Total	49	6	24	30	374	44	105	20	316	167	509	41	1685
06:00 PM	12	1	4	5	55	4	22	8	67	32	105	9	324
06:15 PM	8	1	3	4	96	21	15	1	52	32	103	7	343
Grand Total	162	23	61	73	1145	433	248	41	696	710	1702	82	5376
Apprch %	65.9	9.3	24.8	4.4	69.4	26.2	25.2	4.2	70.7	28.5	68.2	3.3	
Total %	3.0	0.4	1.1	1.4	21.3	8.1	4.6	0.8	12.9	13.2	31.7	1.5	

P302

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503183
Site Code : 00000975
Start Date : 4/5/2005
Page No : 2

	SANTA CRUZ DRIVE Southbound				SAN JOAQUIN HILLS ROAD Westbound				SANTA CRUZ DRIVE Northbound				SAN JOAQUIN HILLS ROAD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	38	5	9	52	14	214	236	464	23	2	65	90	222	460	4	686	1292
Percent	73.1	9.6	17.3		3.0	46.1	50.9		25.6	2.2	72.2		32.4	67.1	0.6		
07:45 Volume	4	1	1	6	4	80	74	158	3	1	10	14	61	132	2	195	373
Peak Factor																	0.866
High Int.	08:00 AM				07:45 AM				08:30 AM				07:45 AM				
Volume	18	1	4	23	4	80	74	158	5	0	25	30	61	132	2	195	
Peak Factor				0.565				0.734				0.750				0.879	

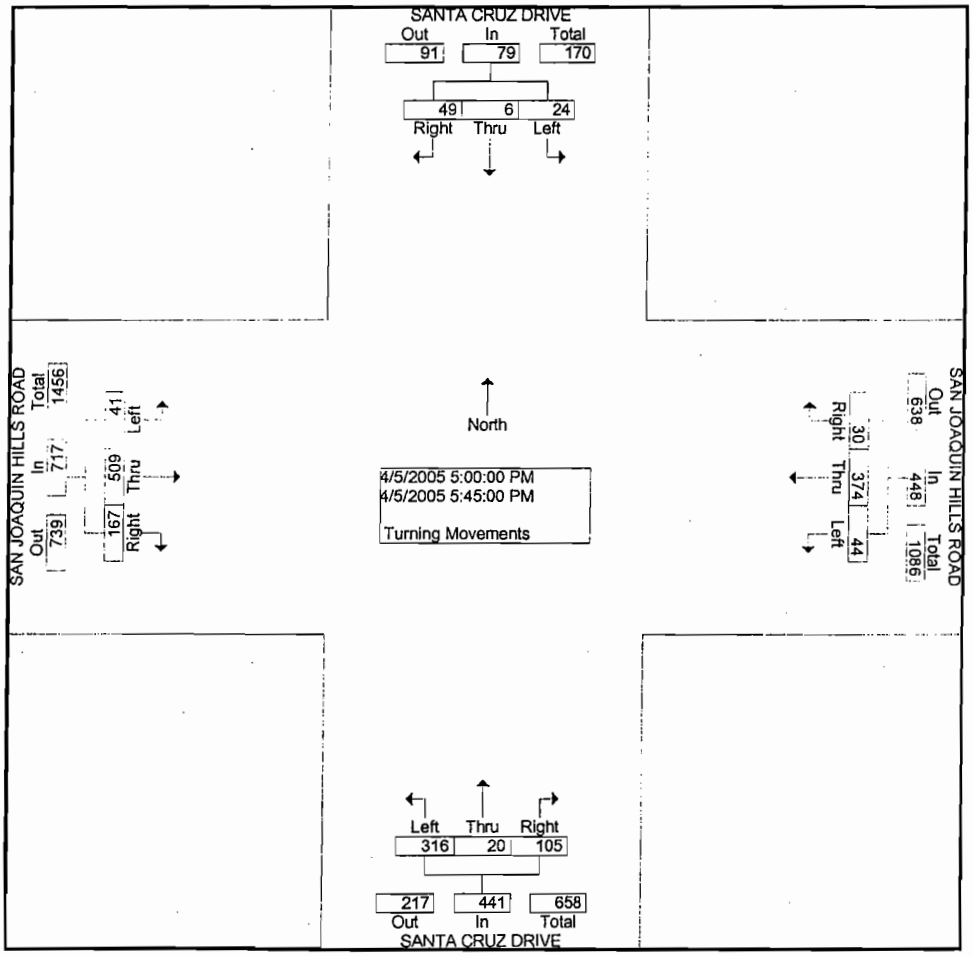


P 303

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503183
Site Code : 00000975
Start Date : 4/5/2005
Page No : 3

	SANTA CRUZ DRIVE Southbound				SAN JOAQUIN HILLS ROAD Westbound				SANTA CRUZ DRIVE Northbound				SAN JOAQUIN HILLS ROAD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	49	6	24	79	30	374	44	448	105	20	316	441	167	509	41	717	1685
Percent	62.0	7.6	30.4		6.7	83.5	9.8		23.8	4.5	71.7		23.3	71.0	5.7		
05:45 Volume	12	3	6	21	12	101	11	124	21	5	60	86	53	178	9	240	471
Peak Factor																	0.894
High Int.	05:30 PM				05:45 PM				05:00 PM				05:45 PM				
Volume	19	2	4	25	12	101	11	124	33	3	95	131	53	178	9	240	
Peak Factor				0.790				0.903				0.842				0.747	



P304

SJ 5065

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: SANTA ROSA DRIVE
E-W Direction: SAN JOAQUIN HILLS ROAD

File Name : H0503184
Site Code : 00000975
Start Date : 4/6/2005
Page No : 1

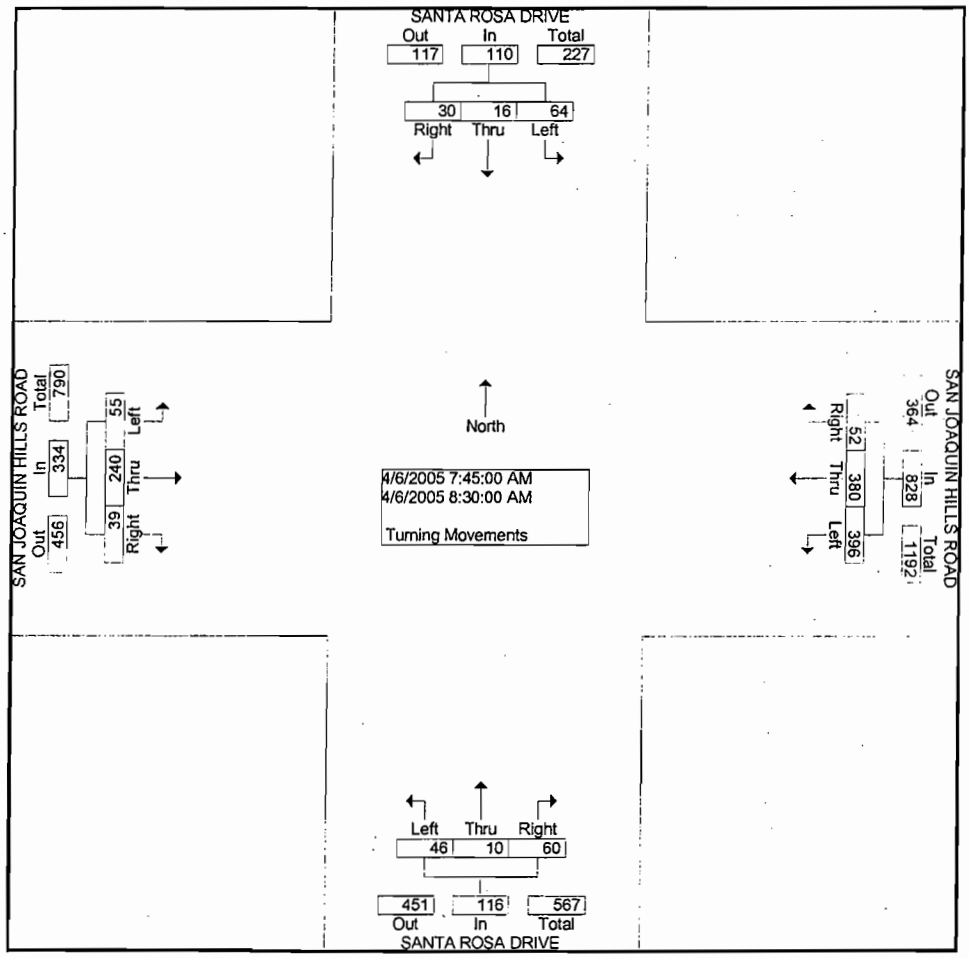
Groups Printed- Turning Movements

	SANTA ROSA DRIVE Southbound			SAN JOAQUIN HILLS ROAD Westbound			SANTA ROSA DRIVE Northbound			SAN JOAQUIN HILLS ROAD Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	2	0	5	17	18	73	15	3	4	2	47	21	207
07:15 AM	5	1	10	19	60	81	13	4	5	6	51	17	272
07:30 AM	2	0	15	14	86	78	11	1	3	8	64	10	292
07:45 AM	5	5	20	16	106	157	10	6	11	19	75	14	444
Total	14	6	50	66	270	389	49	14	23	35	237	62	1215
08:00 AM	5	4	7	14	77	98	12	3	10	16	73	15	334
08:15 AM	9	6	11	6	106	77	15	1	12	0	49	15	307
08:30 AM	11	1	26	16	91	64	23	0	13	4	43	11	303
08:45 AM	8	3	28	22	94	121	17	1	16	11	58	14	393
Total	33	14	72	58	368	360	67	5	51	31	223	55	1337
*** BREAK ***													
04:30 PM	11	3	23	16	43	94	80	9	35	15	99	7	435
04:45 PM	14	5	30	35	50	50	102	3	25	6	145	14	479
Total	25	8	53	51	93	144	182	12	60	21	244	21	914
05:00 PM	7	1	9	16	44	70	122	8	55	11	147	5	495
05:15 PM	16	2	20	10	37	79	92	8	41	24	137	9	475
05:30 PM	12	2	10	8	59	79	78	1	55	22	146	5	477
05:45 PM	8	1	11	21	61	91	102	6	38	34	135	12	520
Total	43	6	50	55	201	319	394	23	189	91	565	31	1967
06:00 PM	6	1	15	22	58	83	99	1	34	33	117	17	486
06:15 PM	9	5	13	15	35	107	77	5	28	30	90	16	430
Grand Total	130	40	253	267	1025	1402	868	60	385	241	1476	202	6349
Apprch %	30.7	9.5	59.8	9.9	38.0	52.0	66.1	4.6	29.3	12.6	76.9	10.5	
Total %	2.0	0.6	4.0	4.2	16.1	22.1	13.7	0.9	6.1	3.8	23.2	3.2	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503184
Site Code : 00000975
Start Date : 4/6/2005

	SANTA ROSA DRIVE Southbound				SAN JOAQUIN HILLS ROAD Westbound				SANTA ROSA DRIVE Northbound				SAN JOAQUIN HILLS ROAD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	30	16	64	110	52	380	396	828	60	10	46	116	39	240	55	334	1388
Percent	27.3	14.5	58.2		6.3	45.9	47.8		51.7	8.6	39.7		11.7	71.9	16.5		
07:45 Volume	5	5	20	30	16	106	157	279	10	6	11	27	19	75	14	108	444
Peak Factor																	0.782
High Int.	08:30 AM				07:45 AM				08:30 AM				07:45 AM				
Volume	11	1	26	38	16	106	157	279	23	0	13	36	19	75	14	108	
Peak Factor				0.724				0.742				0.806				0.773	



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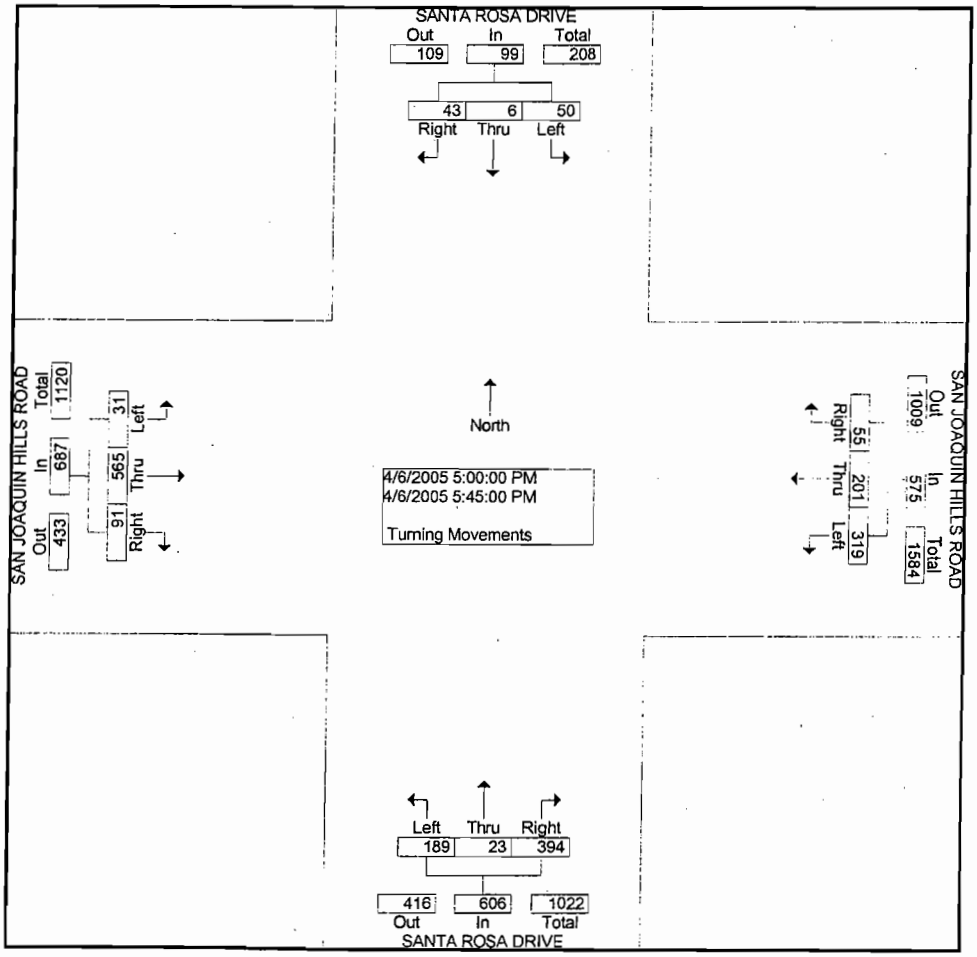
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503184
Site Code : 00000975
Start Date : 4/6/2005
Page No : 3

	SANTA ROSA DRIVE Southbound				SAN JOAQUIN HILLS ROAD Westbound				SANTA ROSA DRIVE Northbound				SAN JOAQUIN HILLS ROAD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	43	6	50	99	55	201	319	575	394	23	189	606	91	565	31	687	1967
Percent	43.4	6.1	50.5		9.6	35.0	55.5		65.0	3.8	31.2		13.2	82.2	4.5		
05:45 Volume	8	1	11	20	21	61	91	173	102	6	38	146	34	135	12	181	520
Peak Factor																	0.946
High Int.	05:15 PM				05:45 PM				05:00 PM				05:45 PM				
Volume	16	2	20	38	21	61	91	173	122	8	55	185	34	135	12	181	
Peak Factor				0.651				0.831				0.819				0.949	



P307

CH6800

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: POPPY AVENUE
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0503170
Site Code : 00000918
Start Date : 4/5/2005
Page No : 1

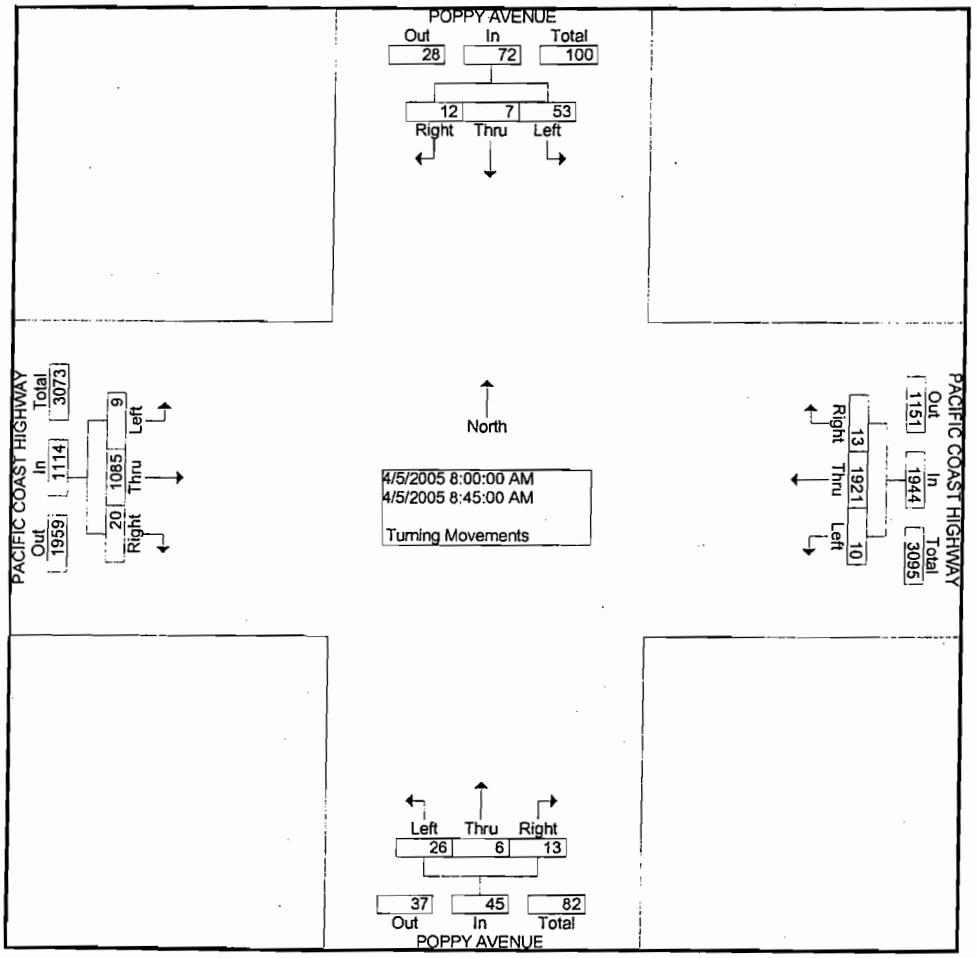
Groups Printed- Turning Movements

	POPPY AVENUE Southbound			PACIFIC COAST HIGHWAY Westbound			POPPY AVENUE Northbound			PACIFIC COAST HIGHWAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	2	3	8	2	323	4	2	2	2	1	206	5	560
07:15 AM	3	2	7	5	420	2	4	3	2	5	243	1	697
07:30 AM	2	2	12	2	513	1	0	2	3	3	256	3	799
07:45 AM	4	1	4	4	384	1	0	4	2	5	231	2	642
Total	11	8	31	13	1640	8	6	11	9	14	936	11	2698
08:00 AM	2	1	19	5	499	3	3	2	7	6	263	2	812
08:15 AM	5	2	13	3	415	4	5	2	5	5	260	2	721
08:30 AM	4	2	9	5	484	3	2	1	5	4	299	4	822
08:45 AM	1	2	12	0	523	0	3	1	9	5	263	1	820
Total	12	7	53	13	1921	10	13	6	26	20	1085	9	3175
*** BREAK ***													
04:30 PM	5	1	19	8	371	2	10	2	3	0	485	5	911
04:45 PM	10	6	15	5	341	2	9	3	6	5	480	4	886
Total	15	7	34	13	712	4	19	5	9	5	965	9	1797
05:00 PM	11	2	15	7	328	3	11	5	2	6	520	4	914
05:15 PM	15	1	17	6	359	1	3	4	12	8	572	6	1004
05:30 PM	14	1	16	5	401	6	9	5	4	7	446	5	919
05:45 PM	12	3	19	8	324	5	4	6	7	5	318	4	715
Total	52	7	67	26	1412	15	27	20	25	26	1856	19	3552
06:00 PM	14	1	11	7	242	1	6	5	3	6	357	2	655
06:15 PM	11	0	16	5	353	2	4	7	14	7	477	4	900
Grand Total	115	30	212	77	6280	40	75	54	86	78	5676	54	12777
Apprch %	32.2	8.4	59.4	1.2	98.2	0.6	34.9	25.1	40.0	1.3	97.7	0.9	
Total %	0.9	0.2	1.7	0.6	49.2	0.3	0.6	0.4	0.7	0.6	44.4	0.4	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503170
Site Code : 00000918
Start Date : 4/5/2005
Page No : 2

	POPPY AVENUE Southbound				PACIFIC COAST HIGHWAY Westbound				POPPY AVENUE Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 08:00 AM																	
Volume	12	7	53	72	13	1921	10	1944	13	6	26	45	20	1085	9	1114	3175
Percent	16.7	9.7	73.6		0.7	98.8	0.5		28.9	13.3	57.8		1.8	97.4	0.8		
08:30 Volume	4	2	9	15	5	484	3	492	2	1	5	8	4	299	4	307	822
Peak Factor																	0.966
High Int.	08:00 AM				08:45 AM				08:45 AM				08:30 AM				
Volume	2	1	19	22	0	523	0	523	3	1	9	13	4	299	4	307	
Peak Factor				0.818				0.929				0.865				0.907	



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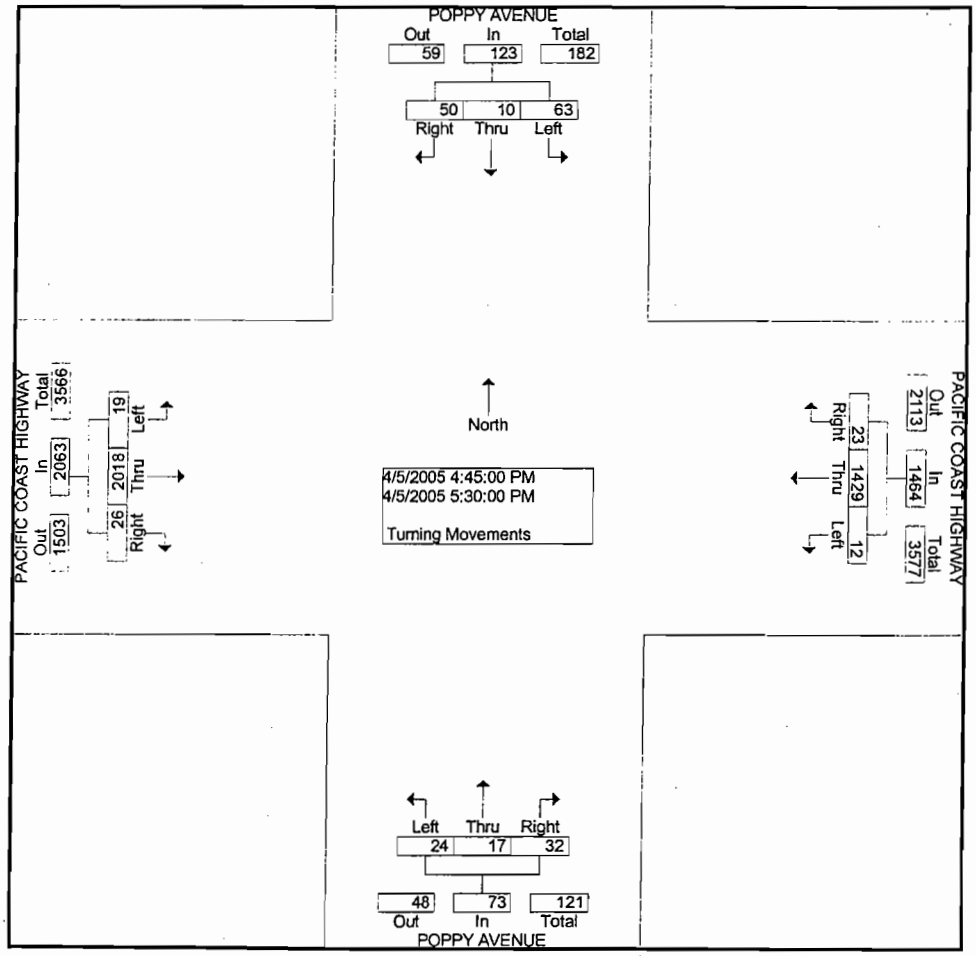
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503170
Site Code : 00000918
Start Date : 4/5/2005
Page No : 3

	POPPY AVENUE Southbound				PACIFIC COAST HIGHWAY Westbound				POPPY AVENUE Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:00 PM to 06:15 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	50	10	63	123	23	1429	12	1464	32	17	24	73	26	2018	19	2063	3723
Percent	40.7	8.1	51.2		1.6	97.6	0.8		43.8	23.3	32.9		1.3	97.8	0.9		
05:15 Volume	15	1	17	33	6	359	1	366	3	4	12	19	8	572	6	586	1004
Peak Factor																	0.927
High Int.	05:15 PM				05:30 PM				05:15 PM				05:15 PM				
Volume	15	1	17	33	5	401	6	412	3	4	12	19	8	572	6	586	
Peak Factor				0.932				0.888				0.961				0.880	



P310

NE1310

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: NEWPORT BOULEVARD
E-W Direction: 32ND STREET

File Name : H0503186
Site Code : 00000918
Start Date : 4/6/2005
Page No : 1

Groups Printed- Turning Movements

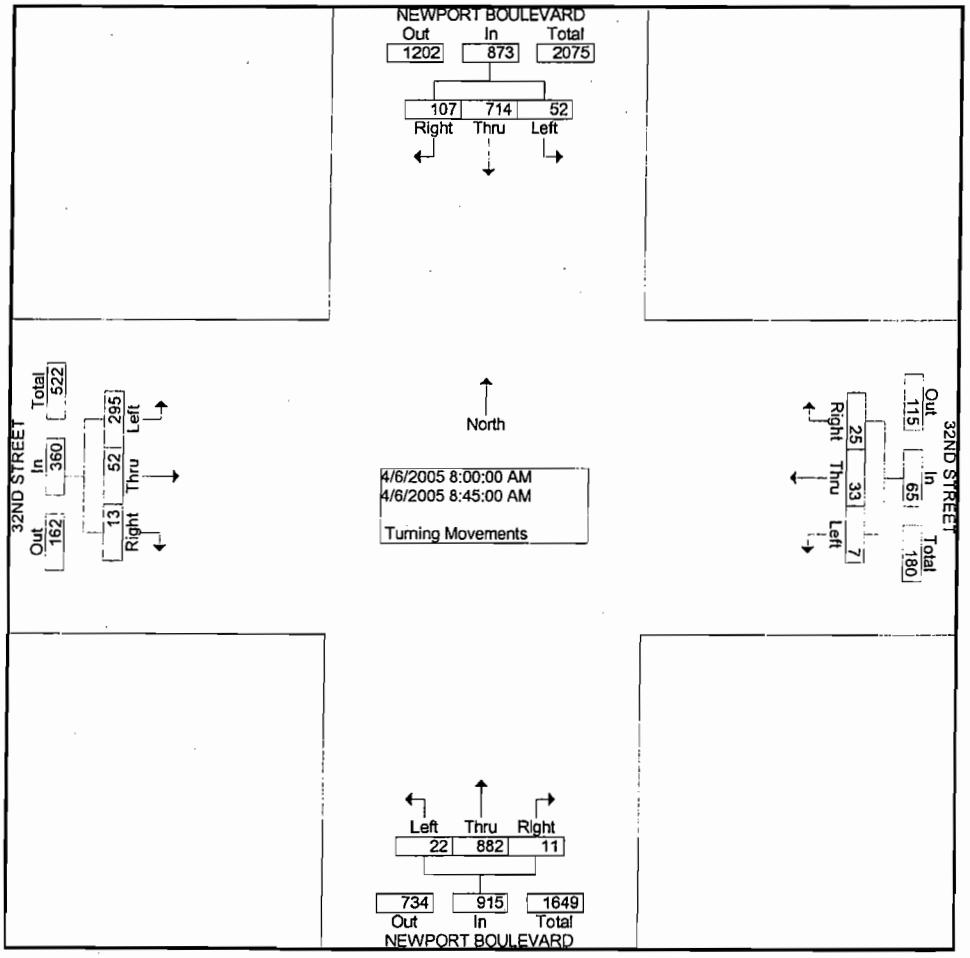
	NEWPORT BOULEVARD Southbound			32ND STREET Westbound			NEWPORT BOULEVARD Northbound			32ND STREET Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	20	105	3	4	6	2	0	164	3	1	6	53	367
07:15 AM	8	130	9	6	3	1	0	200	2	2	2	79	442
07:30 AM	23	137	18	17	11	7	4	232	5	3	7	74	538
07:45 AM	14	162	13	8	3	2	1	249	3	3	6	71	535
Total	65	534	43	35	23	12	5	845	13	9	21	277	1882
08:00 AM	29	138	10	7	11	0	0	210	5	3	4	69	486
08:15 AM	31	152	15	10	7	2	0	200	4	3	14	75	513
08:30 AM	20	238	10	4	6	2	6	211	6	3	18	84	608
08:45 AM	27	186	17	4	9	3	5	261	7	4	16	67	606
Total	107	714	52	25	33	7	11	882	22	13	52	295	2213
*** BREAK ***													
04:30 PM	34	351	21	13	15	4	0	235	6	9	8	54	750
04:45 PM	36	314	19	11	13	2	2	249	9	6	4	34	699
Total	70	665	40	24	28	6	2	484	15	15	12	88	1449
05:00 PM	34	289	11	11	35	1	4	195	12	1	11	54	658
05:15 PM	69	300	26	13	5	3	1	244	15	2	11	44	733
05:30 PM	71	477	18	13	16	4	0	254	21	3	0	47	924
05:45 PM	66	397	16	7	7	8	1	231	10	5	5	57	810
Total	240	1463	71	44	63	16	6	924	58	11	27	202	3125
06:00 PM	68	507	22	6	6	6	0	283	9	6	2	43	958
06:15 PM	39	451	17	9	8	4	6	239	5	4	1	46	829
Grand Total	589	4334	245	143	161	51	30	3657	122	58	115	951	10456
Apprch %	11.4	83.9	4.7	40.3	45.4	14.4	0.8	96.0	3.2	5.2	10.2	84.6	
Total %	5.6	41.4	2.3	1.4	1.5	0.5	0.3	35.0	1.2	0.6	1.1	9.1	

P311

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503186
Site Code : 00000918
Start Date : 4/6/2005

	NEWPORT BOULEVARD Southbound				32ND STREET Westbound				NEWPORT BOULEVARD Northbound				32ND STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 08:00 AM																	
Volume	107	714	52	873	25	33	7	65	11	882	22	915	13	52	295	360	2213
Percent	12.3	81.8	6.0		38.5	50.8	10.8		1.2	96.4	2.4		3.6	14.4	81.9		
08:30 Volume	20	238	10	268	4	6	2	12	6	211	6	223	3	18	84	105	608
Peak Factor																	0.910
High Int.	08:30 AM				08:15 AM				08:45 AM				08:30 AM				
Volume	20	238	10	268	10	7	2	19	5	261	7	273	3	18	84	105	
Peak Factor				0.814				0.855				0.838				0.857	



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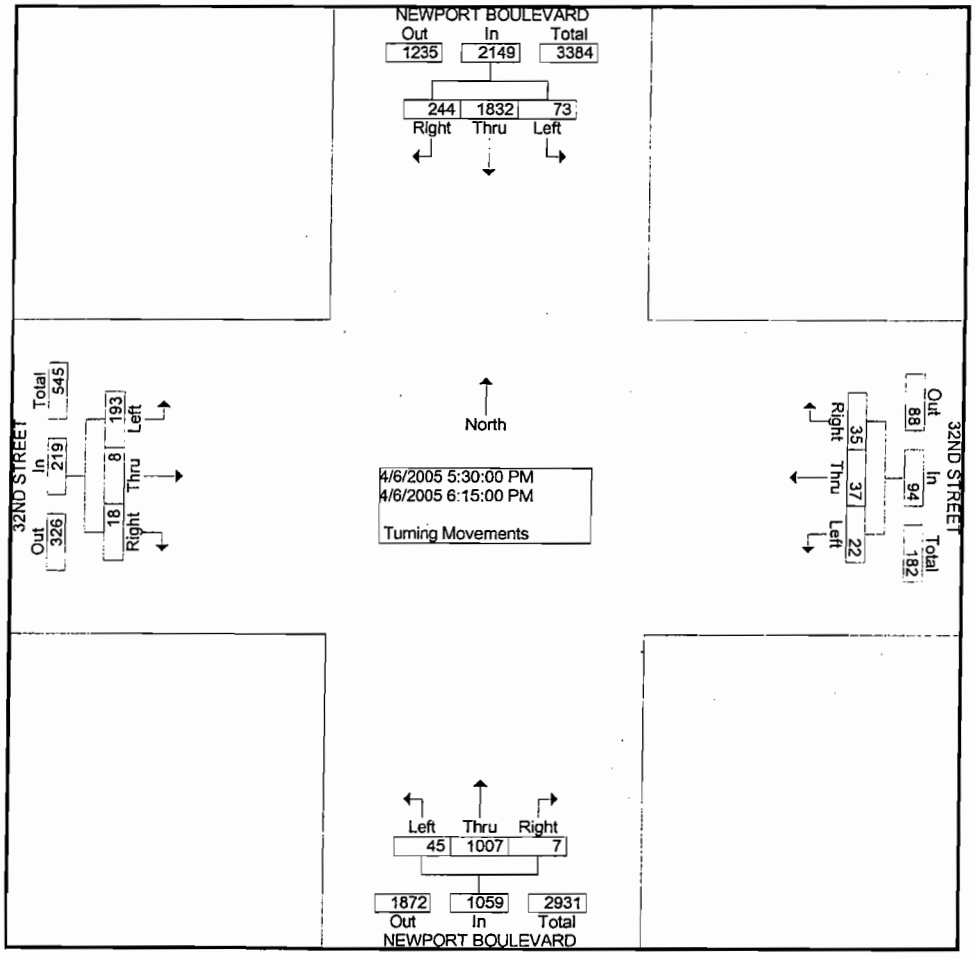
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503186
Site Code : 00000918
Start Date : 4/6/2005
Page No : 3

	NEWPORT BOULEVARD Southbound				32ND STREET Westbound				NEWPORT BOULEVARD Northbound				32ND STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	05:30 PM																
Volume	244	1832	73	2149	35	37	22	94	7	1007	45	1059	18	8	193	219	3521
Percent	11.4	85.2	3.4		37.2	39.4	23.4		0.7	95.1	4.2		8.2	3.7	88.1		
06:00 Volume	68	507	22	597	6	6	6	18	0	283	9	292	6	2	43	51	958
Peak Factor																	0.919
High Int.	06:00 PM				05:30 PM				06:00 PM				05:45 PM				
Volume	68	507	22	597	13	16	4	33	0	283	9	292	5	5	57	67	
Peak Factor				0.900				0.712				0.907				0.817	



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NE 1415

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: NEWPORT BOULEVARD
E-W Direction: VIA LIDO

File Name : H0503185
Site Code : 00000924
Start Date : 4/5/2005
Page No : 1

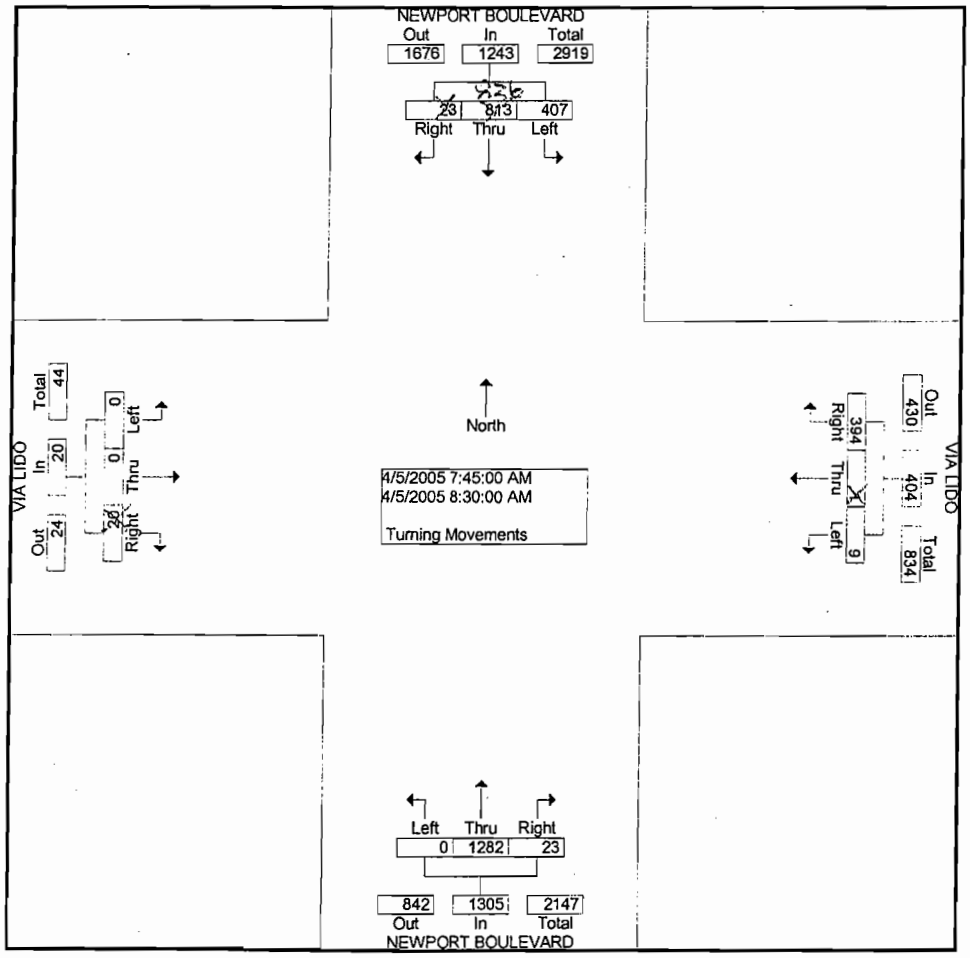
Groups Printed- Turning Movements

	NEWPORT BOULEVARD Southbound			VIA LIDO Westbound			NEWPORT BOULEVARD Northbound			VIA LIDO Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	2	130	61	46	0	1	3	194	0	3	0	0	440
07:15 AM	0	115	68	55	0	1	18	207	0	1	0	0	465
07:30 AM	3	162	84	90	0	1	7	349	0	3	0	0	699
07:45 AM	2	236	115	105	0	1	6	362	0	2	0	0	829
Total	7	643	328	296	0	4	34	1112	0	9	0	0	2433
08:00 AM	9	196	105	94	0	2	9	299	0	3	0	0	717
08:15 AM	4	197	108	91	1	1	3	309	0	6	0	0	720
08:30 AM	8	184	79	104	0	5	5	312	0	9	0	0	706
08:45 AM	6	254	122	126	0	2	5	294	0	3	0	0	812
Total	27	831	414	415	1	10	22	1214	0	21	0	0	2955
*** BREAK ***													
04:30 PM	11	383	105	122	0	6	7	313	0	1	0	0	948
04:45 PM	12	377	151	121	0	6	15	280	0	6	0	0	968
Total	23	760	256	243	0	12	22	593	0	7	0	0	1916
05:00 PM	19	391	122	177	0	3	22	316	0	1	0	0	1051
05:15 PM	21	395	119	171	0	3	15	246	0	13	0	0	983
05:30 PM	22	474	152	135	0	7	5	269	0	9	0	0	1073
05:45 PM	19	466	132	137	1	8	14	288	0	5	0	0	1070
Total	81	1726	525	620	1	21	56	1119	0	28	0	0	4177
06:00 PM	27	507	140	136	0	6	20	329	0	13	0	0	1178
06:15 PM	10	538	93	106	0	7	9	288	0	2	0	0	1053
Grand Total	175	5005	1756	1816	2	60	163	4655	0	80	0	0	13712
Apprch %	2.5	72.2	25.3	96.7	0.1	3.2	3.4	96.6	0.0	100.0	0.0	0.0	
Total %	1.3	36.5	12.8	13.2	0.0	0.4	1.2	33.9	0.0	0.6	0.0	0.0	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503185
Site Code : 00000924
Start Date : 4/5/2005
Page No : 2

	NEWPORT BOULEVARD Southbound				VIA LIDO Westbound				NEWPORT BOULEVARD Northbound				VIA LIDO Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	23	813	407	1243	394	1	9	404	23	1282	0	1305	20	0	0	20	2972
Percent	1.9	65.4	32.7		97.5	0.2	2.2		1.8	98.2	0.0		100.0	0.0	0.0		
07:45 Volume	2	236	115	353	105	0	1	106	6	362	0	368	2	0	0	2	829
Peak Factor																	0.896
High Int.	07:45 AM				08:30 AM				07:45 AM				08:30 AM				
Volume	2	236	115	353	104	0	5	109	6	362	0	368	9	0	0	9	
Peak Factor				0.880				0.927				0.887				0.556	



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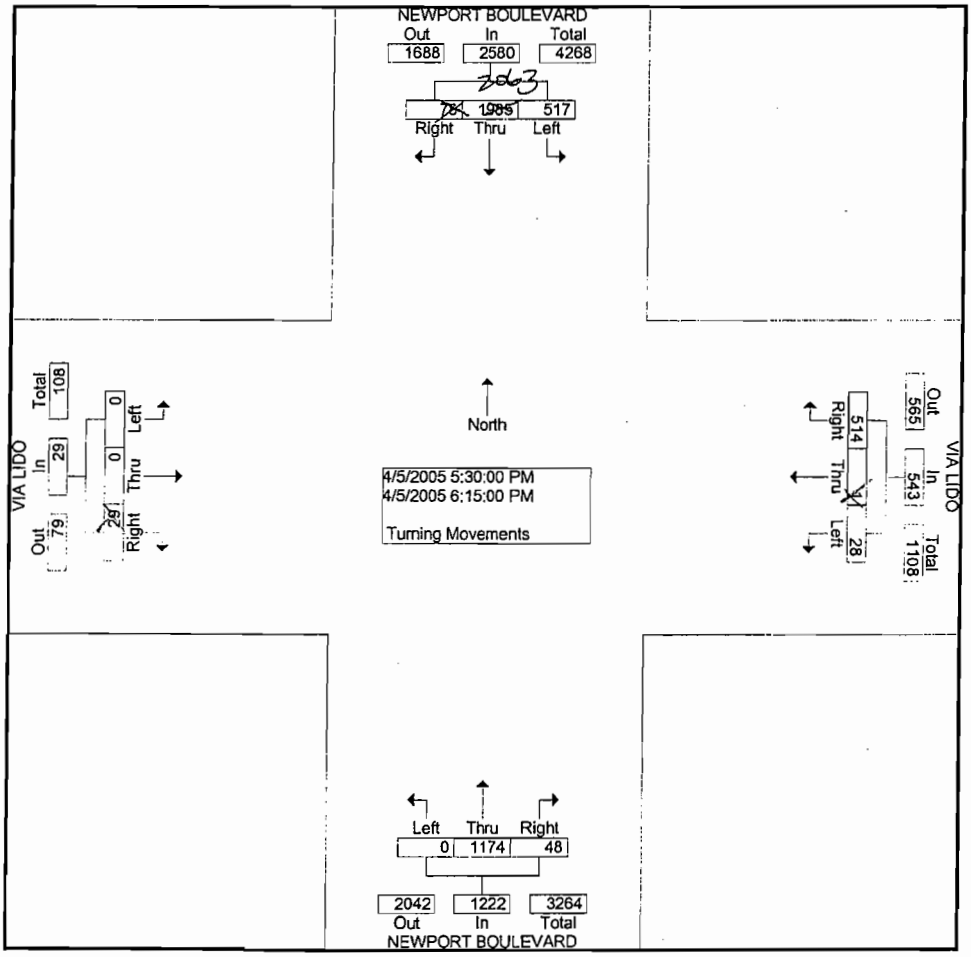
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503185
Site Code : 00000924
Start Date : 4/5/2005
Page No : 3

	NEWPORT BOULEVARD Southbound				VIA LIDO Westbound				NEWPORT BOULEVARD Northbound				VIA LIDO Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	05:30 PM																
Volume	78	1985	517	2580	514	1	28	543	48	1174	0	1222	29	0	0	29	4374
Percent	3.0	76.9	20.0		94.7	0.2	5.2		3.9	96.1	0.0		100.0	0.0	0.0		
06:00 Volume	27	507	140	674	136	0	6	142	20	329	0	349	13	0	0	13	1178
Peak Factor																	0.928
High Int.	06:00 PM				05:45 PM				06:00 PM				06:00 PM				
Volume	27	507	140	674	137	1	8	146	20	329	0	349	13	0	0	13	
Peak Factor				0.957				0.930				0.875				0.558	



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CA 4302

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

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

File Name : H0503168
Site Code : 00000918
Start Date : 4/7/2005

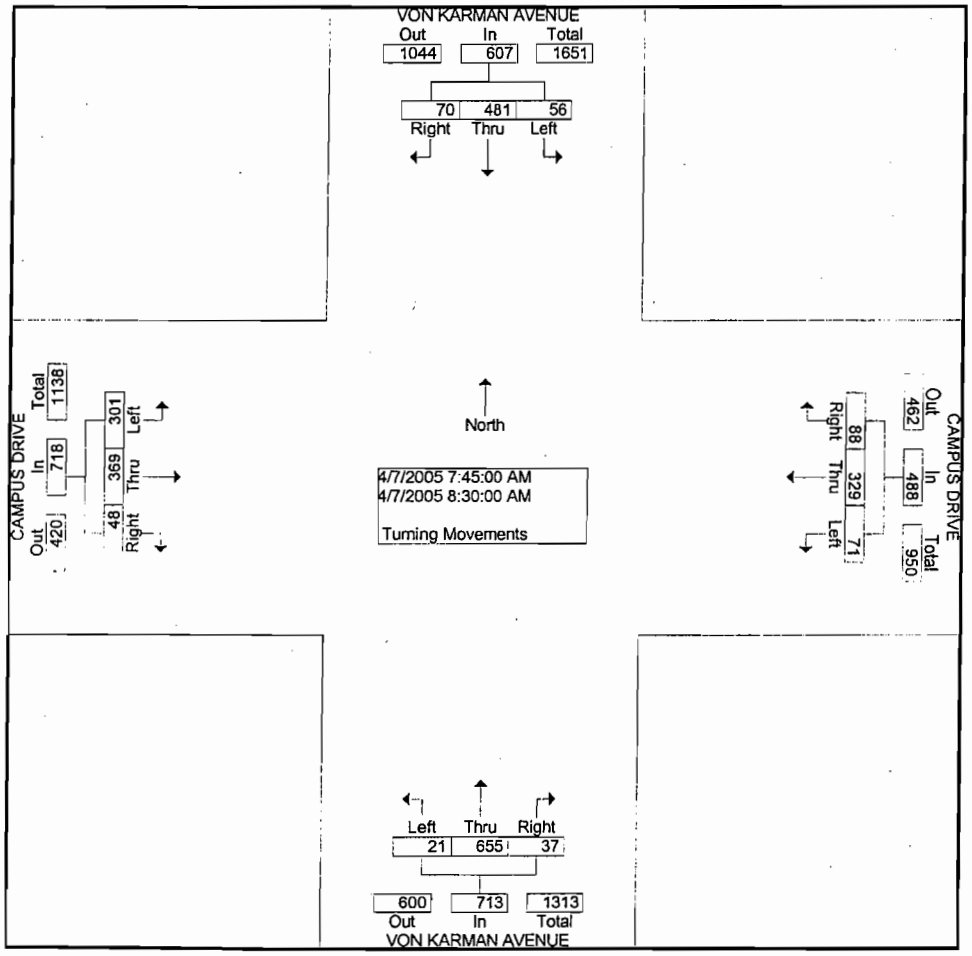
Groups Printed- Turning Movements

	VON KARMAN AVENUE Southbound			CAMPUS DRIVE Westbound			VON KARMAN AVENUE Northbound			CAMPUS DRIVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	4	60	7	9	33	10	5	52	1	7	39	42	269
07:15 AM	11	75	11	18	44	17	6	123	6	4	78	64	457
07:30 AM	17	74	19	12	68	21	11	164	9	7	106	77	585
07:45 AM	10	133	12	19	86	17	16	194	2	12	113	66	680
Total	42	342	49	58	231	65	38	533	18	30	336	249	1991
08:00 AM	22	103	11	25	59	13	4	153	3	17	90	95	595
08:15 AM	19	113	11	24	93	19	9	172	10	11	98	81	660
08:30 AM	19	132	22	20	91	22	8	136	6	8	68	59	591
08:45 AM	26	127	10	17	64	12	10	91	3	10	85	60	515
Total	86	475	54	86	307	66	31	552	22	46	341	295	2361
*** BREAK ***													
04:30 PM	41	104	23	9	130	5	16	60	3	4	45	29	469
04:45 PM	27	162	16	8	108	12	18	132	11	2	78	44	618
Total	68	266	39	17	238	17	34	192	14	6	123	73	1087
05:00 PM	53	209	25	14	178	19	11	99	11	2	112	37	770
05:15 PM	39	253	60	14	162	17	21	148	20	2	133	47	916
05:30 PM	43	192	41	13	183	16	25	140	14	13	128	44	852
05:45 PM	39	147	10	13	115	8	16	91	4	10	117	49	619
Total	174	801	136	54	638	60	73	478	49	27	490	177	3157
06:00 PM	34	141	16	12	134	9	17	87	11	6	105	28	600
06:15 PM	32	122	18	10	157	9	10	99	8	4	90	36	595
Grand Total	436	2147	312	237	1705	226	203	1941	122	119	1485	858	9791
Apprch %	15.1	74.2	10.8	10.9	78.6	10.4	9.0	85.7	5.4	4.8	60.3	34.8	
Total %	4.5	21.9	3.2	2.4	17.4	2.3	2.1	19.8	1.2	1.2	15.2	8.8	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503168
Site Code : 00000918
Start Date : 4/7/2005

	VON KARMAN AVENUE Southbound				CAMPUS DRIVE Westbound				VON KARMAN AVENUE Northbound				CAMPUS DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	70	481	56	607	88	329	71	488	37	655	21	713	48	369	301	718	2526
Percent	11.5	79.2	9.2		18.0	67.4	14.5		5.2	91.9	2.9		6.7	51.4	41.9		
07:45 Volume	10	133	12	155	19	86	17	122	16	194	2	212	12	113	66	191	680
Peak Factor																	0.929
High Int.	08:30 AM				08:15 AM				07:45 AM				08:00 AM				
Volume	19	132	22	173	24	93	19	136	16	194	2	212	17	90	95	202	
Peak Factor				0.877				0.897				0.841				0.889	



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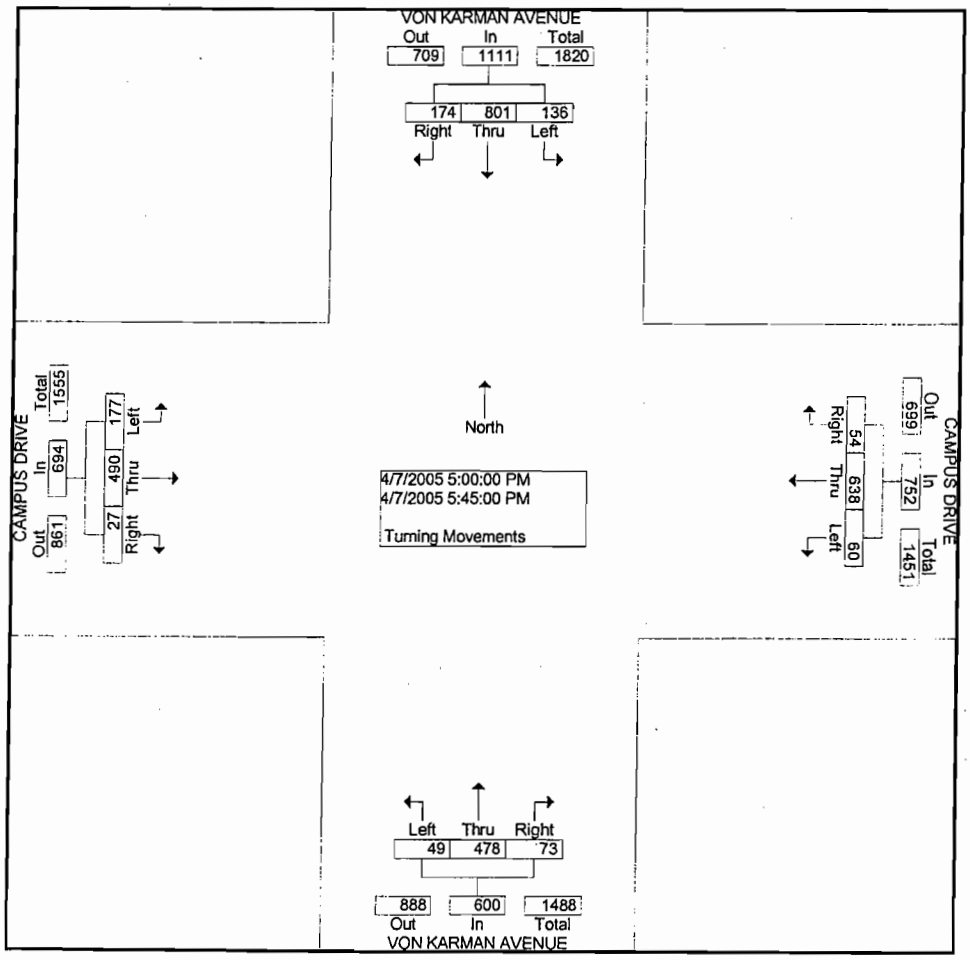
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503168
Site Code : 00000918
Start Date : 4/7/2005
Page No : 3

	VON KARMAN AVENUE Southbound				CAMPUS DRIVE Westbound				VON KARMAN AVENUE Northbound				CAMPUS DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection 05:00 PM																	
Volume	174	801	136	1111	54	638	60	752	73	478	49	600	27	490	177	694	3157
Percent	15.7	72.1	12.2		7.2	84.8	8.0		12.2	79.7	8.2		3.9	70.6	25.5		
05:15 Volume	39	253	60	352	14	162	17	193	21	148	20	189	2	133	47	182	916
Peak Factor																	0.862
High Int.	05:15 PM				05:30 PM				05:15 PM				05:30 PM				
Volume	39	253	60	352	13	183	16	212	21	148	20	189	13	128	44	185	
Peak Factor				0.789				0.887				0.794				0.938	



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IR 3385

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: IRVINE AVENUE
E-W Direction: DOVER DR. / 19TH ST

File Name : H0503187
Site Code : 00000975
Start Date : 4/7/2005
Page No : 1

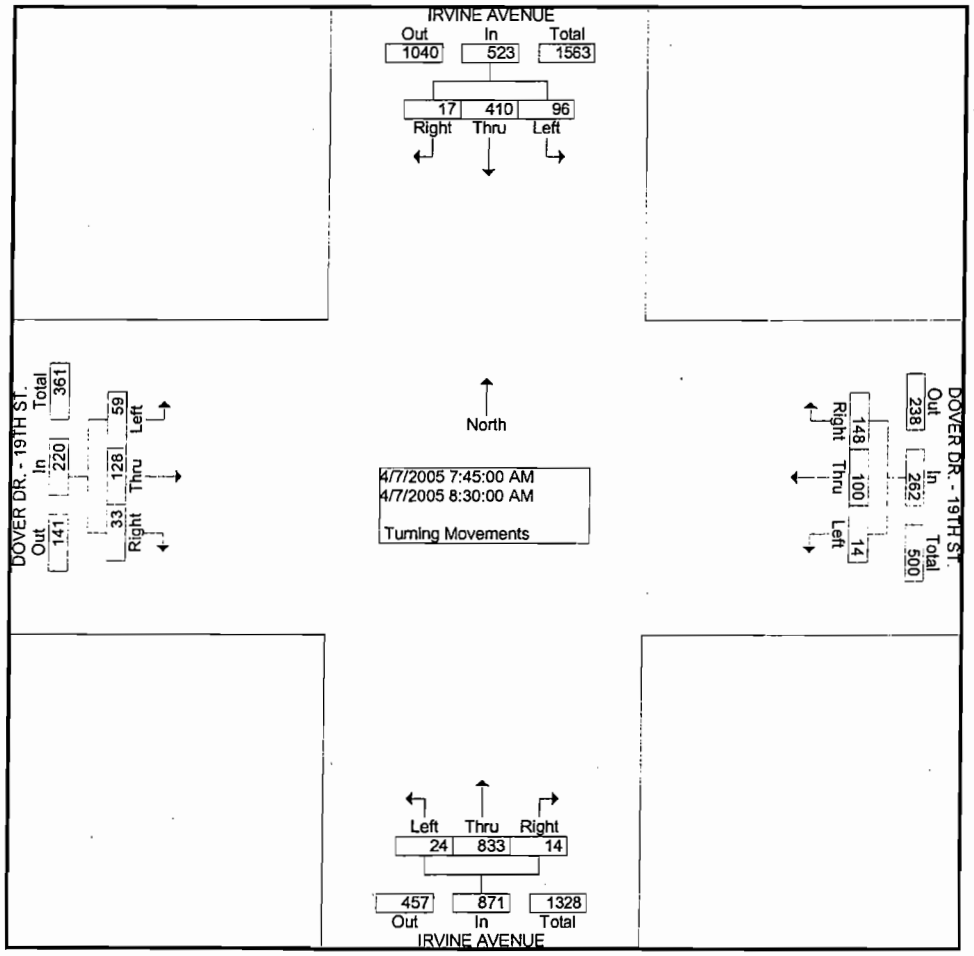
Groups Printed- Turning Movements

	IRVINE AVENUE Southbound			DOVER DR. - 19TH ST. Westbound			IRVINE AVENUE Northbound			DOVER DR. - 19TH ST. Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	6	105	35	20	22	8	2	71	3	10	37	3	322
07:15 AM	4	71	26	30	11	8	0	102	12	4	24	5	297
07:30 AM	5	73	15	28	9	4	1	156	13	3	49	11	367
07:45 AM	3	100	27	23	14	3	2	245	7	3	38	18	483
Total	18	349	103	101	56	23	5	574	35	20	148	37	1469
08:00 AM	8	105	24	38	22	1	8	181	5	7	27	12	438
08:15 AM	4	94	20	45	39	8	2	226	9	9	25	17	498
08:30 AM	2	111	25	42	25	2	2	181	3	14	38	12	457
08:45 AM	2	115	41	38	24	7	5	142	3	7	56	27	467
Total	16	425	110	163	110	18	17	730	20	37	146	68	1860
*** BREAK ***													
04:30 PM	14	240	30	59	43	14	6	160	17	5	26	13	627
04:45 PM	7	262	37	61	47	11	6	141	14	10	33	19	648
Total	21	502	67	120	90	25	12	301	31	15	59	32	1275
05:00 PM	12	241	37	38	46	13	11	128	13	7	30	16	592
05:15 PM	11	240	40	71	68	12	7	132	7	8	16	11	623
05:30 PM	7	240	31	34	31	15	19	108	7	5	23	9	529
05:45 PM	8	257	28	28	34	17	14	176	14	14	22	19	631
Total	38	978	136	171	179	57	51	544	41	34	91	55	2375
06:00 PM	19	240	45	89	34	21	6	128	9	14	11	12	628
06:15 PM	10	198	55	30	50	5	9	134	5	11	27	9	543
Grand Total	122	2692	516	674	519	149	100	2411	141	131	482	213	8150
Apprch %	3.7	80.8	15.5	50.2	38.7	11.1	3.8	90.9	5.3	15.9	58.4	25.8	
Total %	1.5	33.0	6.3	8.3	6.4	1.8	1.2	29.6	1.7	1.6	5.9	2.6	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503187
Site Code : 00000975
Start Date : 4/7/2005
Page No : 2

	IRVINE AVENUE Southbound				DOVER DR. - 19TH ST. Westbound				IRVINE AVENUE Northbound				DOVER DR. - 19TH ST. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	17	410	96	523	148	100	14	262	14	833	24	871	33	128	59	220	1876
Percent	3.3	78.4	18.4		56.5	38.2	5.3		1.6	95.6	2.8		15.0	58.2	26.8		
08:15 Volume	4	94	20	118	45	39	8	92	2	226	9	237	9	25	17	51	498
Peak Factor																	0.942
High Int.	08:30 AM				08:15 AM				07:45 AM				08:30 AM				
Volume	2	111	25	138	45	39	8	92	2	245	7	254	14	38	12	64	
Peak Factor				0.947				0.712				0.857				0.859	



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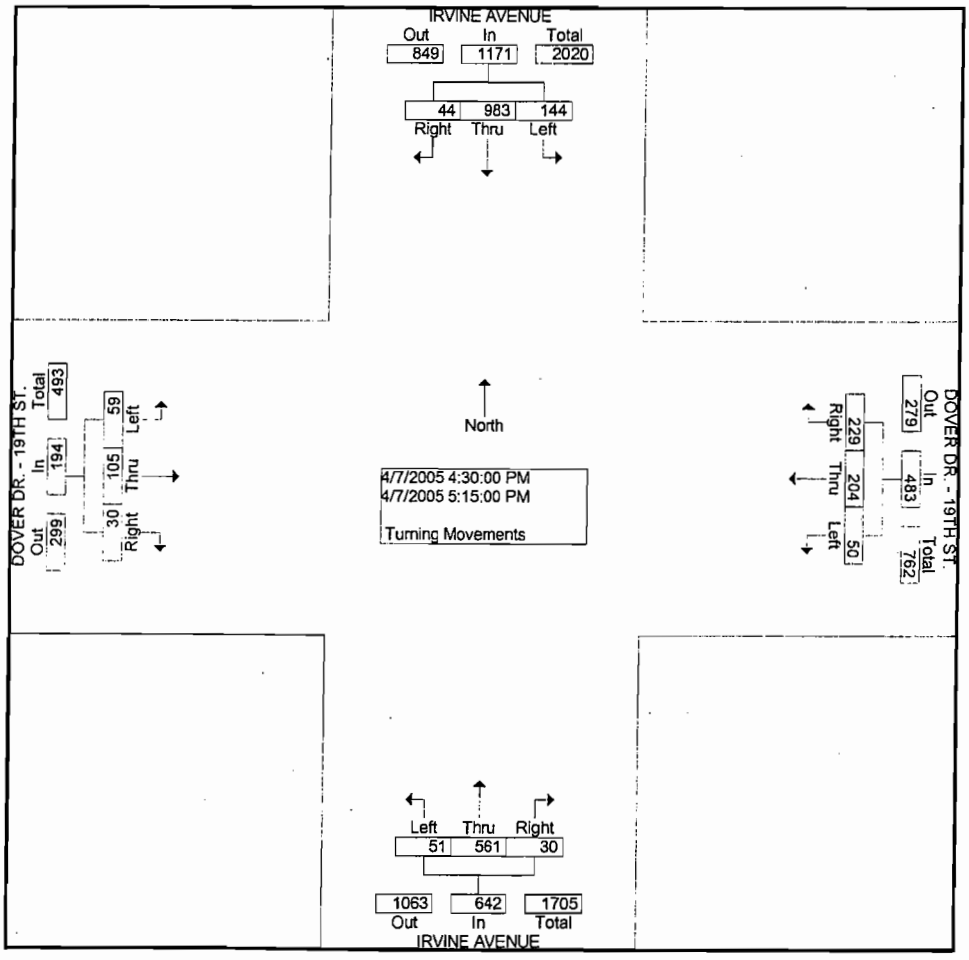
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503187
Site Code : 00000975
Start Date : 4/7/2005
Page No : 3

	IRVINE AVENUE Southbound				DOVER DR. - 19TH ST. Westbound				IRVINE AVENUE Northbound				DOVER DR. - 19TH ST. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	44	983	144	1171	229	204	50	483	30	561	51	642	30	105	59	194	2490
Percent	3.8	83.9	12.3		47.4	42.2	10.4		4.7	87.4	7.9		15.5	54.1	30.4		
04:45 Volume	7	262	37	306	61	47	11	119	6	141	14	161	10	33	19	62	648
Peak Factor																	0.961
High Int.	04:45 PM				05:15 PM				04:30 PM				04:45 PM				
Volume	7	262	37	306	71	68	12	151	6	160	17	183	10	33	19	62	
Peak Factor				0.957				0.800				0.877				0.782	



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CH 2285

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: ORANGE STREET
E-W Direction: PACIFIC COAST HIGHWAY

File Name : h0503169
Site Code : 00000916
Start Date : 4/7/2005
Page No : 1

Groups Printed- Turning Movements

	ORANGE STREET Southbound			PCH Westbound			ORANGE STREET Northbound			PCH Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	2	0	6	1	151	3	7	0	2	3	439	4	618
07:15 AM	3	0	6	1	174	4	7	0	0	0	618	1	814
07:30 AM	5	0	11	0	228	4	15	0	0	1	731	3	998
07:45 AM	3	0	7	1	273	3	22	0	7	0	779	3	1098
Total	13	0	30	3	826	14	51	0	9	4	2567	11	3528
08:00 AM	3	0	4	4	270	5	7	1	4	8	675	8	989
08:15 AM	5	0	8	6	241	0	13	1	2	3	652	5	936
08:30 AM	7	0	7	2	203	4	8	0	4	8	613	7	863
08:45 AM	5	0	7	3	253	3	11	0	5	2	653	4	946
Total	20	0	26	15	967	12	39	2	15	21	2593	24	3734
*** BREAK ***													
04:30 PM	4	0	5	4	645	6	5	0	8	3	312	3	995
04:45 PM	5	0	2	4	612	4	13	0	6	9	325	3	983
Total	9	0	7	8	1257	10	18	0	14	12	637	6	1978
05:00 PM	3	0	9	10	778	6	9	2	9	3	305	7	1141
05:15 PM	7	2	8	9	772	10	8	1	6	0	310	14	1147
05:30 PM	3	0	7	14	786	10	5	1	6	3	290	8	1133
05:45 PM	3	1	6	7	641	10	15	1	3	5	316	8	1016
Total	16	3	30	40	2977	36	37	5	24	11	1221	37	4437
06:00 PM	2	1	1	9	617	7	10	0	5	5	301	10	968
06:15 PM	3	0	6	11	513	9	6	4	3	4	260	13	832
Grand Total	63	4	100	86	7157	88	161	11	70	57	7579	101	15477
Apprch %	37.7	2.4	59.9	1.2	97.6	1.2	66.5	4.5	28.9	0.7	98.0	1.3	
Total %	0.4	0.0	0.6	0.6	46.2	0.6	1.0	0.1	0.5	0.4	49.0	0.7	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : h0503169
Site Code : 00000916
Start Date : 4/7/2005
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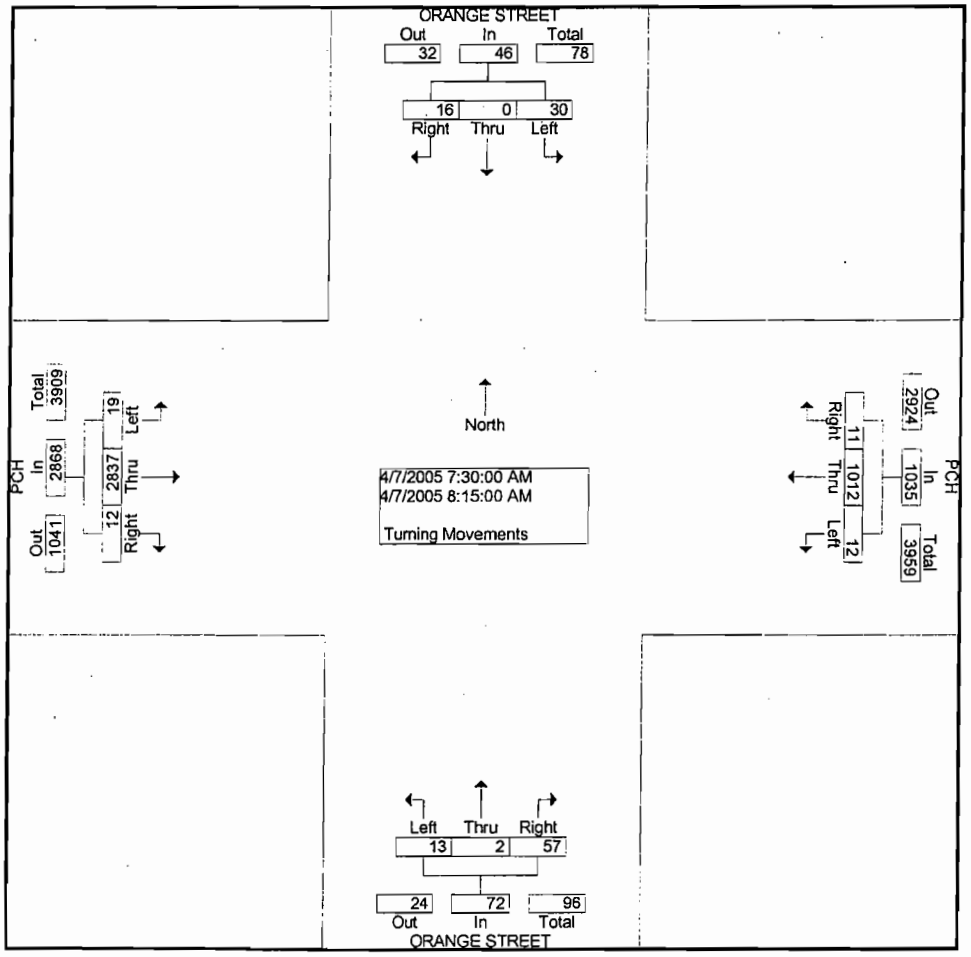
	ORANGE STREET Southbound				PCH Westbound				ORANGE STREET Northbound				PCH Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	16	0	30	46	11	1012	12	1035	57	2	13	72	12	2837	19	2868	4021
Percent	34.8	0.0	65.2		1.1	97.8	1.2		79.2	2.8	18.1		0.4	98.9	0.7		
07:45 Volume	3	0	7	10	1	273	3	277	22	0	7	29	0	779	3	782	1098
Peak Factor																	0.916
High Int.	07:30 AM				08:00 AM				07:45 AM				07:45 AM				
Volume	5	0	11	16	4	270	5	279	22	0	7	29	0	779	3	782	
Peak Factor				0.719				0.927				0.621				0.917	



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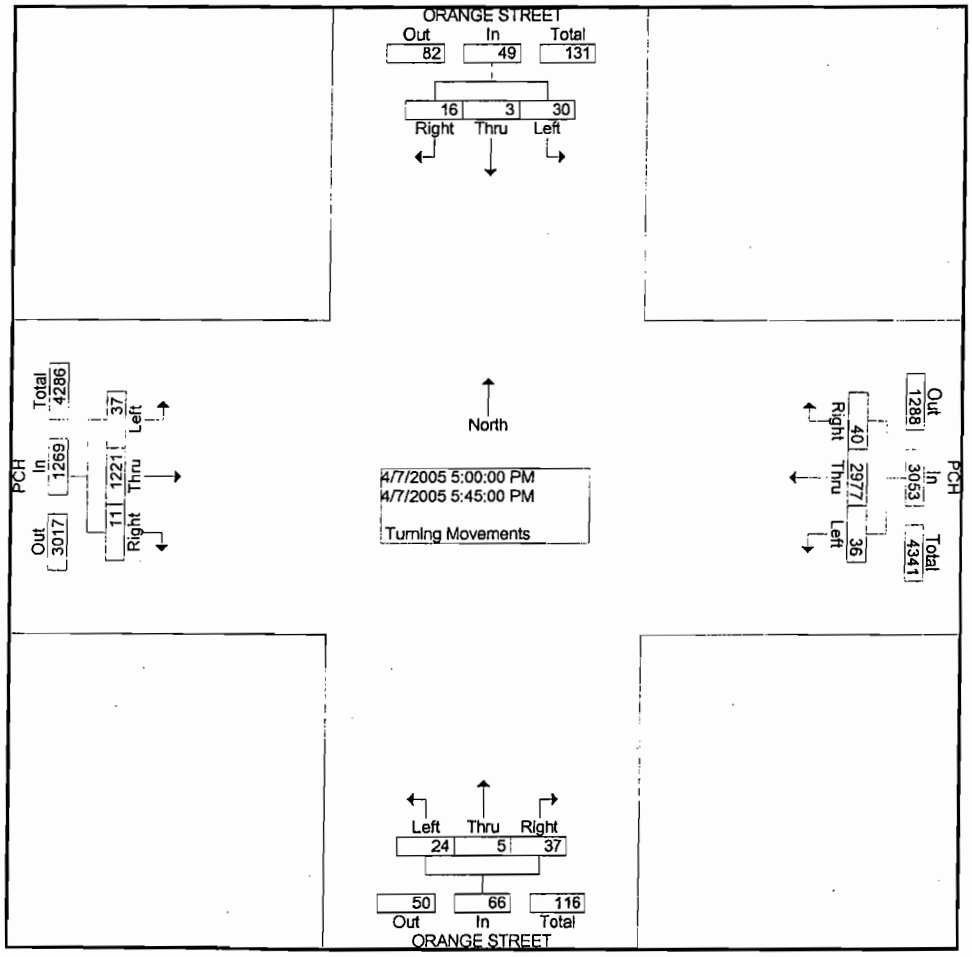
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : h0503169
Site Code : 00000916
Start Date : 4/7/2005
Page No : 3

	ORANGE STREET Southbound				PCH Westbound				ORANGE STREET Northbound				PCH Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection 05:00 PM																	
Volume	16	3	30	49	40	2977	36	3053	37	5	24	66	11	1221	37	1269	4437
Percent	32.7	6.1	61.2		1.3	97.5	1.2		56.1	7.6	36.4		0.9	96.2	2.9		
05:15 Volume	7	2	8	17	9	772	10	791	8	1	6	15	0	310	14	324	1147
Peak Factor																	0.967
High Int.	05:15 PM				05:30 PM				05:00 PM				05:45 PM				
Volume	7	2	8	17	14	786	10	810	9	2	9	20	5	316	8	329	
Peak Factor				0.721				0.942				0.825				0.964	



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JA4768

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

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

File Name : H0503171
Site Code : 00000916
Start Date : 4/5/2005
Page No : 1

Groups Printed- Turning Movements

	JAMBOREE ROAD Southbound			BAYVIEW WAY Westbound			JAMBOREE ROAD Northbound			BAYVIEW WAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	29	268	8	18	0	8	4	297	13	3	6	8	662
07:15 AM	29	280	28	17	1	0	8	307	19	6	1	4	700
07:30 AM	46	284	23	18	2	1	12	441	13	12	2	6	860
07:45 AM	66	339	21	13	2	0	8	551	66	9	2	10	1087
Total	170	1171	80	66	5	9	32	1596	111	30	11	28	3309
08:00 AM	47	336	17	25	0	1	14	450	41	9	1	14	955
08:15 AM	48	331	26	24	0	3	12	469	53	8	2	14	990
08:30 AM	49	356	28	39	0	3	18	468	26	8	3	10	1008
08:45 AM	36	340	23	41	2	8	20	446	45	17	5	14	997
Total	180	1363	94	129	2	15	64	1833	165	42	11	52	3950
*** BREAK ***													
04:30 PM	13	413	26	38	0	14	13	447	10	22	2	10	1008
04:45 PM	19	412	39	41	0	3	12	372	17	33	1	18	967
Total	32	825	65	79	0	17	25	819	27	55	3	28	1975
05:00 PM	19	503	40	44	0	6	15	493	20	53	1	65	1259
05:15 PM	19	505	33	42	0	11	20	481	8	55	6	40	1220
05:30 PM	21	603	32	50	0	8	17	472	19	36	0	27	1285
05:45 PM	13	546	29	40	1	18	24	392	20	38	1	22	1144
Total	72	2157	134	176	1	43	76	1838	67	182	8	154	4908
06:00 PM	15	536	23	37	0	9	17	436	8	29	1	15	1126
06:15 PM	16	520	20	26	1	8	6	415	25	16	3	8	1064
Grand Total	485	6572	416	513	9	101	220	6937	403	354	37	285	16332
Apprch %	6.5	87.9	5.6	82.3	1.4	16.2	2.9	91.8	5.3	52.4	5.5	42.2	
Total %	3.0	40.2	2.5	3.1	0.1	0.6	1.3	42.5	2.5	2.2	0.2	1.7	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503171
Site Code : 00000916
Start Date : 4/5/2005
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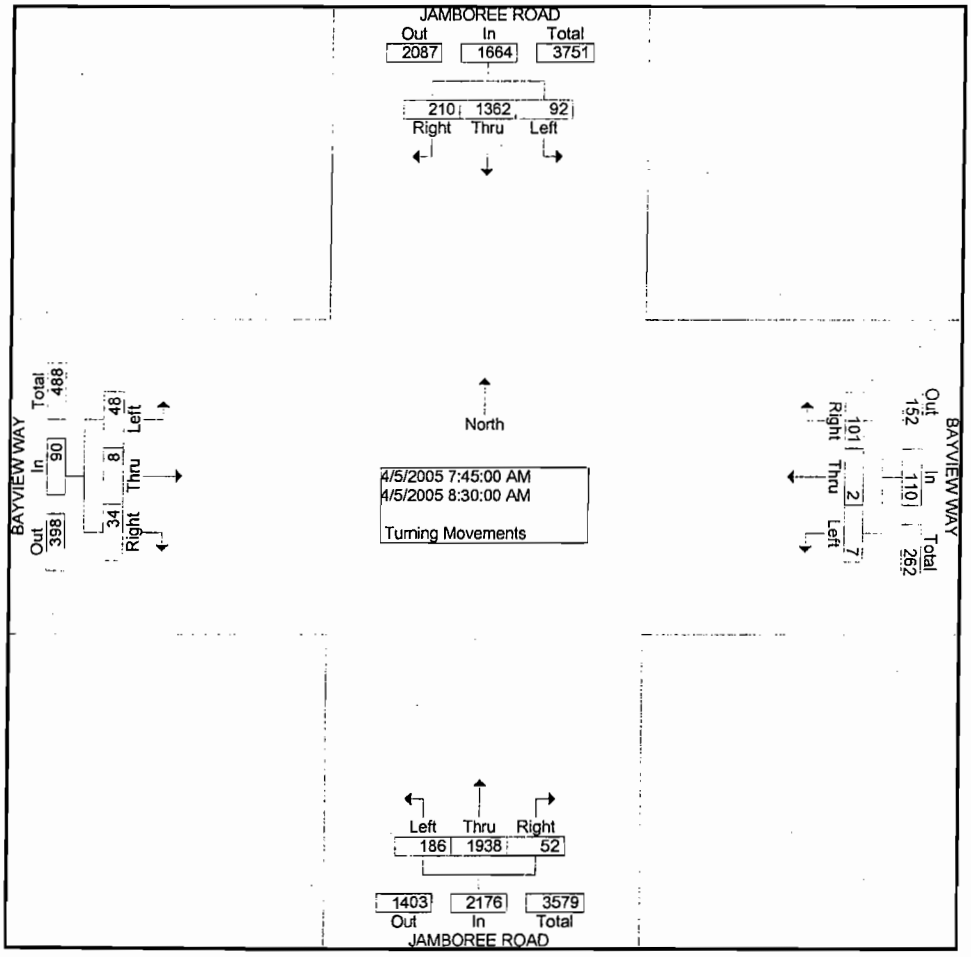
	JAMBOREE ROAD Southbound				BAYVIEW WAY Westbound				JAMBOREE ROAD Northbound				BAYVIEW WAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	210	1362	92	1664	101	2	7	110	52	1938	186	2176	34	8	48	90	4040
Percent	12.6	81.9	5.5		91.8	1.8	6.4		2.4	89.1	8.5		37.8	8.9	53.3		
07:45 Volume	66	339	21	426	13	2	0	15	8	551	66	625	9	2	10	21	1087
Peak Factor																	0.929
High Int.	08:30 AM				08:30 AM				07:45 AM				08:00 AM				
Volume	49	356	28	433	39	0	3	42	8	551	66	625	9	1	14	24	
Peak Factor				0.961				0.655				0.870				0.938	



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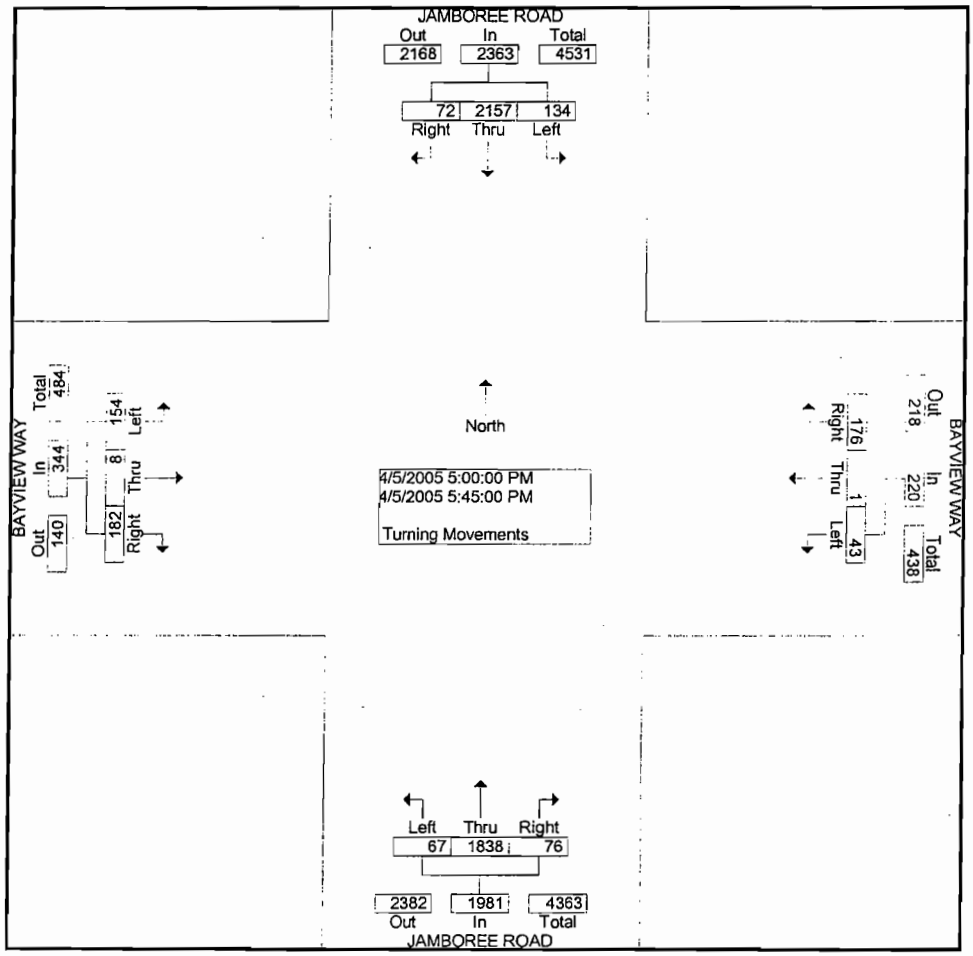
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503171
Site Code : 00000916
Start Date : 4/5/2005
Page No : 3

	JAMBOREE ROAD Southbound				BAYVIEW WAY Westbound				JAMBOREE ROAD Northbound				BAYVIEW WAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	72	2157	134	2363	176	1	43	220	76	1838	67	1981	182	8	154	344	4908
Percent	3.0	91.3	5.7		80.0	0.5	19.5		3.8	92.8	3.4		52.9	2.3	44.8		
05:30 Volume	21	603	32	656	50	0	8	58	17	472	19	508	36	0	27	63	1285
Peak Factor																	0.955
High Int.	05:30 PM				05:45 PM				05:00 PM				05:00 PM				
Volume	21	603	32	656	40	1	18	59	15	493	20	528	53	1	65	119	
Peak Factor				0.901				0.932				0.938				0.723	



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JA 4870

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: BISON AVENUE

File Name : H0503172
Site Code : 00000977
Start Date : 4/5/2005
Page No : 1

Groups Printed- Turning Movements

	JAMBOREE ROAD Southbound			BISON AVENUE Westbound			JAMBOREE ROAD Northbound			BISON AVENUE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	5	233	11	12	0	18	26	293	0	4	0	15	617
07:15 AM	13	280	15	17	0	22	22	318	0	5	0	10	702
07:30 AM	7	294	12	19	0	23	35	399	0	7	0	30	826
07:45 AM	18	403	14	30	0	25	48	427	0	6	0	42	1013
Total	43	1210	52	78	0	88	131	1437	0	22	0	97	3158
08:00 AM	8	267	28	30	0	17	51	371	0	3	0	19	794
08:15 AM	6	353	23	29	0	12	39	410	0	5	0	30	907
08:30 AM	17	326	28	26	0	43	27	374	0	4	0	48	893
08:45 AM	10	323	14	40	0	32	36	349	0	5	0	22	831
Total	41	1269	93	125	0	104	153	1504	0	17	0	119	3425
*** BREAK ***													
04:30 PM	56	347	19	31	0	53	35	351	0	8	0	20	920
04:45 PM	15	360	33	26	0	41	41	355	0	7	0	24	902
Total	71	707	52	57	0	94	76	706	0	15	0	44	1822
05:00 PM	22	282	44	44	0	50	43	323	0	2	0	21	831
05:15 PM	18	541	43	41	0	44	33	514	0	9	0	26	1269
05:30 PM	13	473	87	38	0	48	40	372	0	5	0	16	1092
05:45 PM	26	471	48	43	0	47	32	333	0	14	0	25	1039
Total	79	1767	222	166	0	189	148	1542	0	30	0	88	4231
06:00 PM	23	445	68	35	0	39	29	342	0	9	0	33	1023
06:15 PM	25	430	37	40	0	40	30	378	0	0	0	21	1001
Grand Total	282	5828	524	501	0	554	567	5909	0	93	0	402	14660
Apprch %	4.3	87.9	7.9	47.5	0.0	52.5	8.8	91.2	0.0	18.8	0.0	81.2	
Total %	1.9	39.8	3.6	3.4	0.0	3.8	3.9	40.3	0.0	0.6	0.0	2.7	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503172
Site Code : 00000977
Start Date : 4/5/2005
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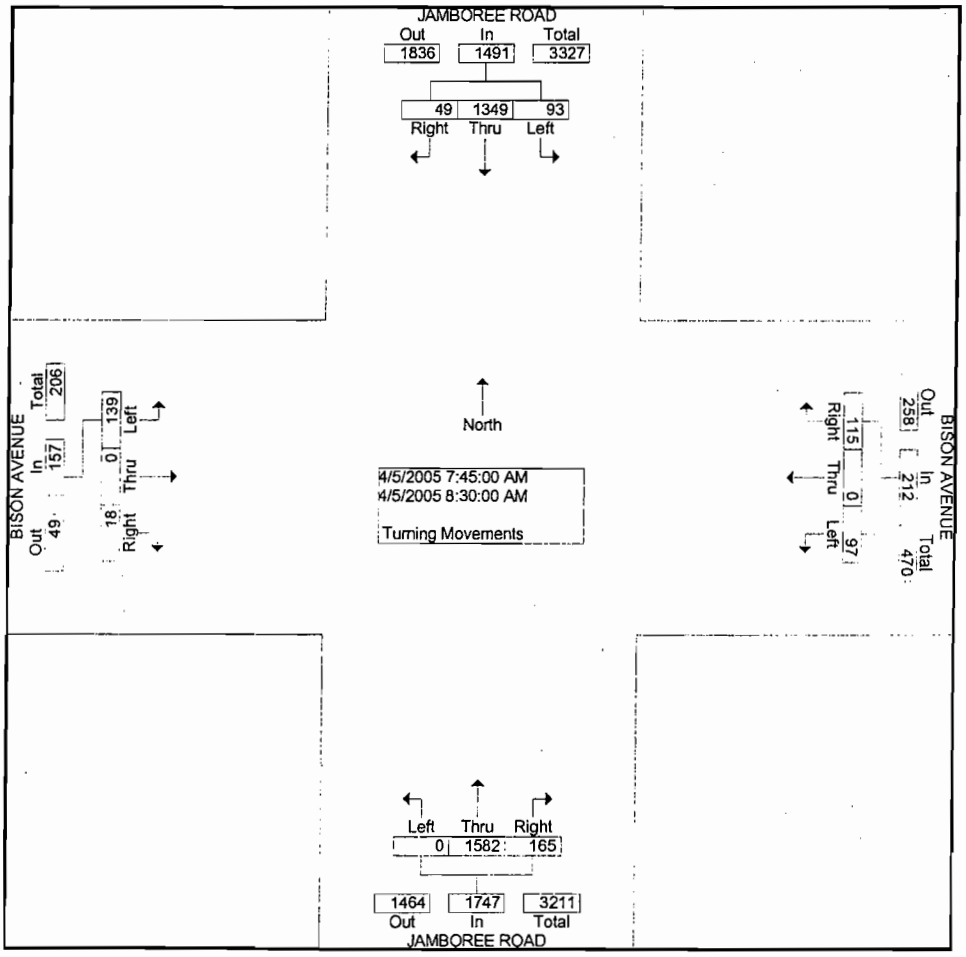
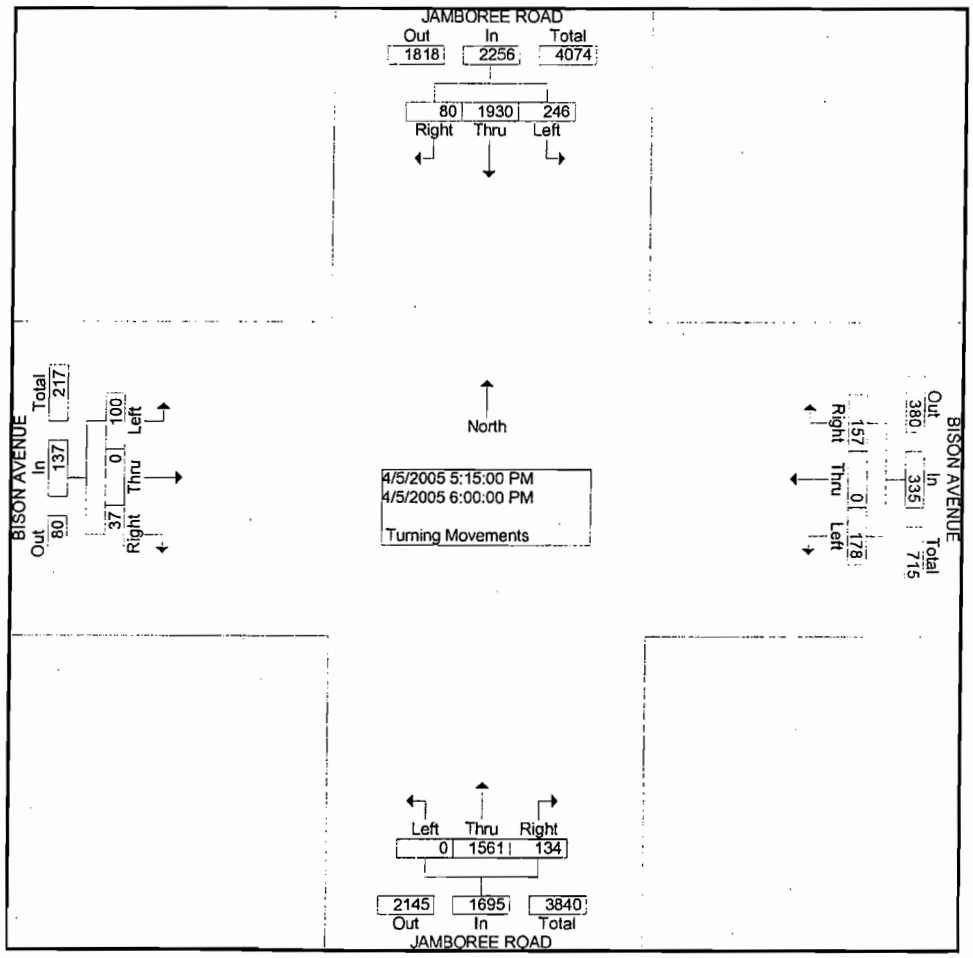
	JAMBOREE ROAD Southbound				BISON AVENUE Westbound				JAMBOREE ROAD Northbound				BISON AVENUE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	49	1349	93	1491	115	0	97	212	165	1582	0	1747	18	0	139	157	3607
Percent	3.3	90.5	6.2		54.2	0.0	45.8		9.4	90.6	0.0		11.5	0.0	88.5		
07:45 Volume	18	403	14	435	30	0	25	55	48	427	0	475	6	0	42	48	1013
Peak Factor																	0.890
High Int.	07:45 AM				08:30 AM				07:45 AM				08:30 AM				
Volume	18	403	14	435	26	0	43	69	48	427	0	475	4	0	48	52	
Peak Factor				0.857				0.768				0.919				0.755	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503172
Site Code : 00000977
Start Date : 4/5/2005
Page No : 3

	JAMBOREE ROAD Southbound				BISON AVENUE Westbound				JAMBOREE ROAD Northbound				BISON AVENUE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	05:15 PM																
Volume	80	1930	246	2256	157	0	178	335	134	1561	0	1695	37	0	100	137	4423
Percent	3.5	85.5	10.9		46.9	0.0	53.1		7.9	92.1	0.0		27.0	0.0	73.0		
05:15 Volume	18	541	43	602	41	0	44	85	33	514	0	547	9	0	26	35	1269
Peak Factor																	0.871
High Int.	05:15 PM				05:45 PM				05:15 PM				06:00 PM				
Volume	18	541	43	602	43	0	47	90	33	514	0	547	9	0	33	42	
Peak Factor				0.937				0.931				0.775				0.815	



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JA 4980

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

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

File Name : H0503173
Site Code : 00000916
Start Date : 4/6/2005
Page No : 1

Groups Printed- Turning Movements

	JAMBOREE ROAD Southbound			FORD ROAD Westbound			JAMBOREE ROAD Northbound			EASTBLUFF DRIVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	279	14	2	8	48	9	352	13	37	15	4	781
07:15 AM	6	296	7	3	10	52	17	350	15	36	4	2	798
07:30 AM	3	306	1	10	47	54	35	406	54	52	20	27	1015
07:45 AM	10	370	10	11	24	58	26	454	35	82	25	19	1124
Total	19	1251	32	26	89	212	87	1562	117	207	64	52	3718
08:00 AM	5	339	4	12	16	40	31	375	32	59	13	6	932
08:15 AM	6	315	14	12	24	53	17	424	44	45	10	7	971
08:30 AM	6	291	18	16	18	47	22	443	42	41	16	12	972
08:45 AM	11	360	6	12	19	77	18	363	38	53	9	8	974
Total	28	1305	42	52	77	217	88	1605	156	198	48	33	3849
*** BREAK ***													
04:30 PM	16	347	10	4	26	26	29	368	70	54	24	10	984
04:45 PM	15	391	6	11	20	44	40	361	62	56	21	19	1046
Total	31	738	16	15	46	70	69	729	132	110	45	29	2030
05:00 PM	19	482	17	5	13	36	46	494	51	64	36	8	1271
05:15 PM	31	469	19	6	22	47	36	395	83	73	13	7	1201
05:30 PM	35	477	12	5	26	37	49	417	84	60	11	3	1216
05:45 PM	22	459	15	6	27	51	30	332	80	78	18	9	1127
Total	107	1887	63	22	88	171	161	1638	298	275	78	27	4815
06:00 PM	17	489	10	6	19	58	44	371	64	73	29	21	1201
06:15 PM	24	415	9	10	29	40	42	377	47	87	22	23	1125
Grand Total	226	6085	172	131	348	768	491	6282	814	950	286	185	16738
Apprch %	3.5	93.9	2.7	10.5	27.9	61.6	6.5	82.8	10.7	66.9	20.1	13.0	
Total %	1.4	36.4	1.0	0.8	2.1	4.6	2.9	37.5	4.9	5.7	1.7	1.1	

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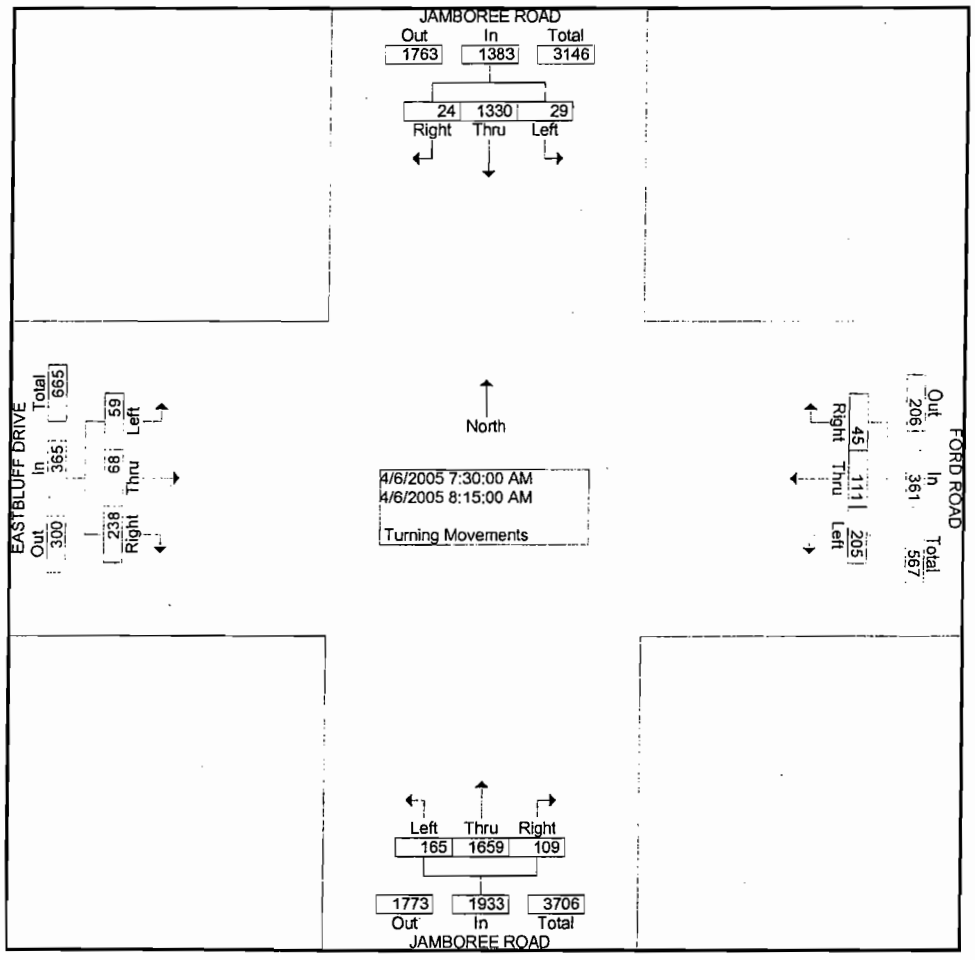
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503173
Site Code : 00000916
Start Date : 4/6/2005
Page No : 2

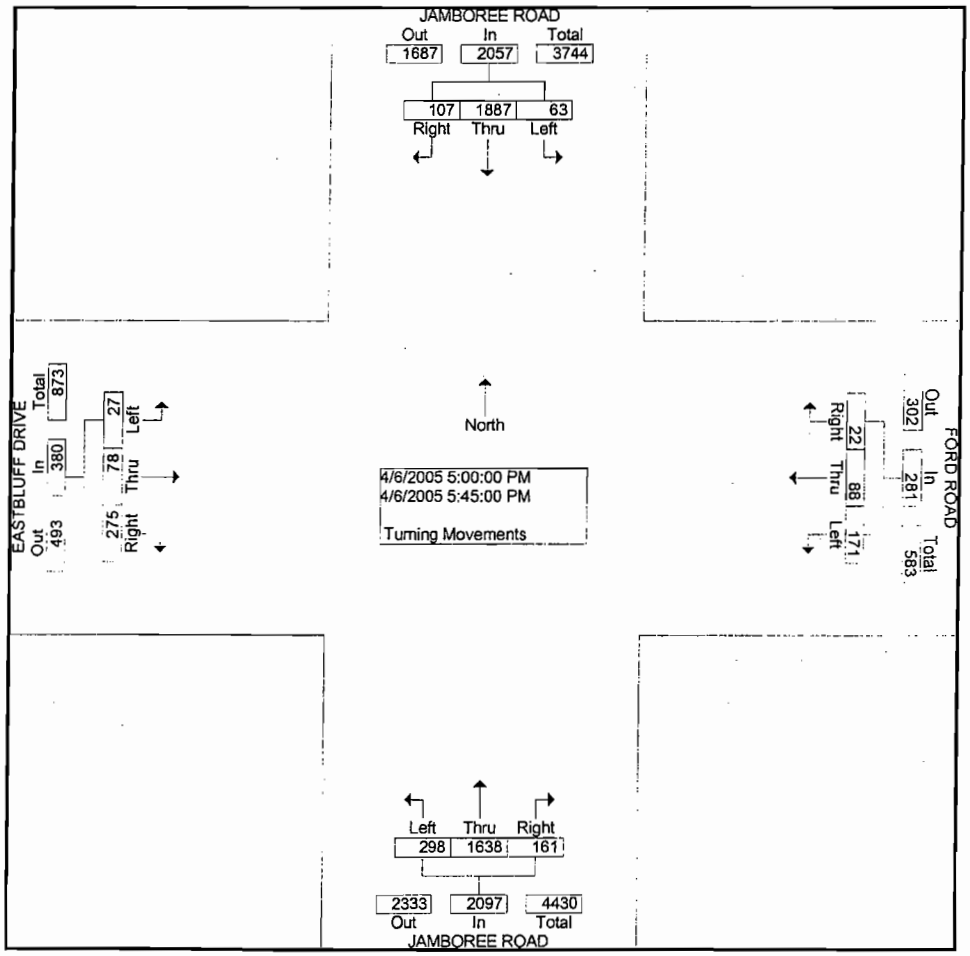
	JAMBOREE ROAD Southbound				FORD ROAD Westbound				JAMBOREE ROAD Northbound				EASTBLUFF DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	24	1330	29	1383	45	111	205	361	109	1659	165	1933	238	68	59	365	4042
Percent	1.7	96.2	2.1		12.5	30.7	56.8		5.6	85.8	8.5		65.2	18.6	16.2		
07:45 Volume	10	370	10	390	11	24	58	93	26	454	35	515	82	25	19	126	1124
Peak Factor																	0.899
High Int.	07:45 AM				07:30 AM				07:45 AM				07:45 AM				
Volume	10	370	10	390	10	47	54	111	26	454	35	515	82	25	19	126	
Peak Factor				0.887				0.813				0.938				0.724	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503173
Site Code : 00000916
Start Date : 4/6/2005

	JAMBOREE ROAD Southbound				FORD ROAD Westbound				JAMBOREE ROAD Northbound				EASTBLUFF DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	107	1887	63	2057	22	88	171	281	161	1638	298	2097	275	78	27	380	4815
Percent	5.2	91.7	3.1		7.8	31.3	60.9		7.7	78.1	14.2		72.4	20.5	7.1		
05:00 Volume	19	482	17	518	5	13	36	54	46	494	51	591	64	36	8	108	1271
Peak Factor																	0.947
High Int.	05:30 PM				05:45 PM				05:00 PM				05:00 PM				
Volume	35	477	12	524	6	27	51	84	46	494	51	591	64	36	8	108	
Peak Factor				0.981				0.836				0.887				0.880	



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Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

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

File Name : H0503174
Site Code : 00001944
Start Date : 4/19/2005
Page No : 1

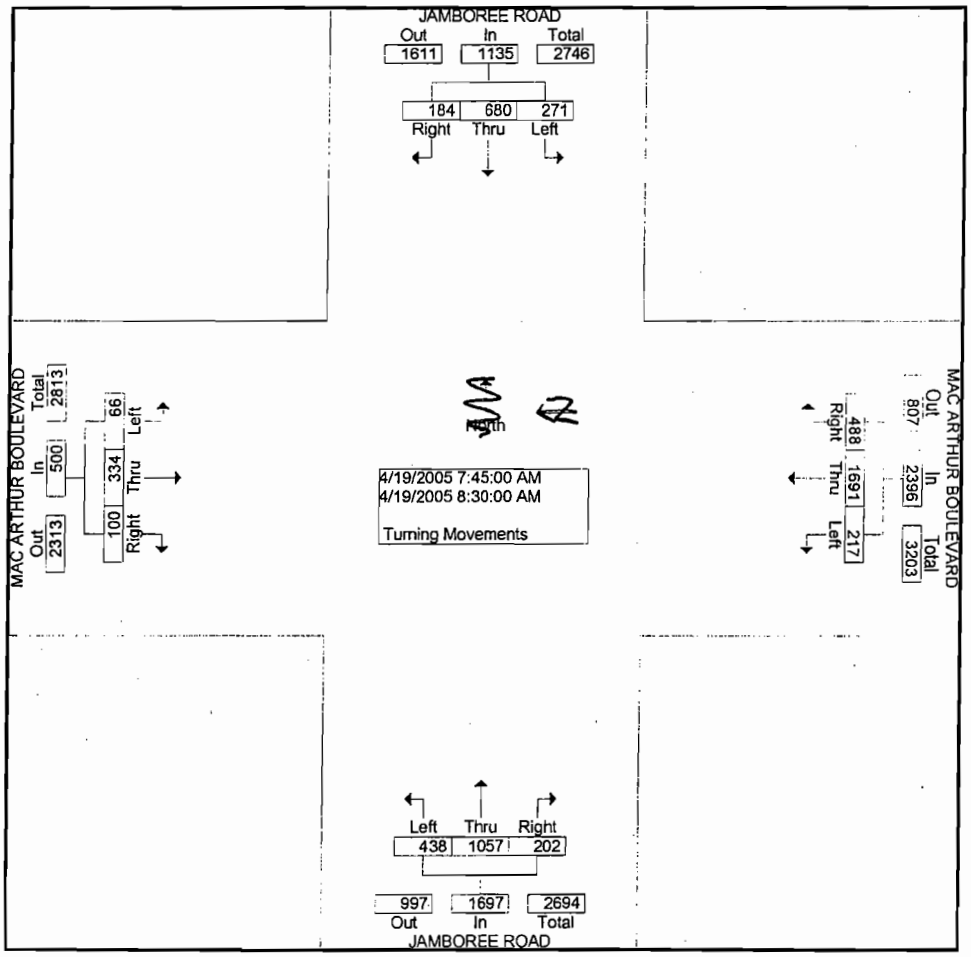
Groups Printed- Turning Movements

	JAMBOREE ROAD ~~Southbound~~ WB			MAC ARTHUR BOULEVARD ~~Westbound~~ NB			JAMBOREE ROAD ~~Northbound~~ EB			MAC ARTHUR BOULEVARD ~~Eastbound~~ SB			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	14	106	59	56	166	16	31	98	30	15	42	8	641
07:15 AM	24	98	54	65	240	30	24	164	74	26	63	8	870
07:30 AM	35	179	76	100	279	32	33	186	68	26	55	15	1084
07:45 AM	46	189	79	115	427	47	48	259	98	24	83	15	1430
Total	119	572	268	336	1112	125	136	707	270	91	243	46	4025
08:00 AM	48	169	63	123	400	67	52	296	130	18	89	21	1476
08:15 AM	44	151	60	120	453	49	57	267	107	31	99	10	1448
08:30 AM	46	171	69	130	411	54	45	235	103	27	63	20	1374
08:45 AM	42	169	70	103	381	39	38	199	90	26	93	16	1266
Total	180	660	262	476	1645	209	192	997	430	102	344	67	5564
*** BREAK ***													
04:30 PM	18	209	109	63	118	34	13	193	37	83	184	37	1098
04:45 PM	16	173	119	69	140	45	9	165	27	78	254	36	1131
Total	34	382	228	132	258	79	22	358	64	161	438	73	2229
05:00 PM	24	214	140	52	106	43	8	195	44	65	245	31	1167
05:15 PM	30	232	146	72	175	85	10	198	29	109	350	40	1476
05:30 PM	21	293	186	80	106	78	15	298	49	112	396	40	1674
05:45 PM	20	261	191	85	134	69	15	191	44	114	393	40	1557
Total	95	1000	663	289	521	275	48	882	166	400	1384	151	5874
06:00 PM	32	333	197	76	134	77	10	207	36	103	350	28	1583
06:15 PM	12	189	145	63	122	50	13	187	30	84	364	42	1301
Grand Total	472	3136	1763	1372	3792	815	421	3338	996	941	3123	407	20576
Apprch %	8.8	58.4	32.8	22.9	63.4	13.6	8.9	70.2	20.9	21.0	69.9	9.1	
Total %	2.3	15.2	8.6	6.7	18.4	4.0	2.0	16.2	4.8	4.6	15.2	2.0	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503174
Site Code : 00001944
Start Date : 4/19/2005
Page No : 2

	JAMBOREE ROAD ~~Southbound~~ WB				MAC ARTHUR BOULEVARD ~~Westbound~~ NB				JAMBOREE ROAD ~~Northbound~~ EB				MAC ARTHUR BOULEVARD ~~Eastbound~~ SB				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	184	680	271	1135	488	1691	217	2396	202	1057	438	1697	100	334	66	500	5728
Percent	16.2	59.9	23.9		20.4	70.6	9.1		11.9	62.3	25.8		20.0	66.8	13.2		
08:00 Volume	48	169	63	280	123	400	67	590	52	296	130	478	18	89	21	128	1476
Peak Factor																	0.970
High Int.	07:45 AM				08:15 AM				08:00 AM				08:15 AM				
Volume	46	189	79	314	120	453	49	622	52	296	130	478	31	99	10	140	
Peak Factor				0.904				0.963				0.888				0.893	



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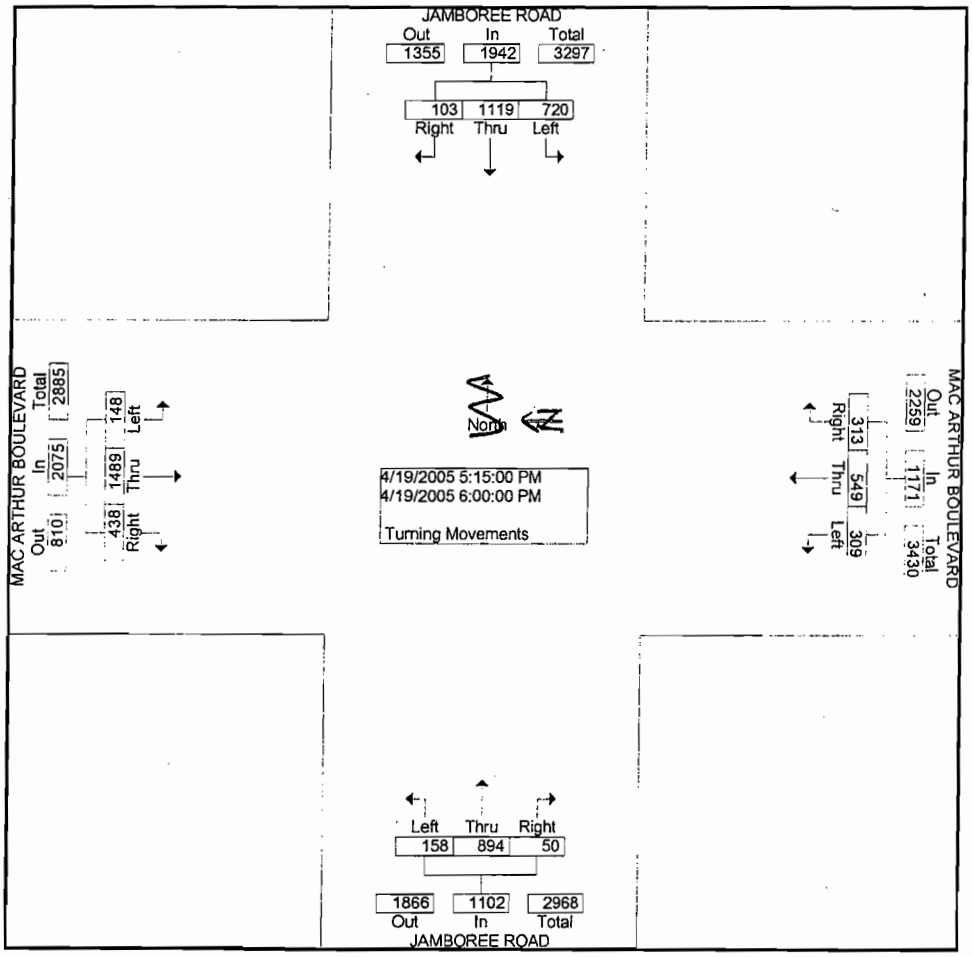
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503174
Site Code : 00001944
Start Date : 4/19/2005
Page No : 3

	JAMBOREE ROAD Southbound WB				MAC ARTHUR BOULEVARD Westbound NB				JAMBOREE ROAD Northbound EB				MAC ARTHUR BOULEVARD Eastbound SB				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:00 PM to 06:15 PM - Peak 1 of 1																	
Intersection 05:15 PM																	
Volume	103	1119	720	1942	313	549	309	1171	50	894	158	1102	438	1489	148	2075	6290
Percent	5.3	57.6	37.1		26.7	46.9	26.4		4.5	81.1	14.3		21.1	71.8	7.1		
05:30 Volume	21	293	186	500	80	106	78	264	15	298	49	362	112	396	40	548	1674
Peak Factor																	0.939
High Int.	06:00 PM				05:15 PM				05:30 PM				05:30 PM				
Volume	32	333	197	562	72	175	85	332	15	298	49	362	112	396	40	548	
Peak Factor				0.864				0.882				0.761				0.947	



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JA 5310

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

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

File Name : H0503175
Site Code : 00000977
Start Date : 4/6/2005
Page No : 1

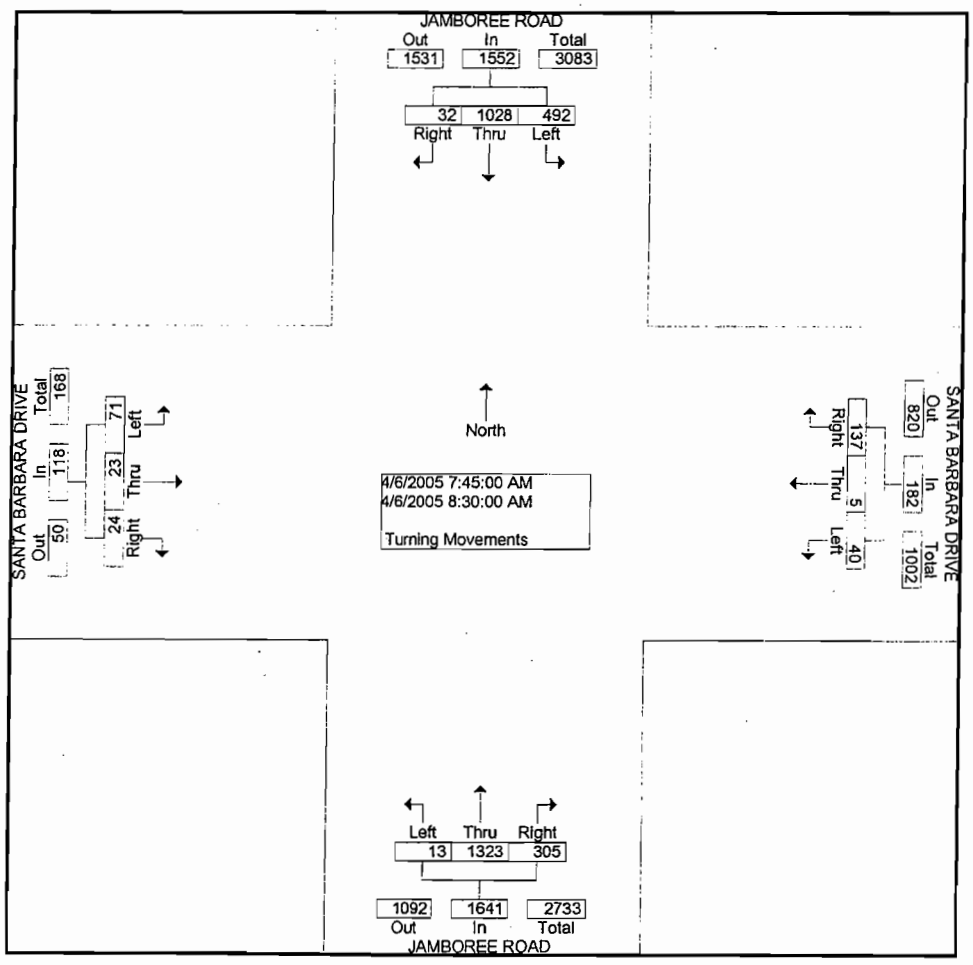
Groups Printed- Turning Movements

	JAMBOREE ROAD Southbound			SANTA BARBARA DRIVE Westbound			JAMBOREE ROAD Northbound			SANTA BARBARA DRIVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	16	116	56	22	1	14	44	199	1	3	2	4	478
07:15 AM	2	195	96	22	0	8	46	223	0	4	1	12	609
07:30 AM	3	205	101	25	1	17	46	324	2	12	4	20	760
07:45 AM	10	303	198	29	1	5	81	374	3	2	1	10	1017
Total	31	819	451	98	3	44	217	1120	6	21	8	46	2864
08:00 AM	9	286	119	24	0	5	82	346	2	10	14	29	926
08:15 AM	2	216	89	37	3	18	69	294	3	1	2	7	741
08:30 AM	11	223	86	47	1	12	73	309	5	11	6	25	809
08:45 AM	13	170	77	43	3	22	63	262	7	14	5	13	692
Total	35	895	371	151	7	57	287	1211	17	36	27	74	3168
*** BREAK ***													
04:30 PM	12	272	90	82	3	82	22	273	5	8	1	5	855
04:45 PM	17	276	68	98	0	85	29	240	7	2	5	5	832
Total	29	548	158	180	3	167	51	513	12	10	6	10	1687
05:00 PM	15	304	58	146	0	115	24	237	2	5	7	22	935
05:15 PM	20	399	66	111	2	82	41	281	2	8	6	14	1032
05:30 PM	21	300	125	118	0	65	26	247	3	12	5	20	942
05:45 PM	11	384	77	110	4	78	35	257	8	4	5	5	978
Total	67	1387	326	485	6	340	126	1022	15	29	23	61	3887
06:00 PM	16	367	114	87	4	57	21	238	5	2	0	7	918
06:15 PM	12	337	110	94	0	71	38	264	2	12	1	10	951
Grand Total	190	4353	1530	1095	23	736	740	4368	57	110	65	208	13475
Apprch %	3.1	71.7	25.2	59.1	1.2	39.7	14.3	84.6	1.1	28.7	17.0	54.3	
Total %	1.4	32.3	11.4	8.1	0.2	5.5	5.5	32.4	0.4	0.8	0.5	1.5	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503175
Site Code : 00000977
Start Date : 4/6/2005
Page No : 2

	JAMBOREE ROAD Southbound				SANTA BARBARA DRIVE Westbound				JAMBOREE ROAD Northbound				SANTA BARBARA DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	32	1028	492	1552	137	5	40	182	305	1323	13	1641	24	23	71	118	3493
Percent	2.1	66.2	31.7		75.3	2.7	22.0		18.6	80.6	0.8		20.3	19.5	60.2		
07:45 Volume	10	303	198	511	29	1	5	35	81	374	3	458	2	1	10	13	1017
Peak Factor																	0.859
High Int.	07:45 AM				08:30 AM				07:45 AM				08:00 AM				
Volume	10	303	198	511	47	1	12	60	81	374	3	458	10	14	29	53	
Peak Factor				0.759				0.758				0.896				0.557	



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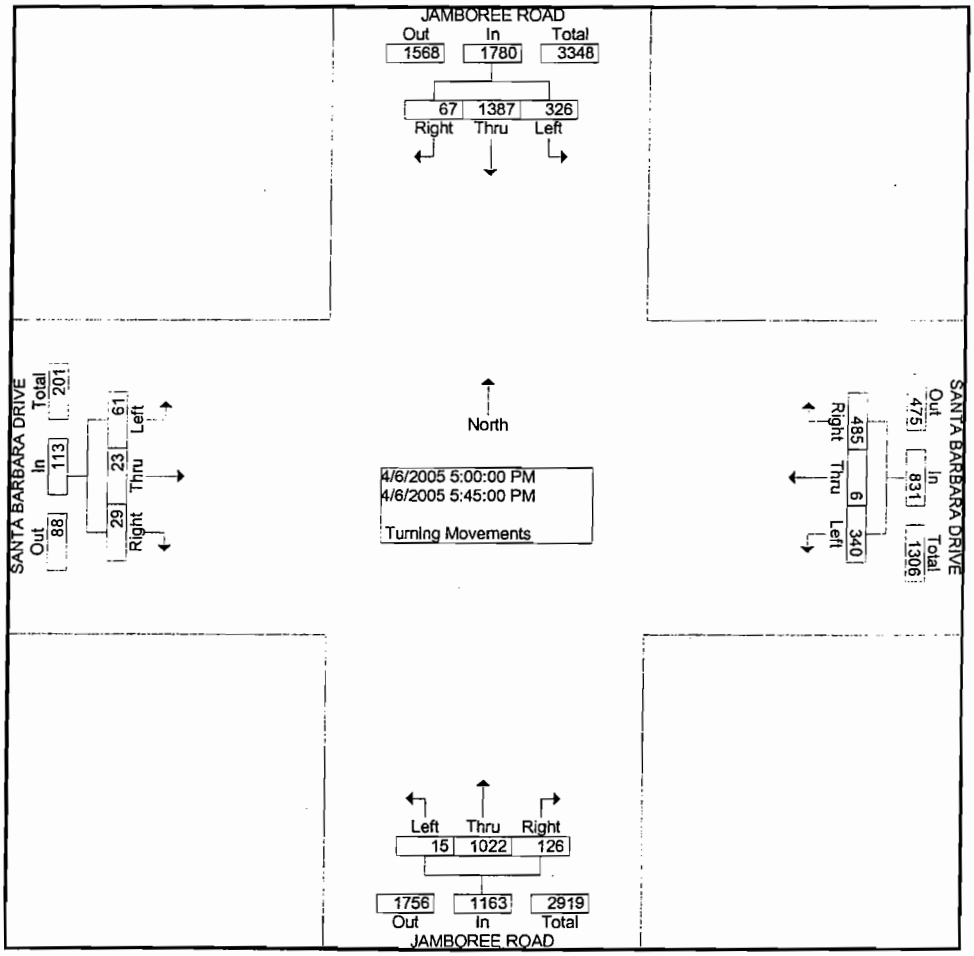
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503175
Site Code : 00000977
Start Date : 4/6/2005
Page No : 3

	JAMBOREE ROAD Southbound				SANTA BARBARA DRIVE Westbound				JAMBOREE ROAD Northbound				SANTA BARBARA DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:00 PM to 06:15 PM - Peak 1 of 1																	
Intersection 05:00 PM																	
Volume	67	1387	326	1780	485	6	340	831	126	1022	15	1163	29	23	61	113	3887
Percent	3.8	77.9	18.3		58.4	0.7	40.9		10.8	87.9	1.3		25.7	20.4	54.0		
05:15 Volume	20	399	66	485	111	2	82	195	41	281	2	324	8	6	14	28	1032
Peak Factor																	0.942
High Int.	05:15 PM				05:00 PM				05:15 PM				05:30 PM				
Volume	20	399	66	485	146	0	115	261	41	281	2	324	12	5	20	37	
Peak Factor				0.918				0.796				0.897				0.764	



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JA 4765

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

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

File Name : H0503176
Site Code : 00000916
Start Date : 4/7/2005
Page No : 1

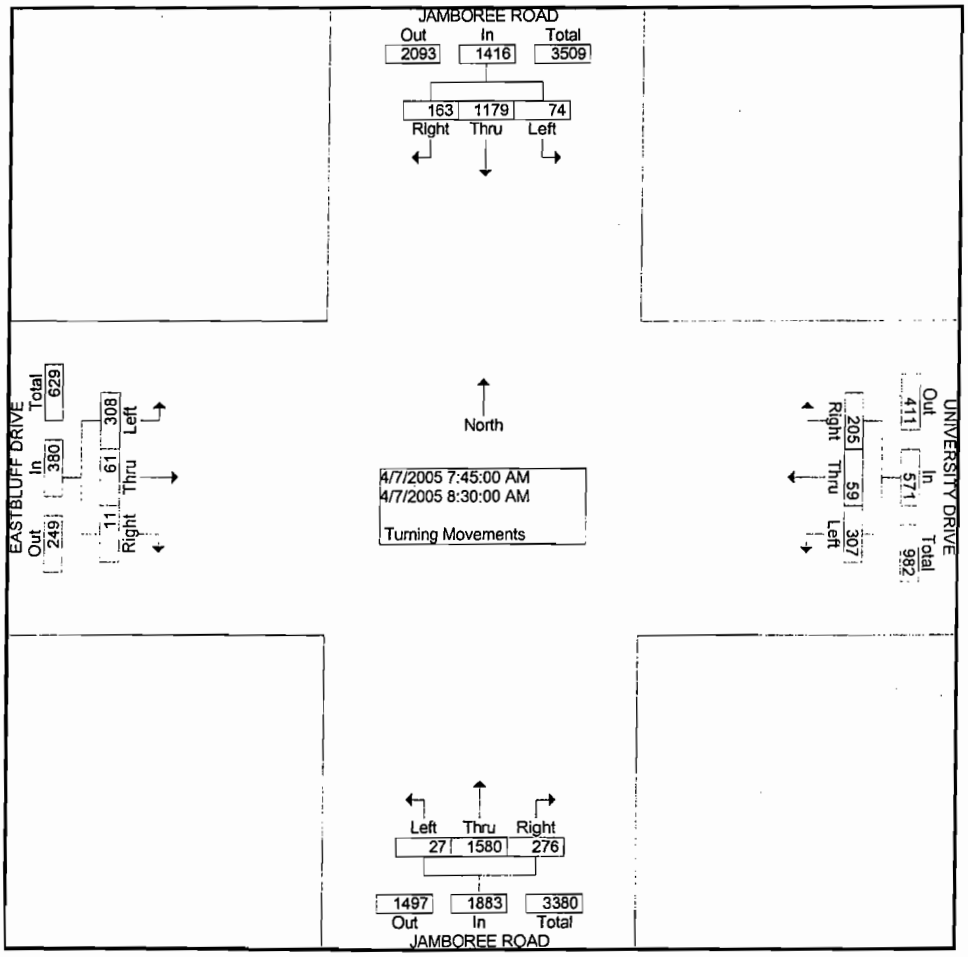
Groups Printed- Turning Movements

	JAMBOREE ROAD Southbound			UNIVERSITY DRIVE Westbound			JAMBOREE ROAD Northbound			EASTBLUFF DRIVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	23	242	4	18	23	53	28	226	4	1	8	58	688
07:15 AM	34	232	10	31	7	36	26	326	5	3	34	47	791
07:30 AM	35	279	14	27	24	66	53	340	11	1	21	83	954
07:45 AM	35	307	25	64	19	84	87	457	6	6	23	69	1182
Total	127	1060	53	140	73	239	194	1349	26	11	86	257	3615
08:00 AM	39	274	17	60	9	59	67	366	4	1	8	74	978
08:15 AM	41	302	20	32	18	90	74	383	5	1	15	84	1065
08:30 AM	48	296	12	49	13	74	48	374	12	3	15	81	1025
08:45 AM	58	303	23	58	17	54	51	400	6	4	16	68	1058
Total	186	1175	72	199	57	277	240	1523	27	9	54	307	4126
*** BREAK ***													
04:30 PM	92	362	39	30	27	45	54	321	12	8	30	52	1072
04:45 PM	75	340	35	34	27	52	96	383	10	2	19	48	1121
Total	167	702	74	64	54	97	150	704	22	10	49	100	2193
05:00 PM	85	413	58	33	25	73	119	401	11	0	20	41	1279
05:15 PM	99	402	88	34	30	91	98	433	10	2	18	59	1364
05:30 PM	98	514	51	48	27	91	83	355	7	0	25	50	1349
05:45 PM	95	458	86	71	49	93	83	393	15	0	16	56	1415
Total	377	1787	283	186	131	348	383	1582	43	2	79	206	5407
06:00 PM	91	417	66	36	37	89	72	361	9	1	28	60	1267
06:15 PM	83	431	40	39	48	47	59	346	6	2	18	43	1162
Grand Total	1031	5572	588	664	400	1097	1098	5865	133	35	314	973	17770
Apprch %	14.3	77.5	8.2	30.7	18.5	50.8	15.5	82.7	1.9	2.6	23.8	73.6	
Total %	5.8	31.4	3.3	3.7	2.3	6.2	6.2	33.0	0.7	0.2	1.8	5.5	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503176
Site Code : 00000916
Start Date : 4/7/2005
Page No : 2

	JAMBOREE ROAD Southbound				UNIVERSITY DRIVE Westbound				JAMBOREE ROAD Northbound				EASTBLUFF DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	163	1179	74	1416	205	59	307	571	276	1580	27	1883	11	61	308	380	4250
Percent	11.5	83.3	5.2		35.9	10.3	53.8		14.7	83.9	1.4		2.9	16.1	81.1		
07:45 Volume	35	307	25	367	64	19	84	167	87	457	6	550	6	23	69	98	1182
Peak Factor																	0.899
High Int.	07:45 AM				07:45 AM				07:45 AM				08:15 AM				
Volume	35	307	25	367	64	19	84	167	87	457	6	550	1	15	84	100	
Peak Factor				0.965				0.855				0.856				0.950	



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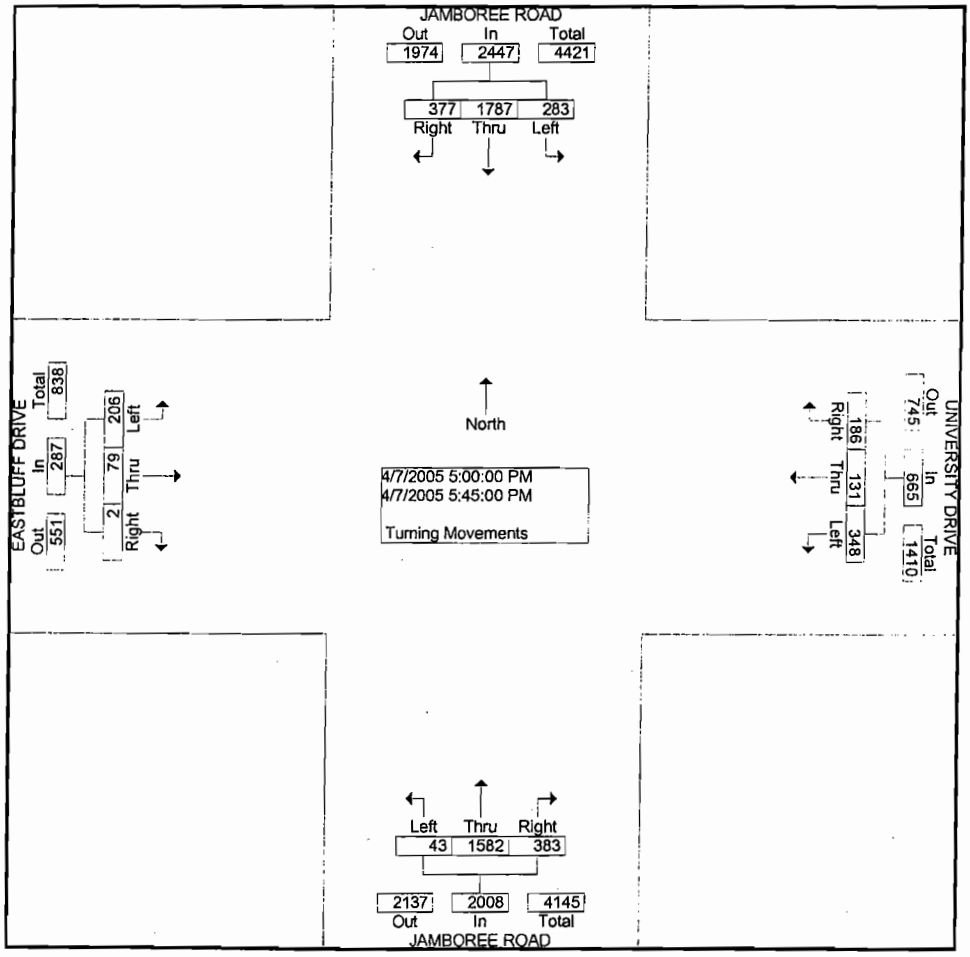
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0503176
Site Code : 00000916
Start Date : 4/7/2005
Page No : 3

	JAMBOREE ROAD Southbound				UNIVERSITY DRIVE Westbound				JAMBOREE ROAD Northbound				EASTBLUFF DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	377	1787	283	2447	186	131	348	665	383	1582	43	2008	2	79	206	287	5407
Percent	15.4	73.0	11.6		28.0	19.7	52.3		19.1	78.8	2.1		0.7	27.5	71.8		
05:45 Volume	95	458	86	639	71	49	93	213	83	393	15	491	0	16	56	72	1415
Peak Factor																	0.955
High Int.	05:30 PM				05:45 PM				05:15 PM				05:15 PM				
Volume	98	514	51	663	71	49	93	213	98	433	10	541	2	18	59	79	
Peak Factor				0.923				0.781				0.928				0.908	



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JA 5045

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

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

File Name : H0501286
Site Code : 00001883
Start Date : 4/5/2005
Page No : 1

Groups Printed- Turning Movements

	JAMBOREE ROAD Southbound				SAN JOAQUIN HILLS ROAD Westbound					JAMBOREE ROAD Northbound				SAN JOAQUIN HILLS ROAD Eastbound						
Start Time	Right	Thru	Left	Peds	Right	Free Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0			
06:00 AM	1	109	48	0	3	13	0	10	0	8	72	0	0	4	3	19	1	1	290	291
06:15 AM	3	137	43	1	4	18	3	9	1	11	97	1	0	8	5	18	0	2	357	359
06:30 AM	5	149	81	1	4	26	4	8	2	6	118	0	0	7	1	37	0	3	446	449
06:45 AM	4	243	92	0	2	50	1	10	0	14	182	1	0	6	1	51	0	0	657	657
Total	13	638	264	2	13	107	8	37	3	39	469	2	0	25	10	125	1	6	1750	1756
07:00 AM	4	213	95	3	7	45	3	16	2	21	212	4	0	10	5	53	1	6	688	694
07:15 AM	10	263	88	1	5	44	4	18	2	17	286	4	0	14	6	50	0	3	809	812
07:30 AM	16	266	152	0	14	128	2	22	1	24	355	6	0	14	9	83	1	2	1091	1093
07:45 AM	17	397	160	0	8	56	2	21	4	32	359	6	0	10	19	93	2	6	1180	1186
Total	47	1139	495	4	34	273	11	77	9	94	1212	20	0	48	39	279	4	17	3768	3785
08:00 AM	14	294	128	2	5	43	2	27	3	30	346	4	0	12	18	64	0	5	987	992
08:15 AM	16	307	122	1	7	55	2	23	2	32	337	3	1	21	15	61	0	4	1001	1005
08:30 AM	16	273	111	2	5	48	1	26	1	27	343	5	0	18	20	57	0	3	950	953
08:45 AM	19	266	106	0	8	39	1	22	2	20	327	3	0	15	18	53	0	2	897	899
Total	65	1140	467	5	25	185	6	98	8	109	1353	15	1	66	71	235	0	14	3835	3849
*** BREAK ***																				
03:00 PM	28	375	185	2	14	185	8	55	0	24	348	15	0	11	9	14	1	3	1271	1274
03:15 PM	24	319	176	3	12	142	11	26	1	13	260	14	0	2	17	27	3	7	1043	1050
03:30 PM	14	335	112	3	13	163	6	46	1	32	328	15	0	4	3	10	4	8	1081	1089
03:45 PM	20	283	94	1	13	116	6	40	2	29	301	16	0	13	1	19	0	3	951	954
Total	86	1312	567	9	52	606	31	167	4	98	1237	60	0	30	30	70	8	21	4346	4367
04:00 PM	27	275	102	1	9	170	5	44	1	29	293	21	1	10	12	24	0	3	1021	1024
04:15 PM	38	358	129	4	13	120	9	24	1	25	291	17	0	6	4	9	0	5	1043	1048
04:30 PM	35	267	105	6	15	149	11	48	2	29	327	20	0	6	7	30	1	9	1049	1058
04:45 PM	40	327	128	3	13	140	7	40	2	28	281	18	0	9	7	24	1	6	1062	1068
Total	140	1227	464	14	50	579	32	156	6	111	1192	76	1	31	30	87	2	23	4175	4198
05:00 PM	43	372	131	2	14	136	10	45	3	37	318	23	0	10	5	17	0	5	1161	1166
05:15 PM	39	387	119	2	18	131	9	52	4	36	336	28	0	11	9	23	1	7	1198	1205
05:30 PM	46	401	129	3	17	141	14	54	1	33	347	24	0	6	6	14	2	6	1232	1238
05:45 PM	44	399	116	0	19	123	15	49	0	32	323	29	0	9	13	17	0	0	1188	1188
Total	172	1559	495	7	68	531	48	200	8	138	1324	104	0	36	33	71	3	18	4779	4797
06:00 PM	39	431	107	0	14	149	9	42	3	34	294	25	0	10	9	19	1	4	1182	1186
06:15 PM	33	409	93	0	15	114	14	47	0	39	301	25	0	8	5	18	0	0	1121	1121
06:30 PM	29	279	83	0	13	109	11	33	0	31	286	23	0	9	4	11	0	0	921	921
06:45 PM	28	266	70	0	13	82	11	32	1	27	278	21	0	3	9	13	0	1	853	854
Total	129	1385	353	0	55	454	45	154	4	131	1159	94	0	30	27	61	1	5	4077	4082
Grand Total	652	8400	3105	41	297	2735	181	889	42	720	7946	371	2	266	240	928	19	104	26730	26834
Apprch %	5.4	69.1	25.5		7.2	66.7	4.4	21.7		8.0	87.9	4.1		18.5	16.7	64.7				
Total %	2.4	31.4	11.6		1.1	10.2	0.7	3.3		2.7	29.7	1.4		1.0	0.9	3.5		0.4	99.6	

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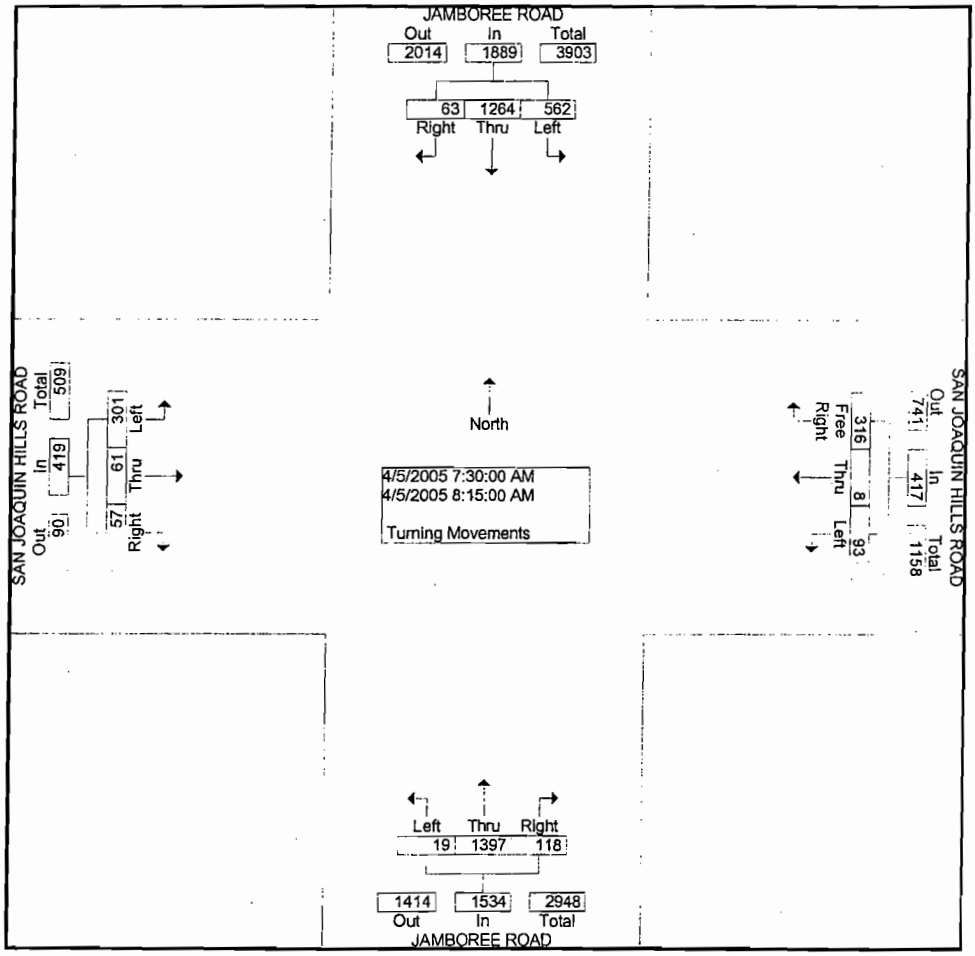
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0501286
Site Code : 00001883
Start Date : 4/5/2005
Page No : 2

	JAMBOREE ROAD Southbound				SAN JOAQUIN HILLS ROAD Westbound					JAMBOREE ROAD Northbound				SAN JOAQUIN HILLS ROAD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Free Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 06:00 AM to 08:45 AM - Peak 1 of 1																		
Intersection	07:30 AM																	
Volume	63	1264	562	1889	34	282	8	93	417	118	1397	19	1534	57	61	301	419	4259
Percent	3.3	66.9	29.8		8.2	67.6	1.9	22.3		7.7	91.1	1.2		13.6	14.6	71.8		
07:45 Volume	17	397	160	574	8	56	2	21	87	32	359	6	397	10	19	93	122	1180
Peak Factor																		0.902
High Int.	07:45 AM				07:30 AM					07:45 AM				07:45 AM				
Volume	17	397	160	574	14	128	2	22	166	32	359	6	397	10	19	93	122	
Peak Factor				0.823					0.628				0.966				0.859	



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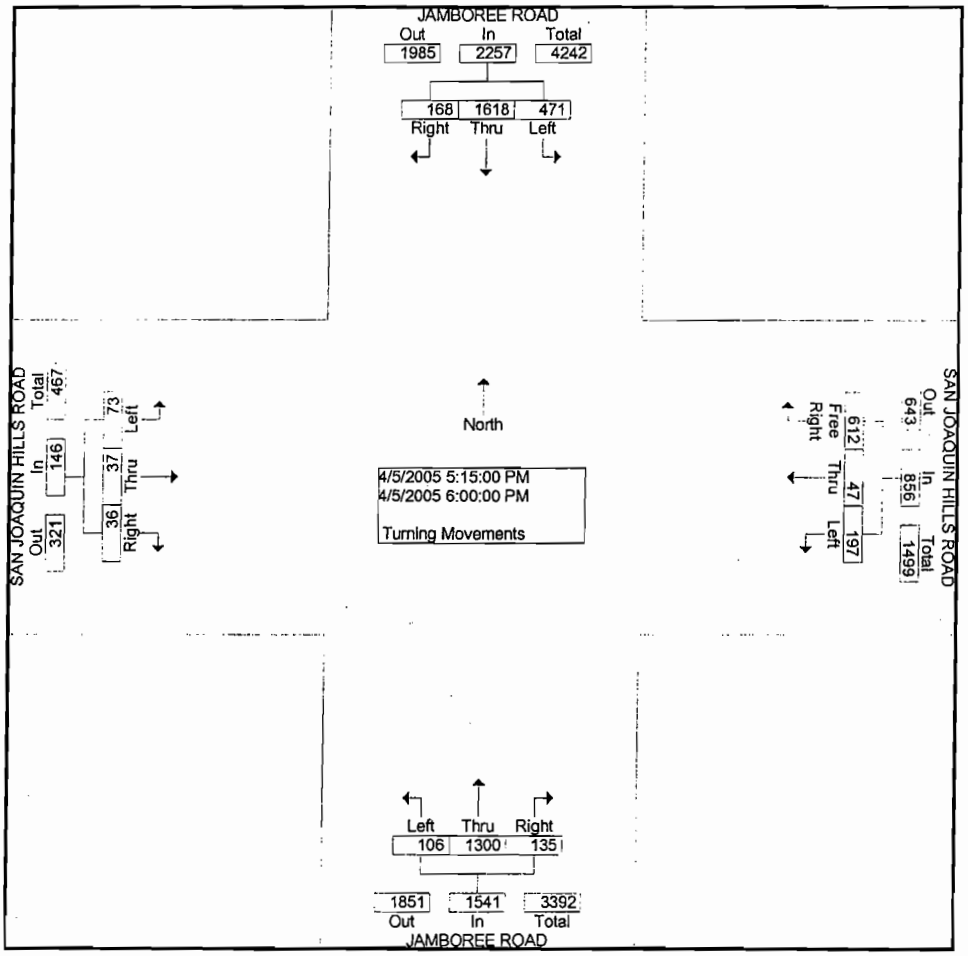
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0501286
Site Code : 00001883
Start Date : 4/5/2005
Page No : 3

Start Time	JAMBOREE ROAD Southbound				SAN JOAQUIN HILLS ROAD Westbound					JAMBOREE ROAD Northbound				SAN JOAQUIN HILLS ROAD Eastbound				
	Right	Thru	Left	App. Total	Right	Free Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 03:00 PM to 06:45 PM - Peak 1 of 1																		
Intersection	05:15 PM																	
Volume	168	1618	471	2257	68	544	47	197	856	135	1300	106	1541	36	37	73	146	4800
Percent	7.4	71.7	20.9		7.9	63.6	5.5	23.0		8.8	84.4	6.9		24.7	25.3	50.0		
05:30 Volume	46	401	129	576	17	141	14	54	226	33	347	24	404	6	6	14	26	1232
Peak Factor																		0.974
High Int.	06:00 PM				05:30 PM					05:30 PM				05:15 PM				
Volume	39	431	107	577	17	141	14	54	226	33	347	24	404	11	9	23	43	
Peak Factor				0.978					0.947				0.954				0.849	



P 346

MA5070

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

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

File Name : H0501290
Site Code : 00003871
Start Date : 4/7/2005
Page No : 1

Groups Printed- Turning Movements

Start Time	MAC ARTHUR BOULEVARD Southbound				SAN JOAQUIN HILLS ROAD Westbound				MAC ARTHUR BOULEVARD Northbound				SAN JOAQUIN HILLS ROAD Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds			
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0			
06:00 AM	53	117	32	1	34	29	4	0	0	82	3	1	2	7	8	0	2	371	373
06:15 AM	48	135	53	2	54	13	1	0	4	94	7	3	5	13	8	1	6	435	441
06:30 AM	76	221	105	0	49	25	2	0	0	130	6	1	1	10	9	0	1	634	635
06:45 AM	106	225	125	0	72	26	2	0	2	183	12	1	6	18	17	0	1	794	795
Total	283	698	315	3	209	93	9	0	6	489	28	6	14	48	42	1	10	2234	2244
07:00 AM	105	264	110	1	78	37	2	1	1	236	17	3	7	34	27	0	5	918	923
07:15 AM	166	263	119	1	109	59	3	0	3	276	18	3	13	21	19	2	6	1069	1075
07:30 AM	179	245	133	1	158	116	2	1	0	340	20	4	16	51	22	0	6	1282	1288
07:45 AM	238	344	146	0	150	99	2	1	4	399	14	1	18	70	28	0	2	1512	1514
Total	688	1116	508	3	495	311	9	3	8	1251	69	11	54	176	96	2	19	4781	4800
08:00 AM	237	361	167	0	159	94	6	0	4	289	27	5	20	94	34	1	6	1492	1498
08:15 AM	245	353	121	0	194	130	9	0	3	365	21	1	11	38	35	0	1	1525	1526
08:30 AM	250	346	96	0	151	66	1	2	3	387	27	4	19	41	36	0	6	1423	1429
08:45 AM	250	356	106	0	141	81	6	0	7	327	25	1	18	46	22	0	1	1385	1386
Total	982	1416	490	0	645	371	22	2	17	1368	100	11	68	219	127	1	14	5825	5839
*** BREAK ***																			
03:00 PM	104	320	113	0	115	73	11	4	5	349	11	3	24	75	104	0	7	1304	1311
03:15 PM	87	311	142	0	128	72	14	0	8	400	24	2	32	111	127	0	2	1456	1458
03:30 PM	93	348	129	0	117	66	10	1	5	350	17	6	20	91	125	1	8	1371	1379
03:45 PM	87	381	116	0	132	77	27	1	10	409	9	2	27	72	106	0	3	1453	1456
Total	371	1360	500	0	492	288	62	6	28	1508	61	13	103	349	462	1	20	5584	5604
04:00 PM	97	346	128	1	101	61	14	0	8	414	12	1	28	80	152	1	3	1441	1444
04:15 PM	119	349	130	0	106	56	5	0	12	401	16	0	26	97	173	0	0	1490	1490
04:30 PM	117	358	154	0	89	61	11	0	4	351	5	1	25	88	145	0	1	1408	1409
04:45 PM	97	355	150	0	105	67	10	0	1	395	6	7	21	93	141	0	7	1441	1448
Total	430	1408	562	1	401	245	40	0	25	1561	39	9	100	358	611	1	11	5780	5791
05:00 PM	87	405	165	0	93	44	6	0	10	430	7	1	28	112	159	0	1	1546	1547
05:15 PM	97	408	155	2	76	68	13	1	8	405	14	4	28	105	226	1	8	1603	1611
05:30 PM	98	424	170	0	89	49	10	0	3	389	12	2	34	107	206	1	3	1591	1594
05:45 PM	108	411	162	0	82	62	6	1	7	319	12	2	16	85	135	1	4	1405	1409
Total	390	1648	652	2	340	223	35	2	28	1543	45	9	106	409	726	3	16	6145	6161
06:00 PM	85	422	184	0	88	57	10	1	4	349	11	1	30	101	151	1	3	1492	1495
06:15 PM	75	329	153	0	66	54	8	1	5	327	5	0	27	80	160	0	1	1289	1290
06:30 PM	94	359	152	0	65	48	5	0	2	300	6	0	20	77	105	0	0	1233	1233
06:45 PM	72	303	126	0	66	38	4	0	3	236	10	1	29	48	71	0	1	1006	1007
Total	326	1413	615	0	285	197	27	2	14	1212	32	2	106	306	487	1	5	5020	5025
Grand Total	3470	9059	3642	9	2867	1728	204	15	126	8932	374	61	551	1865	2551	10	95	35369	35464
Apprch %	21.5	56.0	22.5		59.7	36.0	4.3		1.3	94.7	4.0		11.1	37.5	51.4				
Total %	9.8	25.6	10.3		8.1	4.9	0.6		0.4	25.3	1.1		1.6	5.3	7.2		0.3	99.7	

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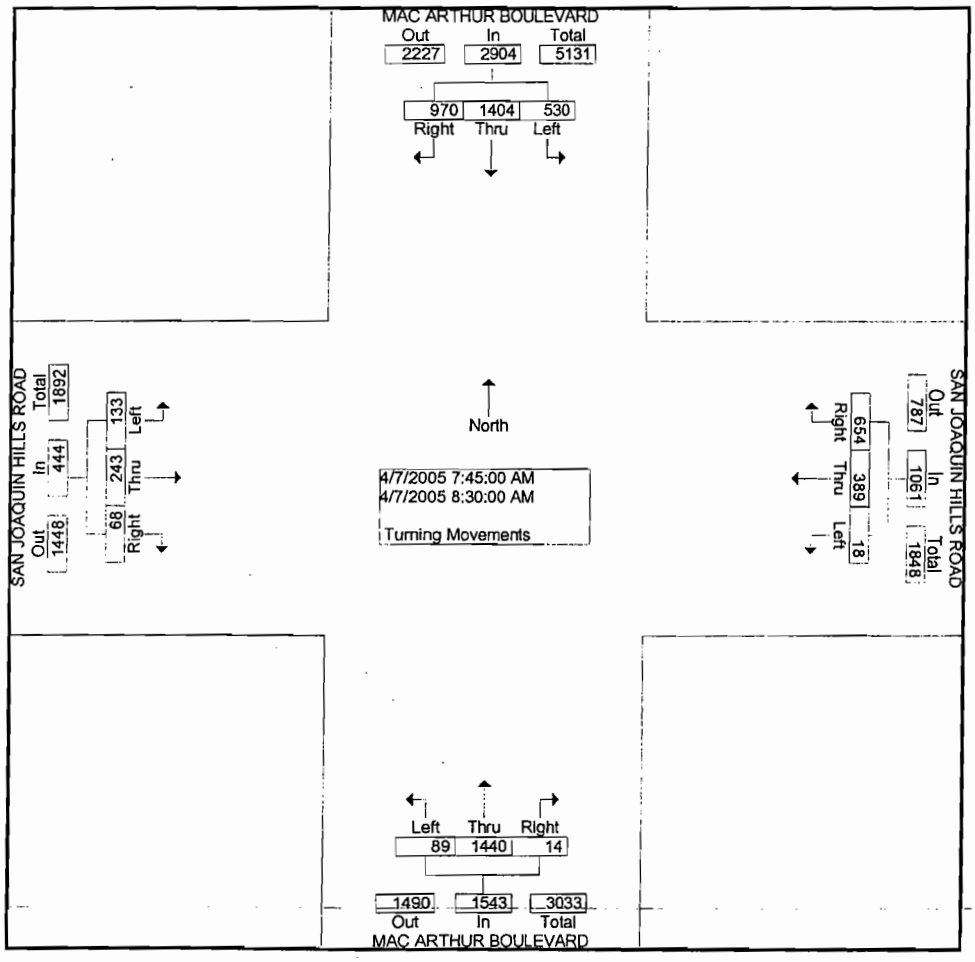
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0501290
Site Code : 00003871
Start Date : 4/7/2005
Page No : 2

	MAC ARTHUR BOULEVARD Southbound				SAN JOAQUIN HILLS ROAD Westbound				MAC ARTHUR BOULEVARD Northbound				SAN JOAQUIN HILLS ROAD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	970	1404	530	2904	654	389	18	1061	14	1440	89	1543	68	243	133	444	5952
Percent	33.4	48.3	18.3		61.6	36.7	1.7		0.9	93.3	5.8		15.3	54.7	30.0		
08:15 Volume	245	353	121	719	194	130	9	333	3	365	21	389	11	38	35	84	1525
Peak Factor																	0.976
High Int.	08:00 AM				08:15 AM				07:45 AM				08:00 AM				
Volume	237	361	167	765	194	130	9	333	4	399	14	417	20	94	34	148	
Peak Factor				0.949				0.797				0.925				0.750	

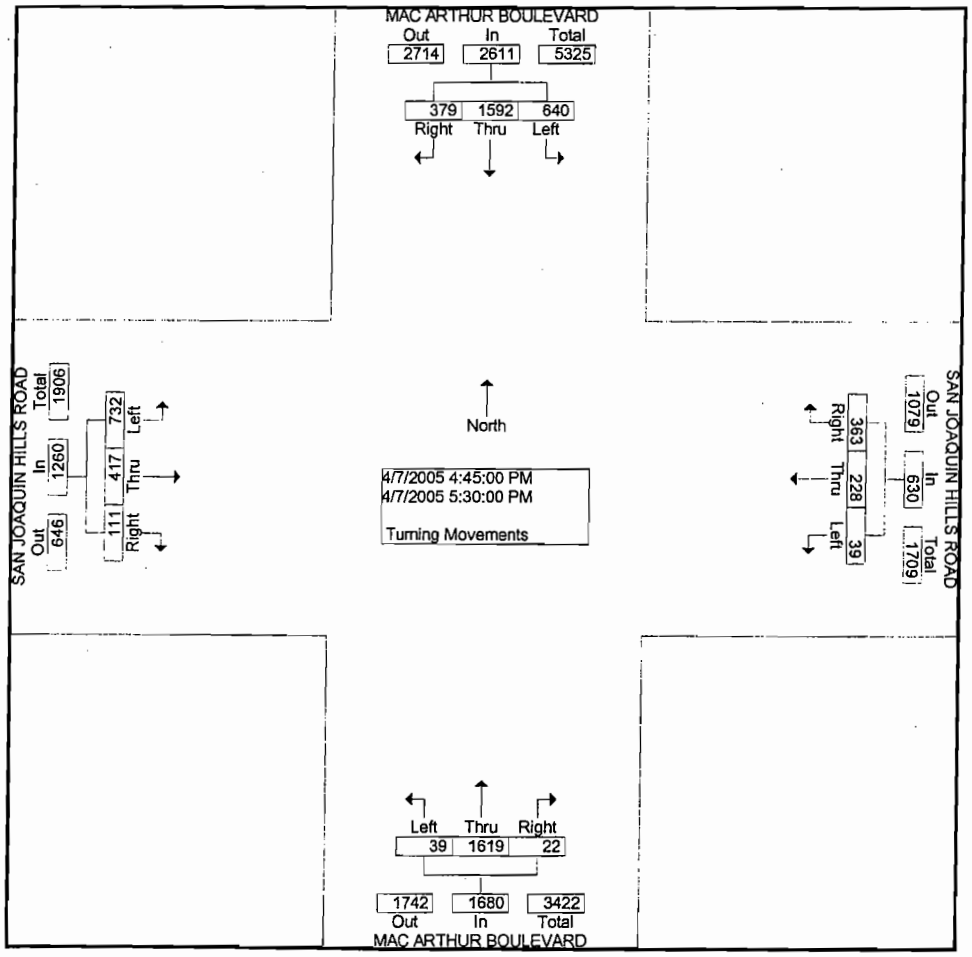


P348

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0501290
Site Code : 00003871
Start Date : 4/7/2005
Page No : 3

	MAC ARTHUR BOULEVARD Southbound				SAN JOAQUIN HILLS ROAD Westbound				MAC ARTHUR BOULEVARD Northbound				SAN JOAQUIN HILLS ROAD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	379	1592	640	2611	363	228	39	630	22	1619	39	1680	111	417	732	1260	6181
Percent	14.5	61.0	24.5		57.6	36.2	6.2		1.3	96.4	2.3		8.8	33.1	58.1		
05:15 Volume	97	408	155	660	76	68	13	157	8	405	14	427	28	105	226	359	1603
Peak Factor																	0.964
High Int.	05:30 PM				04:45 PM				05:00 PM				05:15 PM				
Volume	98	424	170	692	105	67	10	182	10	430	7	447	28	105	226	359	
Peak Factor				0.943				0.865				0.940				0.877	



P349

IR 4090

CITY OF NEWPORT BEACH
Traffic Engineering

Irvine Ave @ University Dr
N-S: Irvine Ave
E-W: University Dr
Weather: Clear

File Name : Irvine @ University
Site Code : 00000000
Start Date : 05/17/2005
Page No : 1

Groups PrintedUnshifted

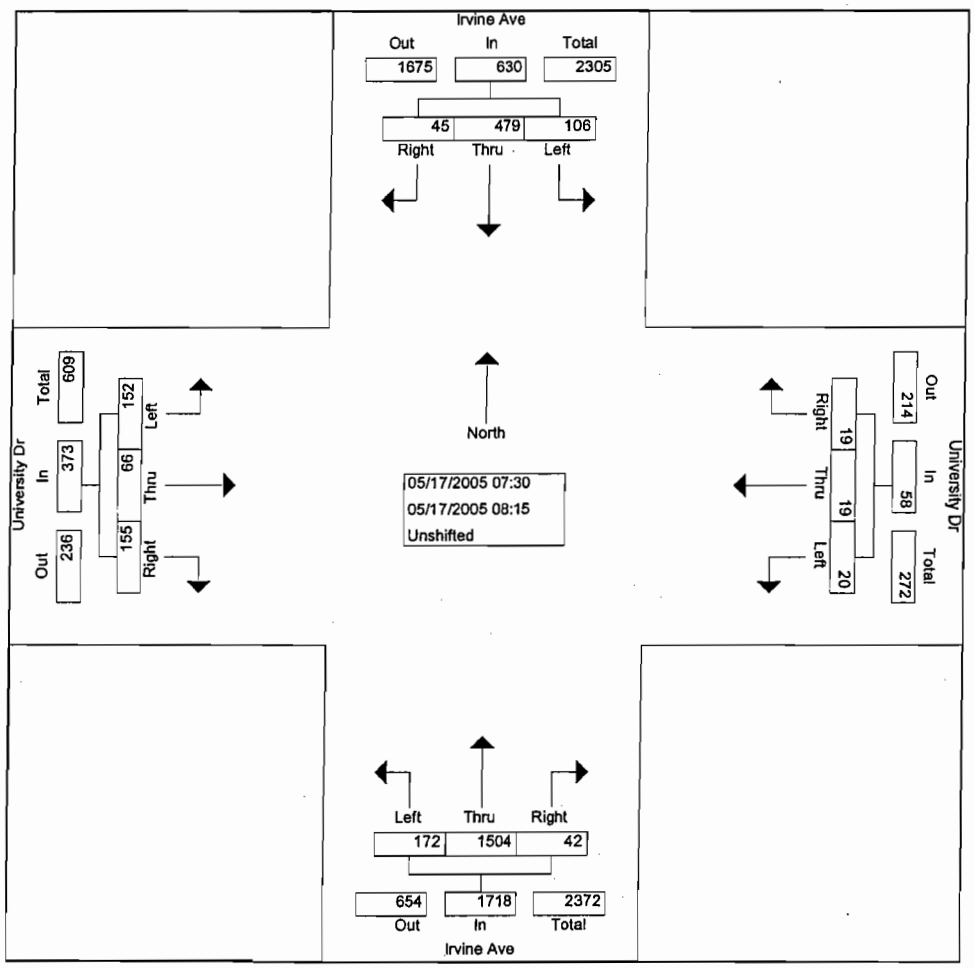
	Irvine Ave Southbound			University Dr Westbound			Irvine Ave Northbound			University Dr Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	9	81	4	1	8	3	9	168	3	17	9	15	327
07:15 AM	6	98	8	3	5	1	17	225	3	26	9	28	429
07:30 AM	24	109	8	9	5	4	48	311	6	34	11	48	617
07:45 AM	30	116	8	4	8	4	50	436	10	36	11	39	752
Total	69	404	28	17	26	12	124	1140	22	113	40	130	2125
08:00 AM	26	118	14	3	4	6	44	361	15	55	20	34	700
08:15 AM	26	136	15	4	2	5	30	396	11	27	24	34	710
08:30 AM	21	134	18	7	5	4	31	285	11	33	25	18	592
08:45 AM	21	133	8	0	0	0	0	0	0	23	9	16	210
Total	94	521	55	14	11	15	105	1042	37	138	78	102	2212
*** BREAK ***													
04:30 PM	11	286	24	11	7	15	17	142	6	19	10	29	577
04:45 PM	14	299	42	10	13	14	25	177	8	16	13	26	657
Total	25	585	66	21	20	29	42	319	14	35	23	55	1234
05:00 PM	17	349	27	8	16	30	30	174	15	19	14	24	723
05:15 PM	13	408	37	14	12	14	27	186	12	15	13	21	772
05:30 PM	15	395	44	12	26	20	26	177	5	14	8	24	766
05:45 PM	13	379	32	9	18	17	17	152	8	18	4	34	701
Total	58	1531	140	43	72	81	100	689	40	66	39	103	2962
06:00 PM	11	289	30	17	21	20	23	128	5	20	7	27	598
06:15 PM	7	311	21	13	8	21	19	143	9	8	6	11	577
Grand Total	264	3641	340	125	158	178	413	3461	127	380	193	428	9708
Apprch %	6.2	85.8	8.0	27.1	34.3	38.6	10.3	86.5	3.2	38.0	19.3	42.8	
Total %	2.7	37.5	3.5	1.3	1.6	1.8	4.3	35.7	1.3	3.9	2.0	4.4	

CITY OF NEWPORT BEACH
Traffic Engineering

Irvine Ave @ University Dr
N-S: Irvine Ave
E-W: University Dr
Weather: Clear

File Name : Irvine @ University
Site Code : 00000000
Start Date : 05/17/2005
Page No : 2

	Irvine Ave Southbound				University Dr Westbound				Irvine Ave Northbound				University Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	106	479	45	630	20	19	19	58	172	1504	42	1718	152	66	155	373	2779
Percent	16.8	76.0	7.1		34.5	32.8	32.8		10.0	87.5	2.4		40.8	17.7	41.6		
High Int.	08:15 AM				07:30 AM				07:45 AM				08:00 AM				07:45
Volume	30	116	8	154	4	8	4	16	50	436	10	496	36	11	39	86	752
Peak Factor				0.890				0.806				0.866				0.856	0.924



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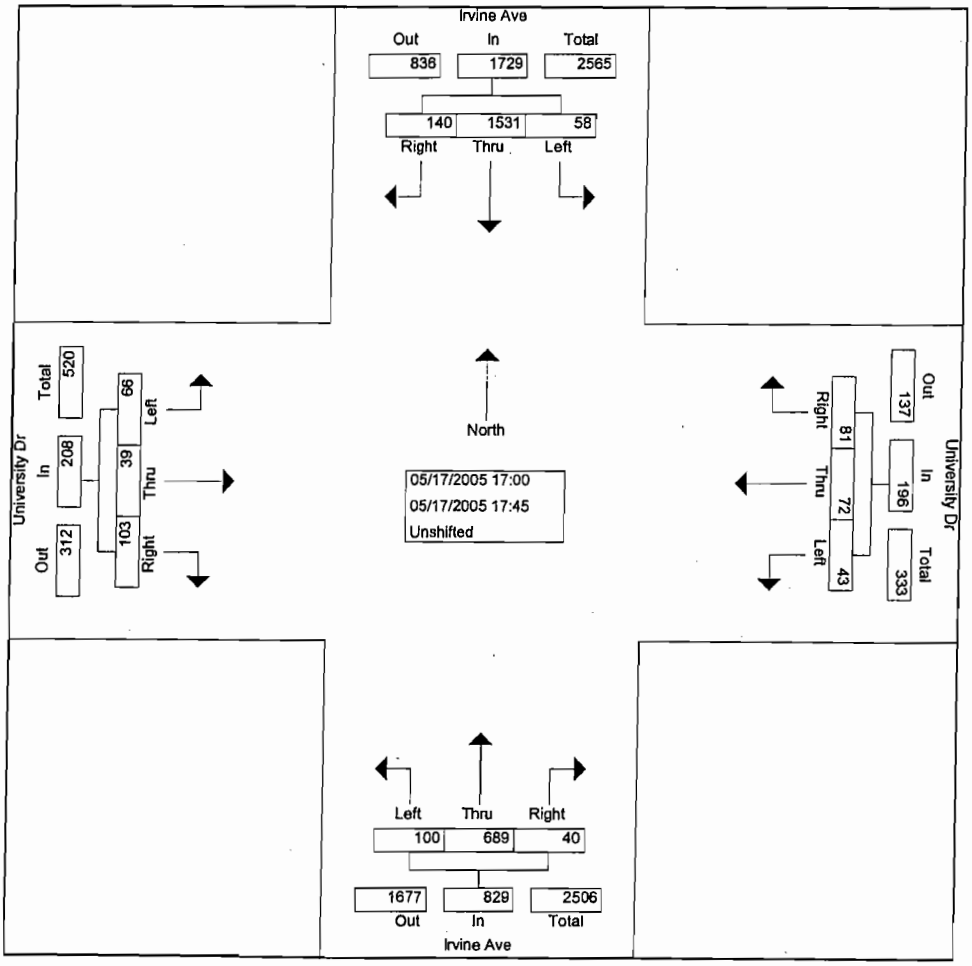
CITY OF NEWPORT BEACH
Traffic Engineering

Irvine Ave @ University Dr
N-S: Irvine Ave
E-W: University Dr
Weather: Clear

File Name : Irvine @ University
Site Code : 00000000
Start Date : 05/17/2005
Page No : 3

	Irvine Ave Southbound				University Dr Westbound				Irvine Ave Northbound				University Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	58	1531	140	1729	43	72	81	196	100	689	40	829	66	39	103	208	2962
Percent	3.4	88.5	8.1		21.9	36.7	41.3		12.1	83.1	4.8		31.7	18.8	49.5		
High Int.	05:15 PM				05:30 PM				05:15 PM				05:00 PM				05:15
Volume	13	408	37	458	14	12	14	40	27	186	12	225	15	13	21	49	772
Peak Factor				0.944				0.845				0.921				0.912	0.959



P 352

IR 3930

CITY OF NEWPORT BEACH
Traffic Engineering

Irvine Ave @ Santiago Dr
N-S: Irvine Ave
E-W: Santiago Dr
Weather: Clear

File Name : Irvine @ Santiago
Site Code : 00000000
Start Date : 04/21/2005
Page No : 1

Groups PrintedUnshifted

	Irvine Ave Southbound			Santiago Dr Westbound			Irvine Ave Northbound			Santiago Dr Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	14	107	3	1	7	19	5	144	0	8	8	14	330
07:15 AM	12	183	2	3	8	22	9	208	1	15	6	36	505
07:30 AM	10	198	8	3	16	33	13	348	3	25	6	33	696
07:45 AM	5	186	3	3	9	28	18	396	4	31	11	31	725
Total	41	674	16	10	40	102	45	1096	8	79	31	114	2256
08:00 AM	16	135	15	0	10	33	17	280	1	37	9	21	574
08:15 AM	12	184	10	8	10	31	11	371	5	28	10	25	705
08:30 AM	14	148	7	6	16	39	15	286	4	21	17	23	596
08:45 AM	16	161	8	4	12	38	11	236	1	17	11	29	544
Total	58	628	40	18	48	141	54	1173	11	103	47	98	2419
*** BREAK ***													
04:30 PM	17	337	22	2	17	19	18	180	3	17	15	15	662
04:45 PM	18	296	10	5	9	23	21	212	1	14	15	23	647
Total	35	633	32	7	26	42	39	392	4	31	30	38	1309
05:00 PM	20	328	23	4	11	14	24	223	3	10	11	27	698
05:15 PM	28	402	30	4	15	12	22	216	0	11	15	28	783
05:30 PM	21	398	22	6	20	20	17	205	4	11	13	35	772
05:45 PM	29	390	23	7	9	25	27	203	3	4	12	21	753
Total	98	1518	98	21	55	71	90	847	10	36	51	111	3006
06:00 PM	23	375	23	1	24	26	27	201	10	8	13	34	765
06:15 PM	21	322	17	2	20	21	27	164	2	9	14	26	645
Grand Total	276	4150	226	59	213	403	282	3873	45	266	186	421	10400
Apprch %	5.9	89.2	4.9	8.7	31.6	59.7	6.7	92.2	1.1	30.5	21.3	48.2	
Total %	2.7	39.9	2.2	0.6	2.0	3.9	2.7	37.2	0.4	2.6	1.8	4.0	

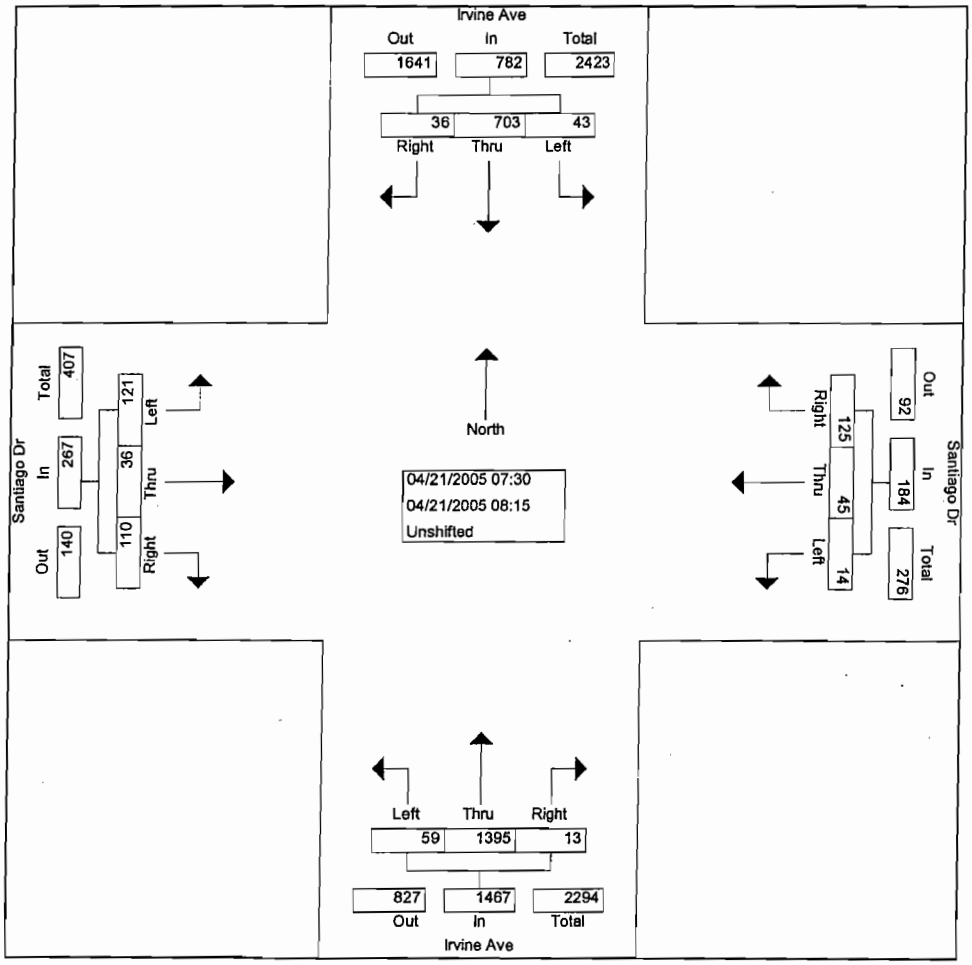
P353

CITY OF NEWPORT BEACH
Traffic Engineering

Irvine Ave @ Santiago Dr
N-S: Irvine Ave
E-W: Santiago Dr
Weather: Clear

File Name : Irvine @ Santiago
Site Code : 00000000
Start Date : 04/21/2005
Page No : 2

	Irvine Ave Southbound				Santiago Dr Westbound				Irvine Ave Northbound				Santiago Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	43	703	36	782	14	45	125	184	59	1395	13	1467	121	36	110	267	2700
Percent	5.5	89.9	4.6		7.6	24.5	67.9		4.0	95.1	0.9		45.3	13.5	41.2		
High Int.	07:30 AM				07:30 AM				07:45 AM				07:45 AM				07:45
Volume	5	186	3	194	3	9	28	40	18	396	4	418	31	11	31	73	725
Peak Factor				0.905				0.885				0.877				0.914	0.931



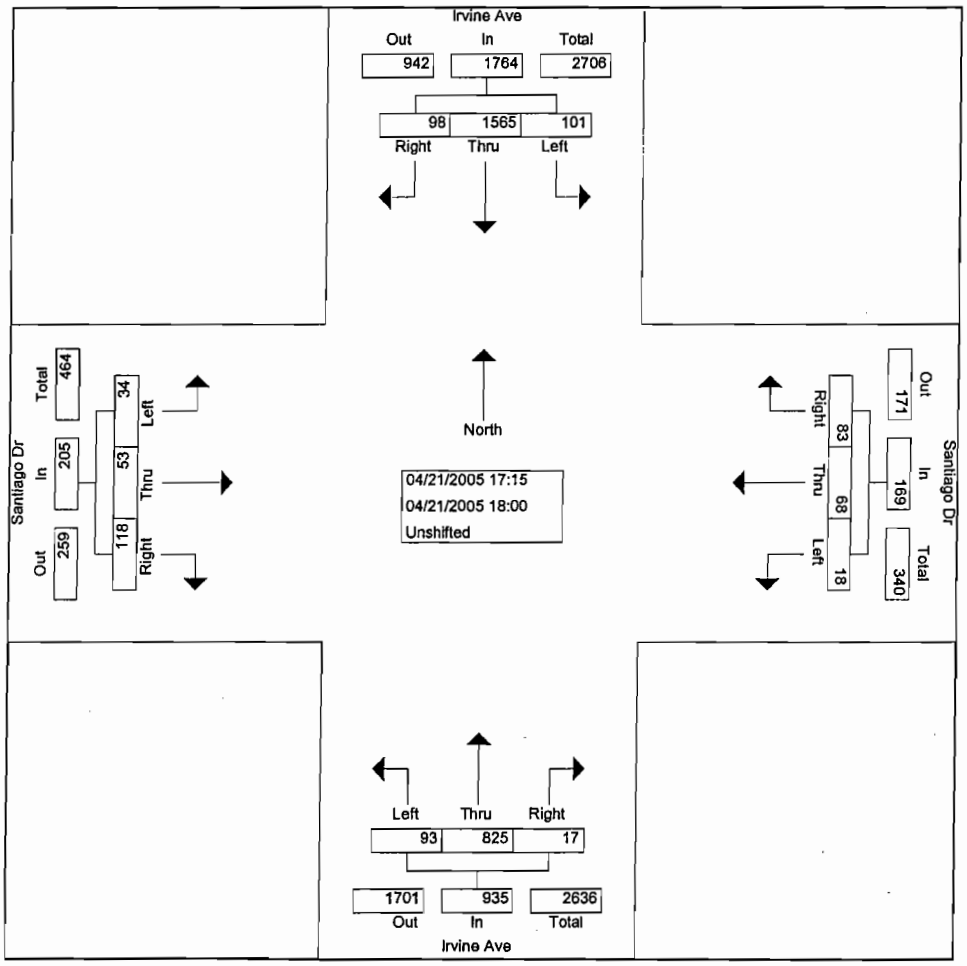
P354

CITY OF NEWPORT BEACH
Traffic Engineering

Irvine Ave @ Santiago Dr
N-S: Irvine Ave
E-W: Santiago Dr
Weather: Clear

File Name : Irvine @ Santiago
Site Code : 00000000
Start Date : 04/21/2005
Page No : 3

	Irvine Ave Southbound				Santiago Dr Westbound				Irvine Ave Northbound				Santiago Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	05:15 PM																
Volume	101	1565	98	1764	18	68	83	169	93	825	17	935	34	53	118	205	3073
Percent	5.7	88.7	5.6		10.7	40.2	49.1		9.9	88.2	1.8		16.6	25.9	57.6		
High Int.	05:15 PM				06:00 PM				05:15 PM				05:30 PM				05:15
Volume	28	402	30	460	4	15	12	31	22	216	0	238	11	15	28	54	783
Peak Factor				0.959				0.828				0.982				0.869	0.981



P 355

IR3395

CITY OF NEWPORT BEACH
Traffic Engineering

Irvine Ave @ 20th-Highland
N-S: Irvine Ave
E-W: 20th-Highland
Weather: Clear

File Name : IRVINE @ 20TH
Site Code : 00000000
Start Date : 04/19/2005
Page No : 1

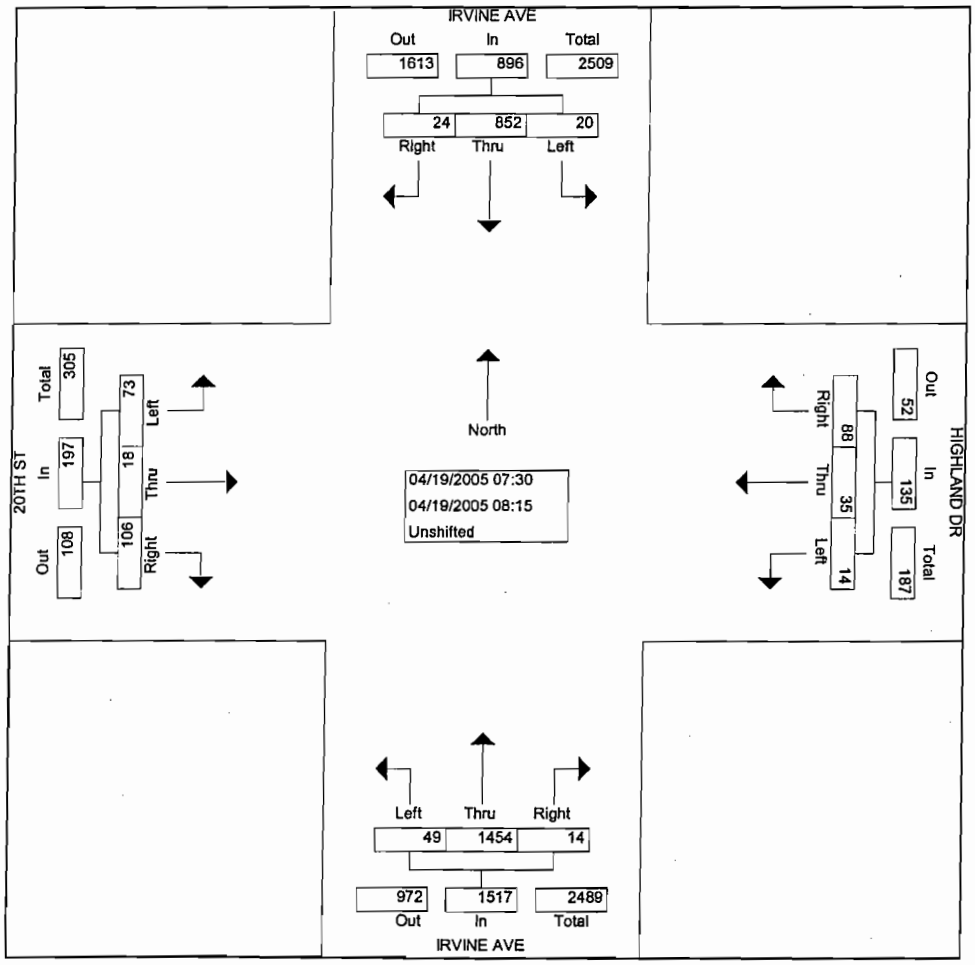
Groups PrintedUnshifted

	IRVINE AVE Southbound			HIGHLAND DR Westbound			IRVINE AVE Northbound			20TH ST Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	6	119	2	3	5	19	8	179	2	7	2	14	366
07:15 AM	5	241	1	2	5	24	6	225	3	7	3	25	547
07:30 AM	6	264	4	5	9	22	14	367	4	14	4	38	751
07:45 AM	4	214	9	4	10	23	13	378	1	18	2	26	702
Total	21	838	16	14	29	88	41	1149	10	46	11	103	2366
08:00 AM	6	165	5	3	9	15	12	362	3	25	8	20	633
08:15 AM	4	209	6	2	7	26	10	347	6	16	4	22	659
08:30 AM	6	182	5	2	4	23	5	278	6	14	2	17	544
08:45 AM	9	188	11	9	8	22	9	218	6	7	5	18	510
Total	25	744	27	16	28	86	36	1205	21	62	19	77	2346
*** BREAK ***													
04:30 PM	6	260	6	1	5	7	23	220	4	4	3	17	556
04:45 PM	8	258	7	6	4	8	23	210	1	6	6	18	555
Total	14	518	13	7	9	15	46	430	5	10	9	35	1111
05:00 PM	5	247	16	5	8	14	18	268	5	4	11	12	613
05:15 PM	7	306	8	6	7	8	23	243	3	14	2	20	647
05:30 PM	7	311	7	6	5	8	10	205	7	5	4	8	583
05:45 PM	9	307	15	2	6	6	19	200	0	9	9	15	597
Total	28	1171	46	19	26	36	70	916	15	32	26	55	2440
06:00 PM	19	307	6	3	2	8	19	197	3	3	10	22	599
06:15 PM	7	304	14	4	3	11	15	218	5	12	4	17	614
Grand Total	114	3882	122	63	97	244	227	4115	59	165	79	309	9476
Apprch %	2.8	94.3	3.0	15.6	24.0	60.4	5.2	93.5	1.3	29.8	14.3	55.9	
Total %	1.2	41.0	1.3	0.7	1.0	2.6	2.4	43.4	0.6	1.7	0.8	3.3	

CITY OF NEWPORT BEACH
Traffic Engineering

File Name : IRVINE @ 20TH
Site Code : 00000000
Start Date : 04/19/2005
Page No : 2

	IRVINE AVE Southbound				HIGHLAND DR Westbound				IRVINE AVE Northbound				20TH ST Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	20	852	24	896	14	35	86	135	49	1454	14	1517	73	18	106	197	2745
Percent	2.2	95.1	2.7		10.4	25.9	63.7		3.2	95.8	0.9		37.1	9.1	53.8		
High Int.	07:30 AM				07:45 AM				07:45 AM				07:30 AM				07:30
Volume	6	264	4	274	5	9	22	36	14	367	4	385	14	4	38	56	751
Peak Factor				0.818				0.912				0.967				0.879	0.914

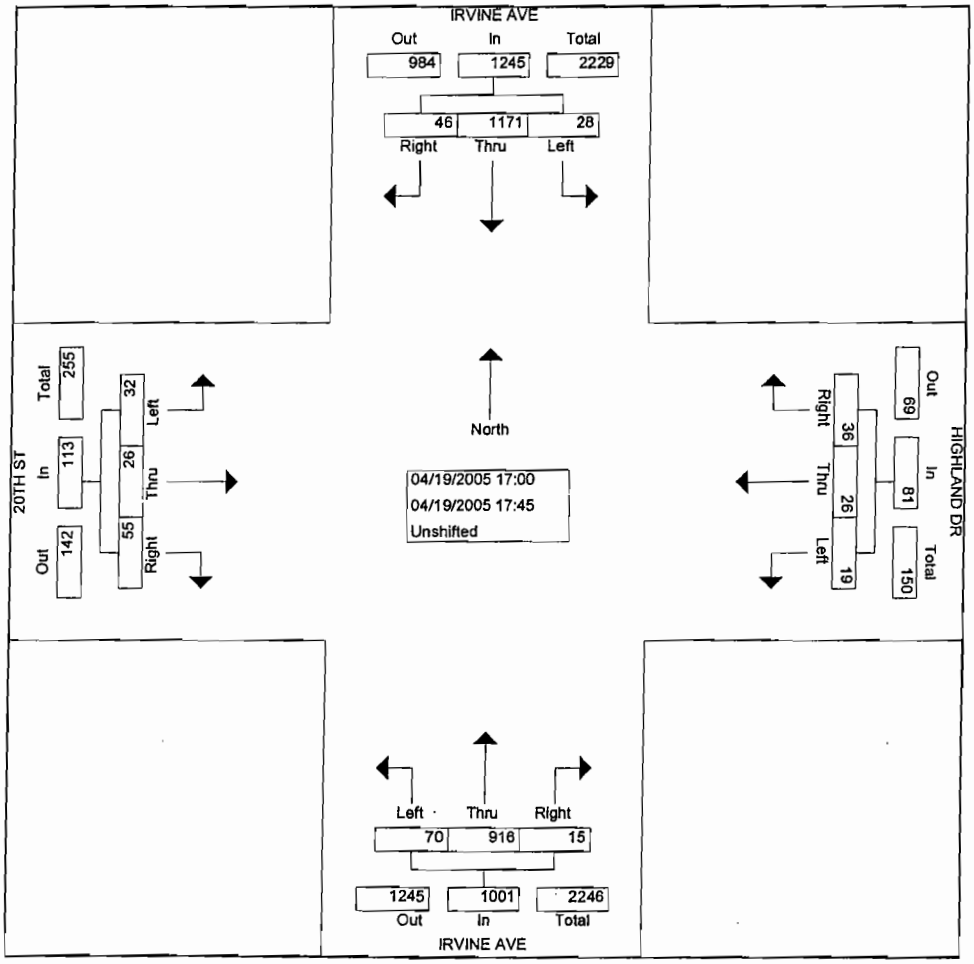


P 357

CITY OF NEWPORT BEACH
Traffic Engineering

File Name : IRVINE @ 20TH
Site Code : 00000000
Start Date : 04/19/2005
Page No : 3

	IRVINE AVE Southbound				HIGHLAND DR Westbound				IRVINE AVE Northbound				20TH ST Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	28	1171	46	1245	19	26	36	81	70	916	15	1001	32	26	55	113	2440
Percent	2.2	94.1	3.7		23.5	32.1	44.4		7.0	91.5	1.5		28.3	23.0	48.7		
High Int.	05:45 PM				05:00 PM				05:00 PM				05:15 PM				05:15
Volume	7	306	8	321	6	7	8	21	23	243	3	269	14	2	20	36	647
Peak Factor				0.940				0.750				0.860				0.785	0.943



P358

DO 3290

CITY OF NEWPORT BEACH
Traffic Engineering

Intersection: Dover Dr @ Westcliff Dr
N-S Direction: Dover Dr
E-W Direction: Westcliff Dr
Weather: Clear

File Name : DOVER @ WESTCLIFF
Site Code : 00000000
Start Date : 04/14/2005
Page No : 1

Groups PrintedUnshifted

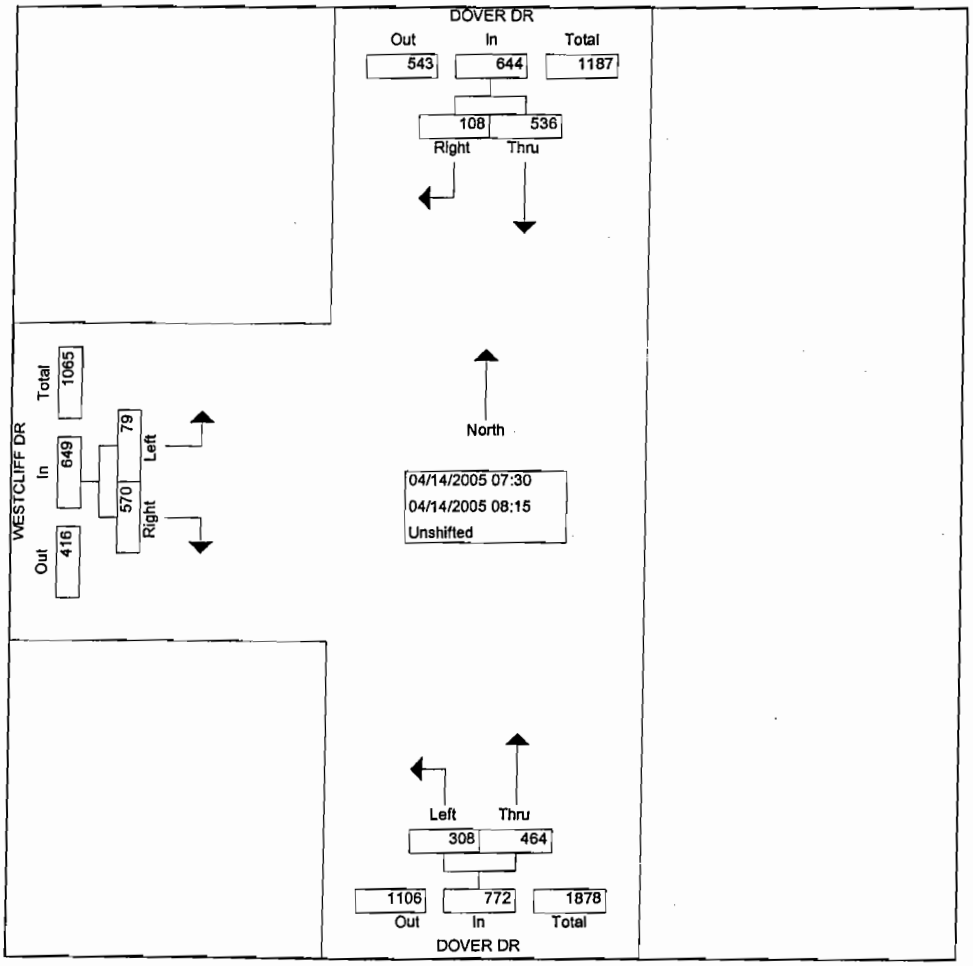
	DOVER DR Southbound		DOVER DR Northbound		WESTCLIFF DR Eastbound		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
07:00 AM	57	13	35	40	12	88	245
07:15 AM	110	24	54	66	13	109	376
07:30 AM	179	34	70	113	25	172	593
07:45 AM	168	19	84	155	14	144	584
Total	514	90	243	374	64	513	1798
08:00 AM	85	21	71	102	20	140	439
08:15 AM	104	34	83	94	20	114	449
08:30 AM	108	33	89	61	20	135	446
08:45 AM	102	36	108	89	17	138	490
Total	399	124	351	346	77	527	1824
*** BREAK ***							
04:30 PM	86	19	145	135	39	136	560
04:45 PM	82	32	149	114	37	135	549
Total	168	51	294	249	76	271	1109
05:00 PM	83	17	148	131	33	157	569
05:15 PM	90	27	161	149	28	126	581
05:30 PM	83	27	172	156	31	138	607
05:45 PM	88	27	160	164	28	124	591
Total	344	98	641	600	120	545	2348
06:00 PM	97	28	133	123	26	124	531
06:15 PM	99	34	119	115	32	108	507
Grand Total	1621	425	1781	1807	395	2088	8117
Apprch %	79.2	20.8	49.6	50.4	15.9	84.1	
Total %	20.0	5.2	21.9	22.3	4.9	25.7	

P359

CITY OF NEWPORT BEACH
Traffic Engineering

File Name : DOVER @ WESTCLIFF
Site Code : 00000000
Start Date : 04/14/2005
Page No : 2

	DOVER DR Southbound				DOVER DR Northbound			WESTCLIFF DR Eastbound			
Start Time	Thru	Right	App. Total	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1											
Intersection	07:30 AM										
Volume	536	108	644	0	308	464	772	79	570	649	2065
Percent	83.2	16.8			39.9	60.1		12.2	87.8		
High Int.	07:30 AM			6:45:00 AM	07:45 AM			07:30 AM			07:30
Volume	179	34	213	0	70	113	183	25	172	197	593
Peak Factor			0.756				0.808			0.824	0.871



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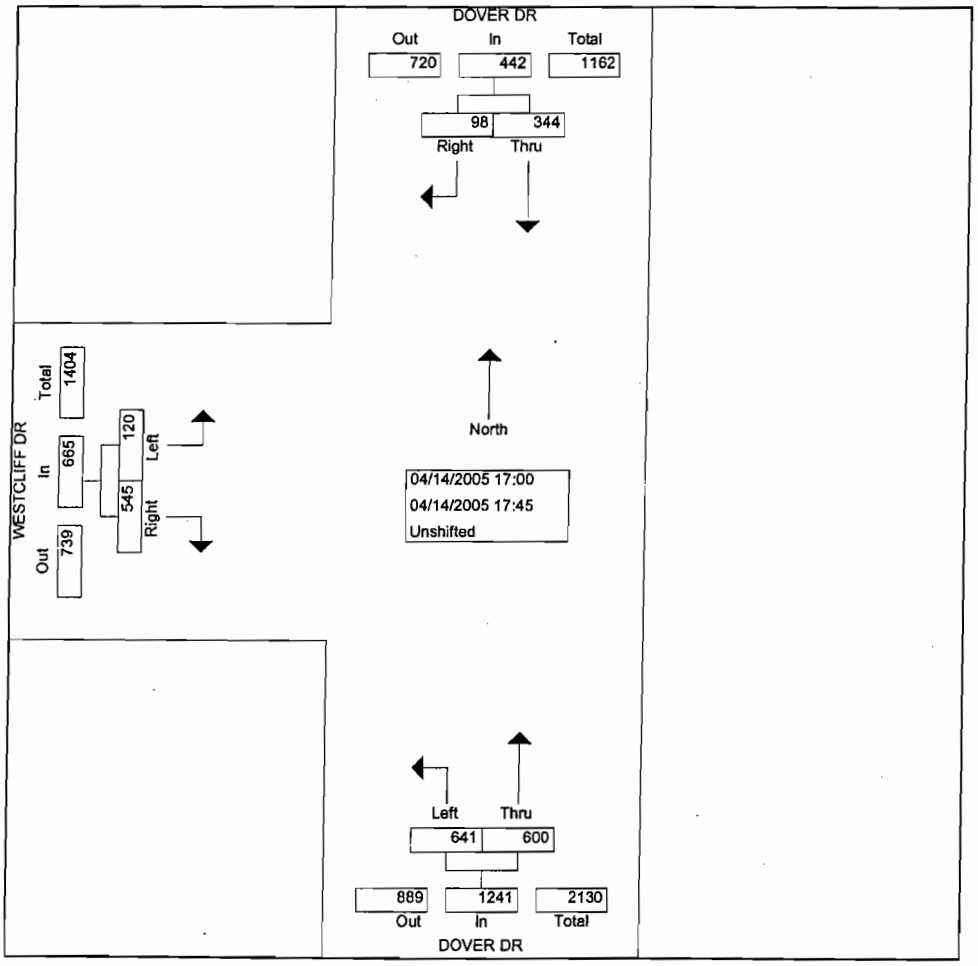
CITY OF NEWPORT BEACH
Traffic Engineering

File Name : DOVER @ WESTCLIFF
Site Code : 00000000
Start Date : 04/14/2005
Page No : 3

	DOVER DR Southbound				DOVER DR Northbound			WESTCLIFF DR Eastbound			
Start Time	Thru	Right	App. Total	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1											
Intersection	05:00 PM										
Volume	344	98	442	0	641	600	1241	120	545	665	2348
Percent	77.8	22.2			51.7	48.3		18.0	82.0		
High Int.	05:15 PM				05:30 PM			05:00 PM			05:30
Volume	83	27	110	0	172	156	328	31	138	169	607
Peak Factor			0.944				0.946			0.875	0.967



DO 3260

CITY OF NEWPORT BEACH
Traffic Engineering

Dover Dr @ 16th-Castways
N-S: Dover Dr
E-W: 16th-Castaways
Weather: Clear

File Name : DOVER @ 16
Site Code : 00000000
Start Date : 04/12/2005
Page No : 1

Groups Printed1 - Unshifted

	DOVER DR Southbound					16TH - CASTAWAYS Westbound					DOVER DR Northbound					16TH - CASTAWAYS Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	9	110	7	0	126	3	2	7	0	12	26	87	4	0	117	4	3	22	0	29	284
07:15 AM	2	191	17	0	210	8	2	14	0	24	20	107	4	0	131	9	2	35	0	46	411
07:30 AM	5	265	40	0	310	11	5	8	0	24	39	167	2	0	208	31	6	72	0	109	651
07:45 AM	6	255	0	0	261	9	2	16	0	27	23	218	10	0	251	10	2	57	0	69	608
Total	22	821	64	0	907	31	11	45	0	87	108	579	20	0	707	54	13	186	0	253	1954
08:00 AM	7	179	9	0	195	13	3	13	0	29	23	163	7	0	193	5	10	39	0	54	471
08:15 AM	5	223	2	0	230	3	1	16	0	20	19	175	8	0	202	4	6	37	0	47	499
08:30 AM	21	216	8	0	245	8	3	13	0	24	22	167	7	0	196	0	0	48	0	48	513
08:45 AM	17	211	3	0	231	12	7	15	0	34	20	151	6	0	177	2	3	58	0	63	505
Total	50	829	22	0	901	36	14	57	0	107	84	656	28	0	768	11	19	182	0	212	1988
BREAK																					
04:30 PM	12	230	7	0	249	3	4	12	0	19	31	288	5	0	324	4	6	33	0	43	635
04:45 PM	18	189	7	0	214	5	3	14	0	22	27	264	6	0	297	4	5	36	0	45	578
Total	30	419	14	0	463	8	7	26	0	41	58	552	11	0	621	8	11	69	0	88	1213
05:00 PM	16	234	7	0	257	6	3	16	0	25	30	289	9	0	328	11	2	29	0	42	652
05:15 PM	14	205	2	0	221	11	4	8	0	23	38	312	12	0	362	4	1	34	0	39	645
05:30 PM	12	190	9	0	211	4	5	16	0	25	39	262	6	0	307	5	5	27	0	37	580
05:45 PM	25	201	5	0	231	4	2	11	0	17	39	276	19	0	334	2	4	43	0	49	631
Total	67	830	23	0	920	25	14	51	0	90	146	1139	46	0	1331	22	12	133	0	167	2508
06:00 PM	12	191	10	0	213	8	4	5	0	17	38	205	6	0	249	1	6	31	0	38	517
06:15 PM	14	168	2	0	184	5	3	8	0	16	32	214	4	0	250	2	1	40	0	43	493
Grand Total	195	3258	135	0	3588	113	53	192	0	358	466	3345	115	0	3926	98	62	641	0	801	8673
Apprch %	5.4	90.8	3.8	0.0		31.6	14.8	53.6	0.0		11.9	85.2	2.9	0.0		12.2	7.7	80.0	0.0		
Total %	2.2	37.6	1.6	0.0	41.4	1.3	0.6	2.2	0.0	4.1	5.4	38.6	1.3	0.0	45.3	1.1	0.7	7.4	0.0	9.2	

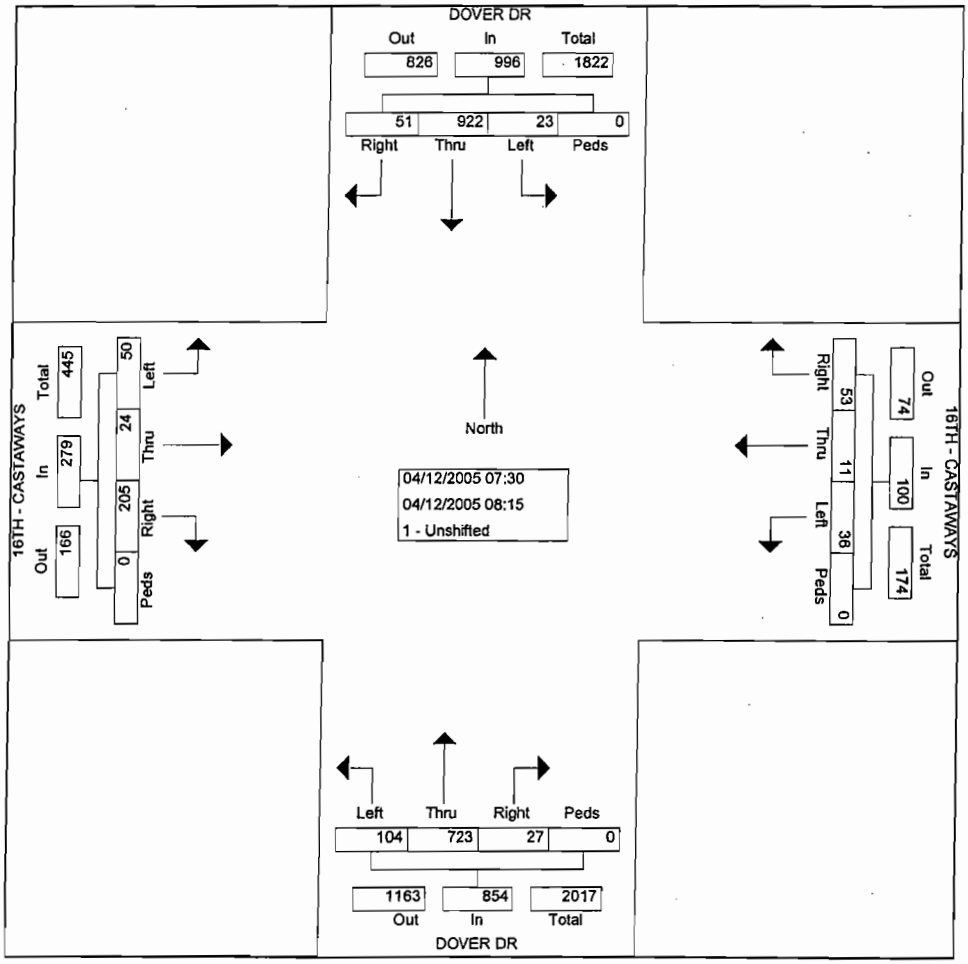
P362

CITY OF NEWPORT BEACH
Traffic Engineering

Dover Dr @ 16th-Castways
N-S: Dover Dr
E-W: 16th-Castaways
Weather: Clear

File Name : DOVER @ 16
Site Code : 00000000
Start Date : 04/12/2005
Page No : 2

	DOVER DR Southbound					16TH - CASTAWAYS Westbound					DOVER DR Northbound					16TH - CASTAWAYS Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	23	922	51	0	996	36	11	53	0	100	104	723	27	0	854	50	24	205	0	279	2229
Percent	2.3	92.6	5.1	0.0		36.0	11.0	53.0	0.0		12.2	84.7	3.2	0.0		17.9	8.6	73.5	0.0		
High Int.	07:30 AM					08:00 AM					07:45 AM					07:30 AM					07:30
Volume	5	265	40	0	310	11	5	8	0	24	39	167	2	0	208	31	6	72	0	109	651
Peak Factor					0.803					0.862					0.851					0.640	0.856



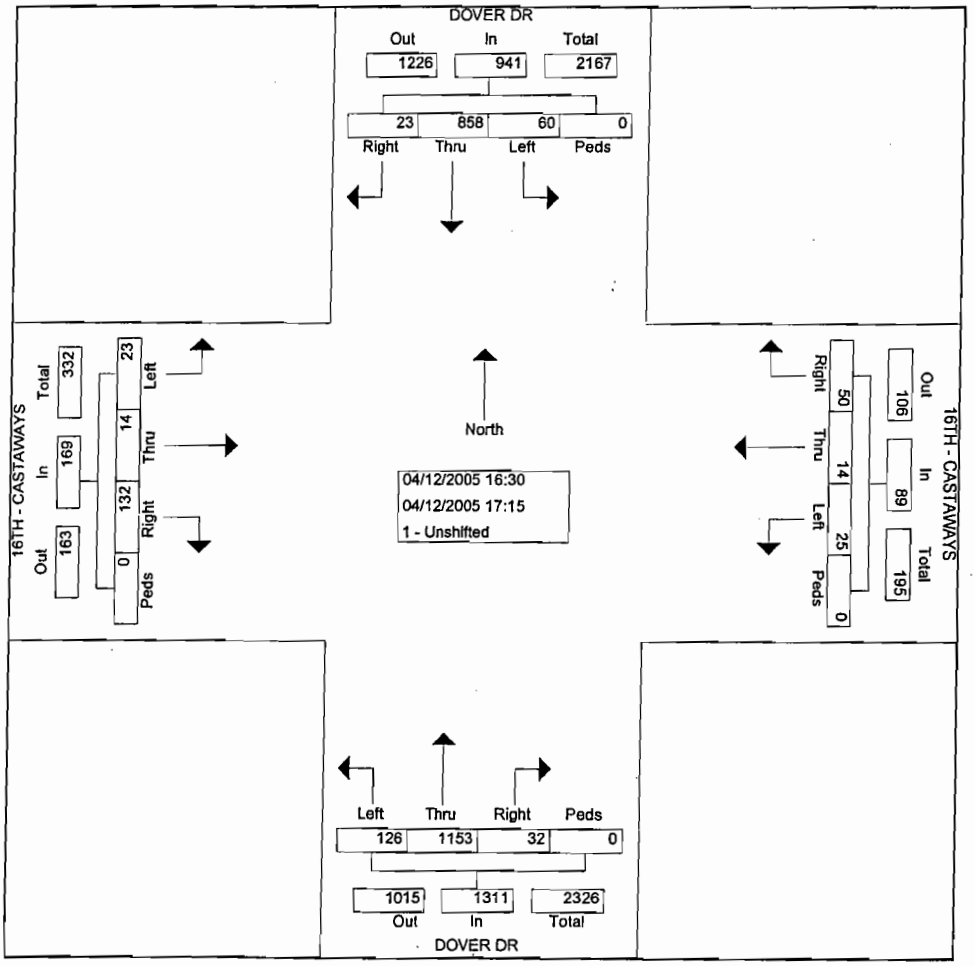
P363

CITY OF NEWPORT BEACH
Traffic Engineering

Dover Dr @ 16th-Castways
N-S: Dover Dr
E-W: 16th-Castaways
Weather: Clear

File Name : DOVER @ 16
Site Code : 00000000
Start Date : 04/12/2005
Page No : 3

	DOVER DR Southbound					16TH - CASTAWAYS Westbound					DOVER DR Northbound					16TH - CASTAWAYS Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	60	858	23	0	941	25	14	50	0	89	126	1153	32	0	1311	23	14	132	0	169	2510
Percent	6.4	91.2	2.4	0.0		28.1	15.7	56.2	0.0		9.6	87.9	2.4	0.0		13.6	8.3	78.1	0.0		
High Int.	05:00 PM					05:00 PM					05:15 PM					04:45 PM					05:00
Volume	16	234	7	0	257	6	3	16	0	25	30	289	9	0	328	11	2	29	0	42	652
Peak Factor					0.915					0.890					0.905					0.939	0.962



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(163)

CH 5335

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: MAC ARTHUR BOULEVARD
E-W Direction: PACIFIC COAST HIGHWAY

File Name : h0501271
Site Code : 00000977
Start Date : 4/6/2005
Page No : 1

Groups Printed- Turning Movements

	MAC ARTHUR BOULEVARD Southbound				PCH Westbound				MAC ARTHUR BOULEVARD Northbound				PCH Eastbound						
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0			
06:00 AM	26	0	58	4	88	78	0	0	0	0	0	0	0	50	8	2	6	308	314
06:15 AM	23	0	60	0	79	99	0	0	0	0	0	0	0	65	15	0	0	341	341
06:30 AM	31	0	152	4	96	119	0	0	0	0	0	0	0	115	24	0	4	537	541
06:45 AM	61	2	194	4	171	154	0	0	0	0	0	0	0	132	68	2	6	782	788
Total	141	2	464	12	434	450	0	0	0	0	0	0	0	362	115	4	16	1968	1984
07:00 AM	64	0	138	0	175	171	0	0	0	0	0	0	0	157	51	1	1	756	757
07:15 AM	71	0	142	1	197	187	0	0	0	0	0	0	0	165	113	0	1	875	876
07:30 AM	93	1	146	0	254	217	0	0	0	0	0	0	0	209	103	0	0	1023	1023
07:45 AM	104	0	129	1	292	271	0	1	0	0	0	0	0	241	167	0	2	1204	1206
Total	332	1	555	2	918	846	0	1	0	0	0	0	0	772	434	1	4	3858	3862
08:00 AM	101	0	130	0	237	298	0	0	0	0	0	0	0	217	113	1	1	1096	1097
08:15 AM	80	1	166	0	260	269	0	0	0	0	0	0	1	247	104	0	0	1128	1128
08:30 AM	98	0	133	3	237	284	0	0	0	0	0	0	0	213	115	7	10	1080	1090
08:45 AM	93	0	163	0	220	256	0	0	0	0	0	0	0	238	126	0	0	1096	1096
Total	372	1	592	3	954	1107	0	0	0	0	0	0	1	915	458	8	11	4400	4411
*** BREAK ***																			
03:00 PM	91	0	189	4	153	294	0	0	0	0	0	0	0	254	130	2	6	1111	1117
03:15 PM	119	1	185	0	176	270	0	0	0	0	0	0	1	298	81	0	0	1131	1131
03:30 PM	105	0	190	2	182	278	0	0	0	0	0	0	0	320	105	1	3	1180	1183
03:45 PM	146	0	220	1	177	274	0	0	0	0	0	0	1	351	111	1	2	1280	1282
Total	461	1	784	7	688	1116	0	0	0	0	0	0	2	1223	427	4	11	4702	4713
04:00 PM	150	0	191	5	169	323	0	0	0	0	0	0	0	311	116	3	8	1260	1268
04:15 PM	134	0	201	0	163	287	0	0	0	0	0	0	0	317	123	0	0	1225	1225
04:30 PM	111	0	237	0	166	316	0	0	0	0	0	0	0	345	145	0	0	1320	1320
04:45 PM	126	0	312	1	155	256	0	0	0	0	0	0	1	318	152	0	1	1320	1321
Total	521	0	941	6	653	1182	0	0	0	0	0	0	1	1291	536	3	9	5125	5134
05:00 PM	116	0	231	5	144	271	0	0	0	0	0	0	0	352	142	6	11	1256	1267
05:15 PM	145	0	245	2	154	308	0	0	0	0	0	0	0	375	163	0	2	1390	1392
05:30 PM	120	0	220	4	132	276	0	0	0	0	0	0	0	335	121	0	4	1204	1208
05:45 PM	94	0	265	3	142	285	0	0	0	0	0	0	0	315	110	0	3	1211	1214
Total	475	0	961	14	572	1140	0	0	0	0	0	0	0	1377	536	6	20	5061	5081
06:00 PM	123	0	251	3	132	256	0	1	0	0	0	0	0	354	121	0	4	1237	1241
06:15 PM	163	0	305	4	142	258	0	0	0	0	0	0	0	354	123	0	4	1345	1349
06:30 PM	133	0	265	4	120	250	0	1	0	0	0	0	1	325	129	4	9	1223	1232
06:45 PM	61	0	232	1	100	205	0	0	0	0	0	0	0	297	105	3	4	1000	1004
Total	480	0	1053	12	494	969	0	2	0	0	0	0	1	1330	478	7	21	4805	4826
Grand Total	2782	5	5350	56	4713	6810	0	3	0	0	0	0	5	7270	2984	33	92	29919	30011
Apprch %	34.2	0.1	65.7		40.9	59.1	0.0		0.0	0.0	0.0		0.0	70.9	29.1				
Total %	9.3	0.0	17.9		15.8	22.8	0.0		0.0	0.0	0.0		0.0	24.3	10.0		0.3	99.7	

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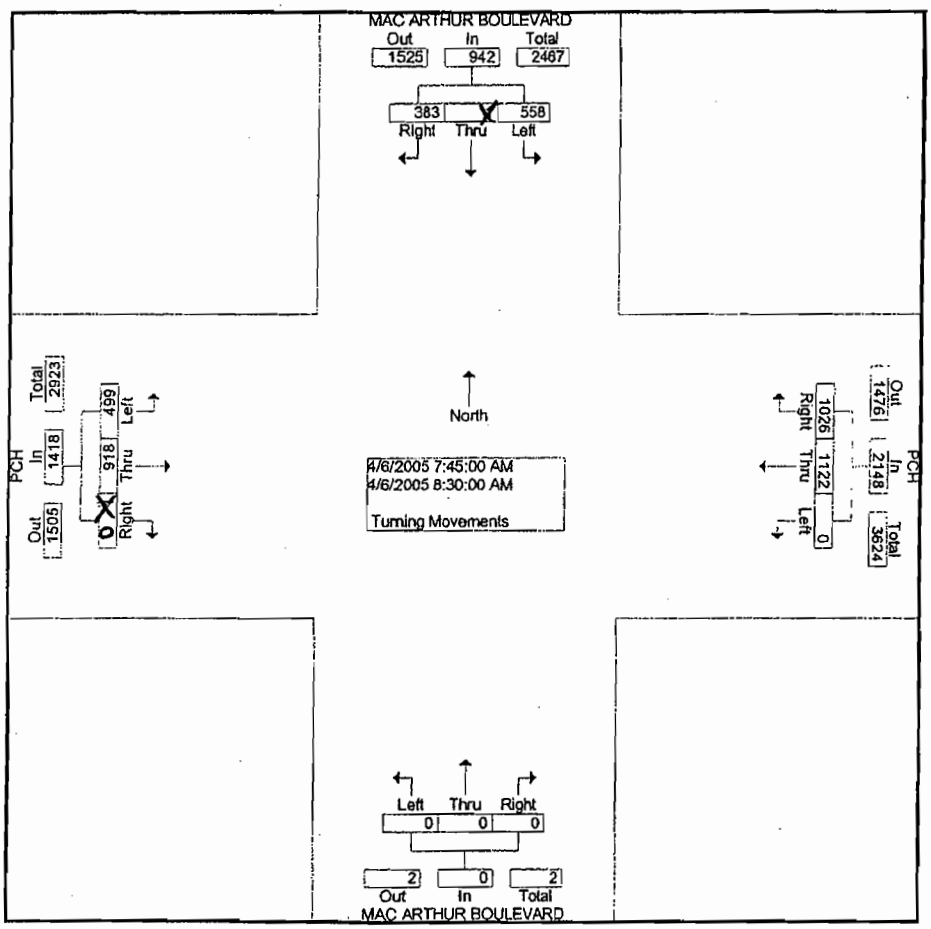
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : h0501271
Site Code : 00000977
Start Date : 4/6/2005
Page No : 2

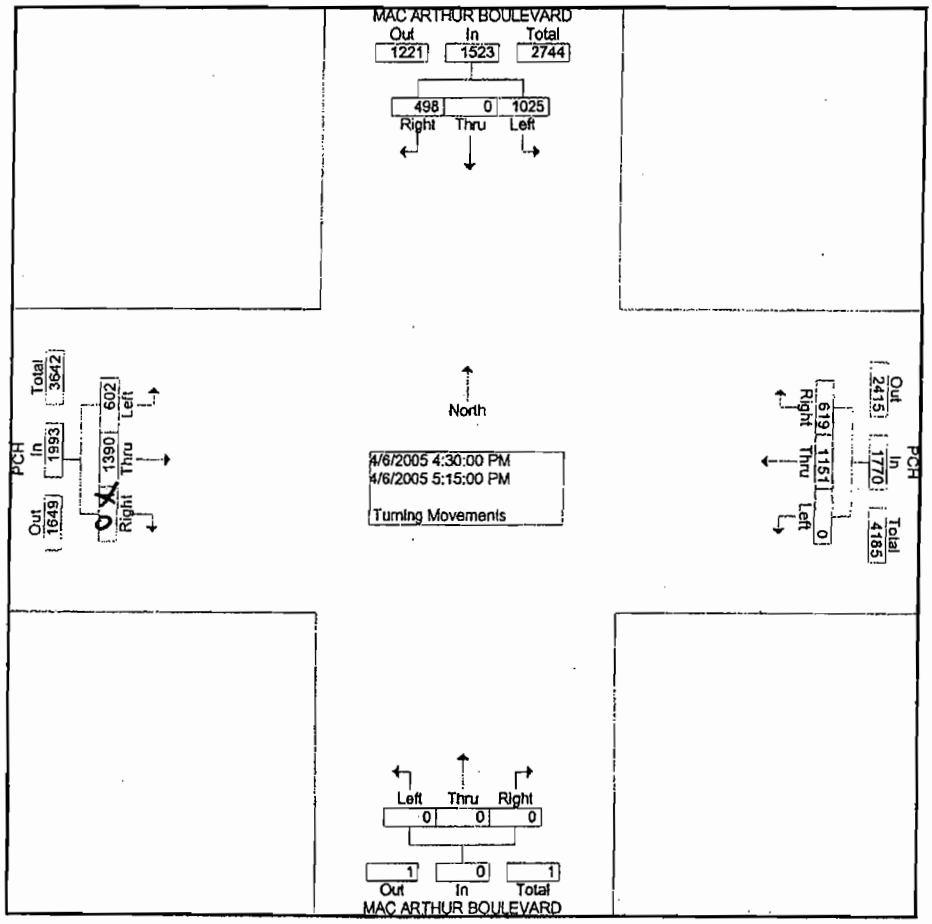
	MAC ARTHUR BOULEVARD Southbound				PCH Westbound				MAC ARTHUR BOULEVARD Northbound				PCH Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	383	1	558	942	1026	1122	0	2148	0	0	0	0	1	918	499	1418	4508
Percent	40.7	0.1	59.2		47.8	52.2	0.0		0.0	0.0	0.0		0.1	64.7	35.2		
07:45 Volume	104	0	129	233	292	271	0	563	0	0	0	0	0	241	167	408	1204
Peak Factor																	0.936
High Int.	08:15 AM				07:45 AM				5:45:00 AM				07:45 AM				
Volume	80	1	166	247	292	271	0	563	0	0	0	0	0	241	167	408	
Peak Factor				0.953				0.954								0.869	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : h0501271
Site Code : 00000977
Start Date : 4/6/2005
Page No : 3

	MAC ARTHUR BOULEVARD Southbound				PCH Westbound				MAC ARTHUR BOULEVARD Northbound				PCH Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	498	0	1025	1523	619	1151	0	1770	0	0	0	0	1	1390	602	1993	5286
Percent	32.7	0.0	67.3		35.0	65.0	0.0		0.0	0.0	0.0		0.1	69.7	30.2		
05:15 Volume	145	0	245	390	154	308	0	462	0	0	0	0	0	375	163	538	1390
Peak Factor																	0.951
High Int.	04:45 PM				04:30 PM								05:15 PM				
Volume	126	0	312	438	166	316	0	482	0	0	0	0	0	375	163	538	
Peak Factor				0.869				0.918								0.926	



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Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

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

File Name : H0506021
Site Code : 00003871
Start Date : 5/26/2005
Page No : 1

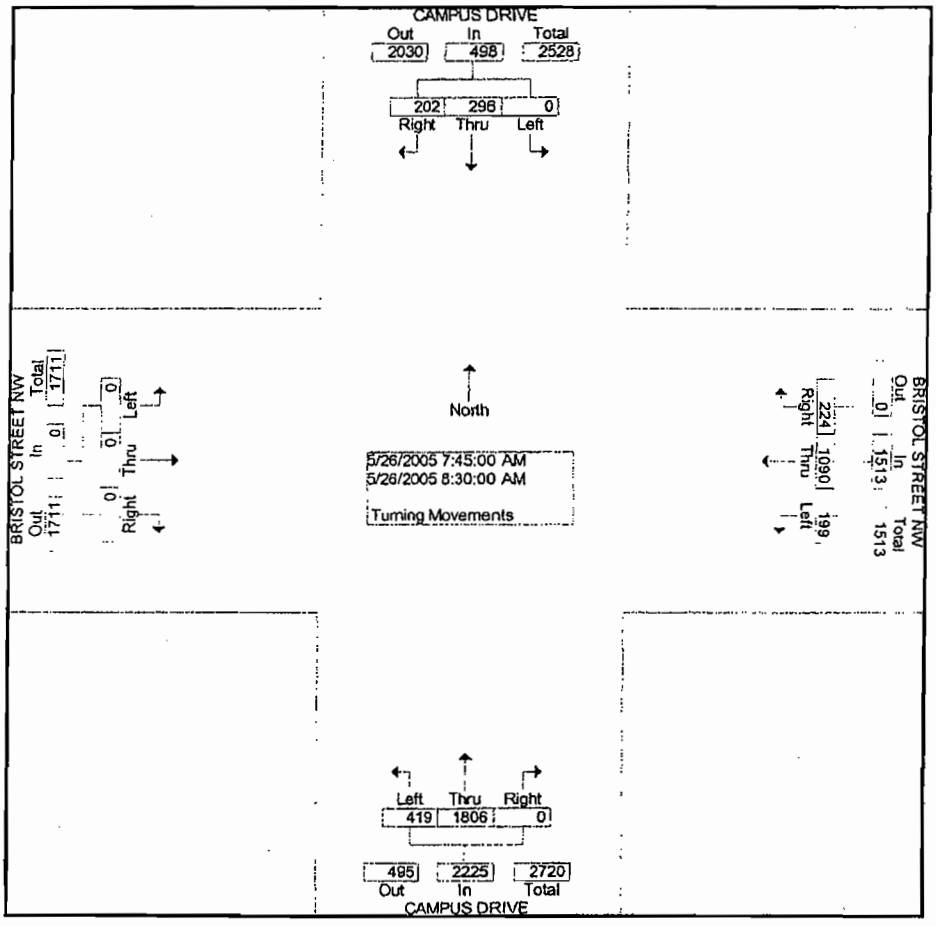
Groups Printed- Turning Movements

	CAMPUS DRIVE Southbound				BRISTOL STREET NW Westbound				CAMPUS DRIVE Northbound				BRISTOL STREET NW Eastbound						
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0			
06:00 AM	26	35	0	0	20	52	11	0	0	115	34	0	0	0	0	0	0	293	293
06:15 AM	21	29	0	0	28	34	10	1	0	119	36	0	0	0	0	0	1	277	278
06:30 AM	26	37	0	0	32	61	12	1	0	148	43	0	0	0	0	0	1	359	360
06:45 AM	33	51	0	0	37	92	17	2	0	205	52	0	0	0	0	0	2	487	489
Total	106	152	0	0	117	239	50	4	0	587	165	0	0	0	0	0	4	1416	1420
07:00 AM	34	45	0	0	56	98	24	0	0	243	89	0	0	0	0	0	0	589	589
07:15 AM	58	62	0	0	37	144	25	0	0	280	87	0	0	0	0	0	0	693	693
07:30 AM	43	58	0	0	35	167	32	1	0	361	97	0	0	0	0	0	1	793	794
07:45 AM	36	69	0	0	56	288	36	0	0	436	128	0	0	0	0	0	0	1049	1049
Total	171	234	0	0	184	697	117	1	0	1320	401	0	0	0	0	0	1	3124	3125
08:00 AM	61	65	0	0	63	278	58	0	0	461	94	0	0	0	0	0	0	1080	1080
08:15 AM	59	88	0	0	65	266	41	0	0	476	95	0	0	0	0	0	0	1090	1090
08:30 AM	46	74	0	0	40	258	64	0	0	433	102	0	0	0	0	0	0	1017	1017
08:45 AM	75	79	0	0	48	243	33	0	0	388	125	0	0	0	0	0	0	991	991
Total	241	306	0	0	216	1045	196	0	0	1758	416	0	0	0	0	0	0	4178	4178
*** BREAK ***																			
03:00 PM	135	170	0	0	29	331	51	0	0	160	142	0	0	0	0	0	0	1018	1018
03:15 PM	151	124	0	0	39	328	60	0	0	154	130	0	0	0	0	0	0	986	986
03:30 PM	127	129	0	0	34	341	58	1	0	170	132	0	0	0	0	0	1	991	992
03:45 PM	157	118	0	0	32	340	46	0	0	158	141	0	0	0	0	0	0	992	992
Total	570	541	0	0	134	1340	215	1	0	642	545	0	0	0	0	0	1	3987	3988
04:00 PM	174	104	0	0	31	377	49	0	0	147	126	0	0	0	0	0	0	1008	1008
04:15 PM	215	146	0	0	36	439	46	1	0	147	122	0	0	0	0	0	1	1151	1152
04:30 PM	193	142	0	0	32	390	53	1	0	151	146	0	0	0	0	0	1	1107	1108
04:45 PM	255	195	0	0	19	433	37	1	0	152	119	0	0	0	0	0	1	1210	1211
Total	837	587	0	0	118	1639	185	3	0	597	513	0	0	0	0	0	3	4476	4479
05:00 PM	255	256	0	0	35	505	46	1	0	175	145	0	0	0	0	0	1	1417	1418
05:15 PM	220	263	0	0	28	559	46	0	0	167	179	0	0	0	0	0	0	1462	1462
05:30 PM	248	274	0	0	30	481	98	2	0	149	154	0	0	0	0	0	2	1434	1436
05:45 PM	239	287	0	0	26	556	74	1	0	176	151	0	0	0	0	0	1	1509	1510
Total	962	1080	0	0	119	2101	264	4	0	667	629	0	0	0	0	0	4	5822	5826
06:00 PM	255	258	0	0	27	453	61	0	0	137	94	0	0	0	0	0	0	1285	1285
06:15 PM	254	241	0	0	36	424	68	0	0	141	130	0	0	0	0	0	0	1294	1294
06:30 PM	214	201	0	0	19	349	47	0	0	112	103	0	0	0	0	0	0	1045	1045
06:45 PM	179	153	0	0	29	257	45	3	0	107	102	0	0	0	0	0	3	872	875
Total	902	853	0	0	111	1483	221	3	0	497	429	0	0	0	0	0	3	4496	4499
Grand Total	3789	3753	0	0	999	8544	1248	16	0	6068	3098	0	0	0	0	0	16	27499	27515
Apprch %	50.2	49.8	0.0		9.3	79.2	11.6		0.0	66.2	33.8		0.0	0.0	0.0				
Total %	13.8	13.6	0.0		3.6	31.1	4.5		0.0	22.1	11.3		0.0	0.0	0.0		0.1	99.9	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0506021
Site Code : 00003871
Start Date : 5/26/2005
Page No : 2

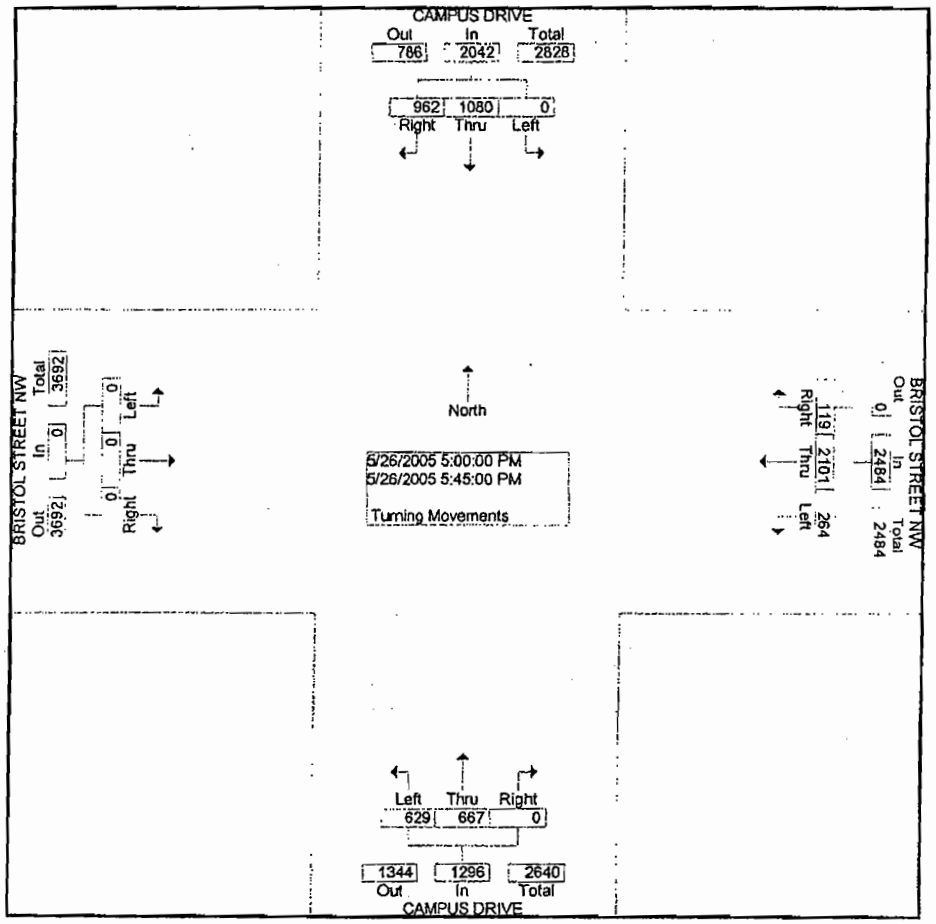
Start Time	CAMPUS DRIVE Southbound Right	Thru	Left	App. Total	BRISTOL STREET NW Westbound Right	Thru	Left	App. Total	CAMPUS DRIVE Northbound Right	Thru	Left	App. Total	BRISTOL STREET NW Eastbound Right	Thru	Left	App. Total	Int. Total
Peak Hour From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	202	296	0	498	224	1090	199	1513	0	1806	419	2225	0	0	0	0	4236
Percent	40.6	59.4	0.0		14.8	72.0	13.2		0.0	81.2	18.8		0.0	0.0	0.0		
08:15 Volume	59	88	0	147	65	266	41	372	0	476	95	571	0	0	0	0	1090
Peak Factor																	0.972
High Int.	08:15 AM				08:00 AM				08:15 AM				5:45:00 AM				
Volume	59	88	0	147	63	278	58	399	0	476	95	571					
Peak Factor				0.847				0.948				0.974					



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0506021
Site Code : 00003871
Start Date : 5/26/2005
Page No : 3

	CAMPUS DRIVE Southbound				BRISTOL STREET NW Westbound				CAMPUS DRIVE Northbound				BRISTOL STREET NW Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	962	1080	0	2042	119	2101	264	2484	0	667	629	1296	0	0	0	0	5822
Percent	47.1	52.9	0.0		4.8	84.6	10.6		0.0	51.5	48.5		0.0	0.0	0.0		
05:45 Volume	239	287	0	526	26	556	74	656	0	176	151	327	0	0	0	0	1509
Peak Factor																	0.965
High Int.	05:45 PM				05:45 PM				05:15 PM								
Volume	239	287	0	526	26	556	74	656	0	167	179	346					
Peak Factor				0.971				0.947				0.936					



1623 6

BR 4155

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

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

File Name : H0506024
Site Code : 00003873
Start Date : 5/26/2005
Page No : 1

Groups Printed- Turning Movements

	CAMPUS DRIVE Southbound				BRISTOL STREET SE Westbound				CAMPUS DRIVE Northbound				BRISTOL STREET SE Eastbound						
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0			
06:00 AM	0	30	16	0	0	0	0	0	9	60	0	1	33	83	85	0	1	316	317
06:15 AM	0	21	18	0	0	0	0	3	7	65	0	0	32	107	95	0	3	345	348
06:30 AM	0	25	23	0	0	0	0	1	17	75	0	0	65	109	120	0	1	434	435
06:45 AM	0	39	32	0	0	0	0	5	16	106	0	0	77	163	132	0	5	565	570
Total	0	115	89	0	0	0	0	9	49	306	0	1	207	462	432	0	10	1660	1670
07:00 AM	0	46	24	0	0	0	0	0	20	155	0	0	70	221	190	0	0	726	726
07:15 AM	0	58	32	0	0	0	0	1	30	172	0	1	78	235	194	0	2	799	801
07:30 AM	0	54	34	0	0	0	0	1	36	211	0	1	85	263	248	0	2	931	933
07:45 AM	0	84	24	0	0	0	0	2	41	293	0	0	85	363	251	0	2	1141	1143
Total	0	242	114	0	0	0	0	4	127	831	0	2	318	1082	883	0	6	3597	3603
08:00 AM	0	93	27	0	0	0	0	0	48	261	0	0	98	395	249	0	0	1171	1171
08:15 AM	0	87	32	0	0	0	0	0	44	295	0	0	127	388	262	0	0	1235	1235
08:30 AM	0	107	27	0	0	0	0	0	53	281	0	0	122	369	295	0	0	1254	1254
08:45 AM	0	84	27	0	0	0	0	1	41	259	0	2	105	287	273	0	3	1076	1079
Total	0	371	113	0	0	0	0	1	186	1096	0	2	452	1439	1079	0	3	4736	4739
*** BREAK ***																			
03:00 PM	0	150	60	0	0	0	0	1	53	139	0	0	88	208	119	0	1	817	818
03:15 PM	0	137	41	0	0	0	0	0	56	167	0	0	101	239	111	0	0	852	852
03:30 PM	0	129	45	0	0	0	0	2	53	170	0	1	119	210	144	0	3	870	873
03:45 PM	0	122	41	0	0	0	0	2	62	169	0	4	92	229	138	0	6	853	859
Total	0	538	187	0	0	0	0	5	224	645	0	5	400	886	512	0	10	3392	3402
04:00 PM	0	126	54	0	0	0	0	1	47	154	0	2	95	231	122	0	3	829	832
04:15 PM	0	149	49	0	0	0	0	0	44	158	0	0	115	211	122	0	0	848	848
04:30 PM	0	143	62	0	0	0	0	3	54	173	0	2	102	215	134	0	5	883	888
04:45 PM	0	183	68	0	0	0	0	2	64	159	0	1	105	207	94	0	3	880	883
Total	0	601	233	0	0	0	0	6	209	644	0	5	417	864	472	0	11	3440	3451
05:00 PM	0	222	73	0	0	0	0	1	68	213	0	1	108	202	129	0	2	1015	1017
05:15 PM	0	272	49	0	0	0	0	0	70	214	0	0	104	250	124	0	0	1083	1083
05:30 PM	0	289	74	0	0	0	0	4	76	178	0	3	97	242	106	0	7	1062	1069
05:45 PM	0	240	74	0	0	0	0	2	51	186	0	0	78	247	112	0	2	988	990
Total	0	1023	270	0	0	0	0	7	265	791	0	4	387	941	471	0	11	4148	4159
06:00 PM	0	245	64	0	0	0	0	0	61	152	0	2	96	209	108	0	2	935	937
06:15 PM	0	215	64	0	0	0	0	1	43	150	0	0	83	178	95	0	1	828	829
06:30 PM	0	169	76	0	0	0	0	1	46	122	0	0	88	166	77	0	1	744	745
06:45 PM	0	137	58	0	0	0	0	2	47	142	0	0	80	151	71	0	2	686	688
Total	0	766	262	0	0	0	0	4	197	566	0	2	347	704	351	0	6	3193	3199
Grand Total	0	3656	1268	0	0	0	0	36	1257	4879	0	21	2528	6378	4200	0	57	24166	24223
Apprch %	0.0	74.2	25.8		0.0	0.0	0.0		20.5	79.5	0.0		19.3	48.7	32.0				
Total %	0.0	15.1	5.2		0.0	0.0	0.0		5.2	20.2	0.0		10.5	26.4	17.4		0.2	99.8	

P371

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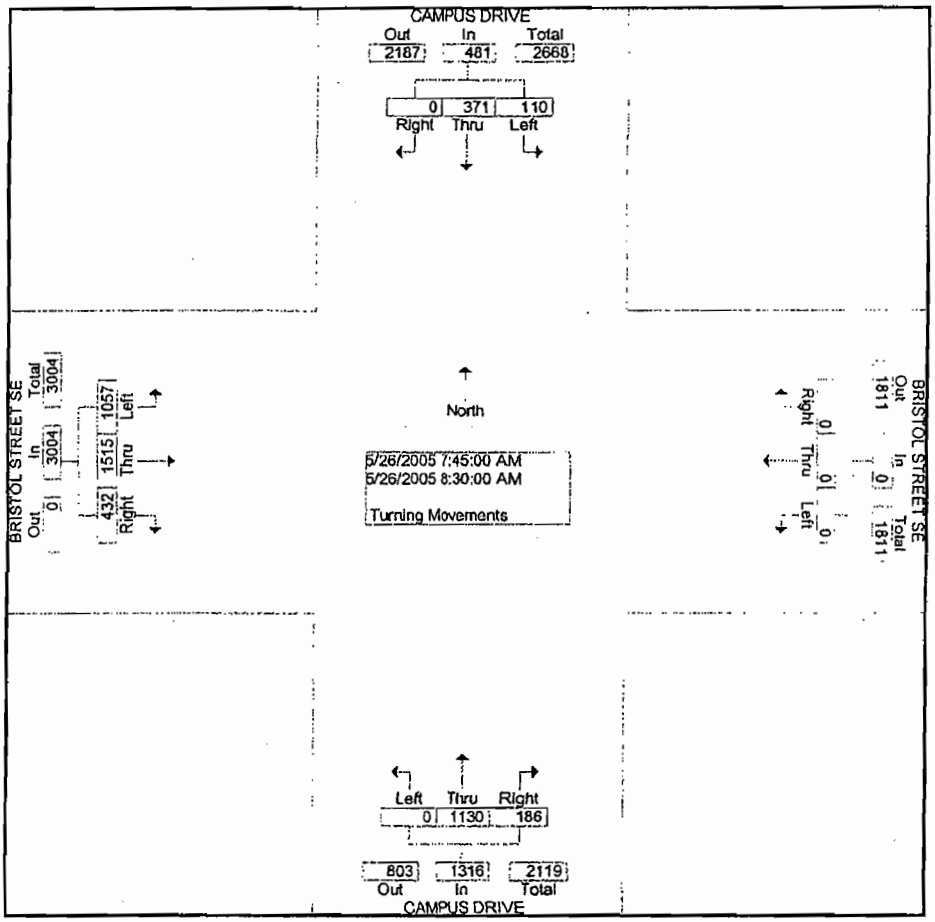
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0506024
Site Code : 00003873
Start Date : 5/26/2005
Page No : 2

	CAMPUS DRIVE Southbound				BRISTOL STREET SE Westbound				CAMPUS DRIVE Northbound				BRISTOL STREET SE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 07:45 AM																	
Volume	0	371	110	481	0	0	0	0	186	1130	0	1316	432	1515	1057	3004	4801
Percent	0.0	77.1	22.9		0.0	0.0	0.0		14.1	85.9	0.0		14.4	50.4	35.2		
08:30 Volume	0	107	27	134	0	0	0	0	53	281	0	334	122	369	295	786	1254
Peak Factor																	0.957
High Int.	08:30 AM				5:45:00 AM				08:15 AM				08:30 AM				
Volume	0	107	27	134	0	0	0	0	44	295	0	339	122	369	295	786	
Peak Factor				0.897								0.971				0.955	



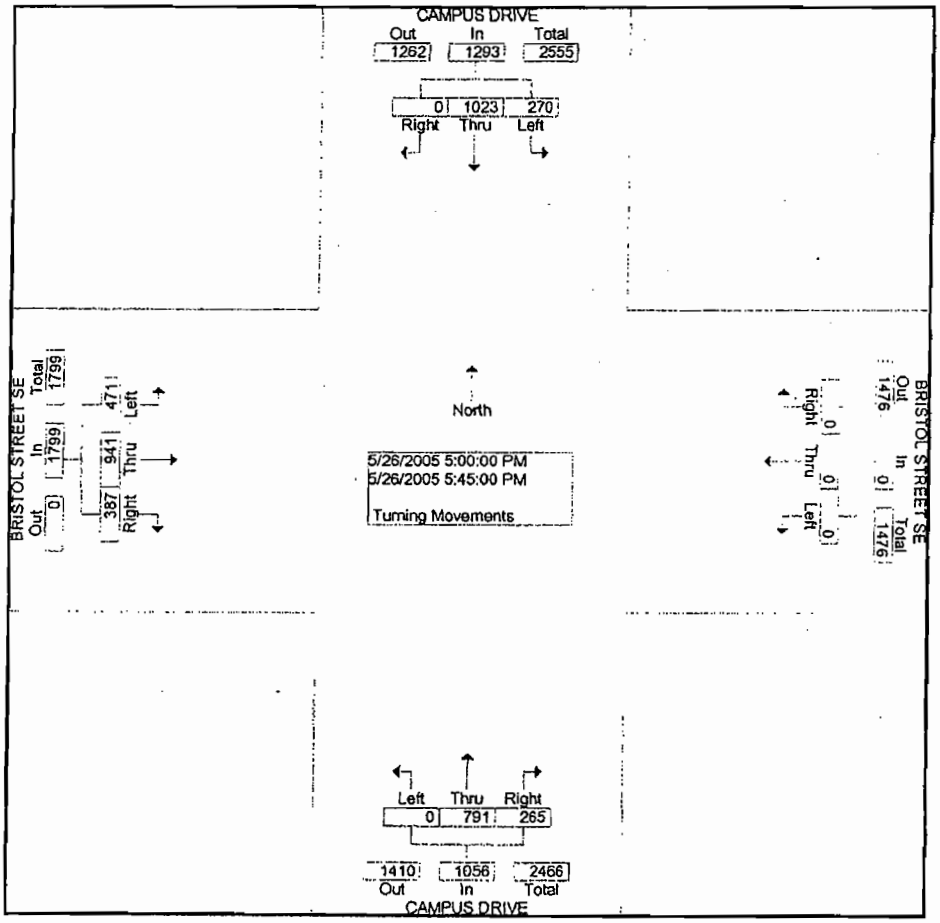
P372

1656

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0506024
Site Code : 00003873
Start Date : 5/26/2005
Page No : 3

	CAMPUS DRIVE Southbound				BRISTOL STREET SE Westbound				CAMPUS DRIVE Northbound				BRISTOL STREET SE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	0	1023	270	1293	0	0	0	0	265	791	0	1056	387	941	471	1799	4148
Percent	0.0	79.1	20.9		0.0	0.0	0.0		25.1	74.9	0.0		21.5	52.3	26.2		
05:15 Volume	0	272	49	321	0	0	0	0	70	214	0	284	104	250	124	478	1083
Peak Factor																	0.958
High Int.	05:30 PM								05:15 PM				05:15 PM				
Volume	0	289	74	363	0	0	0	0	70	214	0	284	104	250	124	478	
Peak Factor				0.890								0.930				0.941	



P373

CH 2620 (1669)

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: NEWPORT BOULEVARD
E-W Direction: PACIFIC COAST HIGHWAY

File Name : h0501274
Site Code : 00000918
Start Date : 4/5/2005
Page No : 1

Groups Printed- Turning Movements

	NEWPORT BOULEVARD Southbound				PCH Westbound				NEWPORT BOULEVARD Northbound				PCH Eastbound						
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Right to nb newport	Thru	Left	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0			
06:00 AM	40	0	45	0	18	44	0	0	0	0	0	0	19	9	61	0	0	236	236
06:15 AM	48	0	35	0	27	56	0	0	0	0	0	0	33	13	71	0	0	283	283
06:30 AM	62	0	60	1	38	91	0	0	0	0	0	0	57	10	133	0	1	451	452
06:45 AM	60	0	59	1	29	125	0	0	0	0	0	0	73	13	251	0	1	610	611
Total	210	0	199	2	112	316	0	0	0	0	0	0	182	45	516	0	2	1580	1582
07:00 AM	79	0	87	3	47	123	0	0	0	0	0	0	78	18	262	0	3	694	697
07:15 AM	41	0	62	1	59	139	0	0	0	0	0	0	111	28	367	0	1	807	808
07:30 AM	52	0	82	0	62	179	0	0	0	0	0	0	119	27	472	0	0	993	993
07:45 AM	69	0	105	1	124	264	0	0	0	0	0	0	120	31	481	0	1	1194	1195
Total	241	0	336	5	292	705	0	0	0	0	0	0	428	104	1582	0	5	3688	3693
08:00 AM	74	0	116	1	128	272	0	0	0	0	0	0	131	32	490	0	1	1243	1244
08:15 AM	71	0	118	0	123	277	0	0	0	0	0	0	120	28	501	0	0	1238	1238
08:30 AM	64	0	106	2	111	263	0	0	0	0	0	0	137	33	484	0	2	1198	1200
08:45 AM	61	0	97	0	99	268	0	0	0	0	0	0	118	27	477	0	0	1147	1147
Total	270	0	437	3	461	1080	0	0	0	0	0	0	506	120	1952	0	3	4826	4829
*** BREAK ***																			
03:00 PM	57	0	120	0	167	354	0	0	0	0	0	0	51	21	235	0	0	1005	1005
03:15 PM	69	0	94	1	135	394	0	0	0	0	0	0	54	30	239	0	1	1015	1016
03:30 PM	58	0	135	0	126	370	0	0	0	0	0	0	37	31	238	0	0	995	995
03:45 PM	62	0	101	0	128	382	0	0	0	0	0	0	52	26	223	0	0	974	974
Total	246	0	450	1	556	1500	0	0	0	0	0	0	194	108	935	0	1	3989	3990
04:00 PM	84	0	146	0	138	390	0	0	0	0	0	0	33	30	225	0	0	1046	1046
04:15 PM	95	0	147	1	114	440	0	0	0	0	0	0	42	21	229	0	1	1088	1089
04:30 PM	89	0	142	0	136	428	0	0	0	0	0	0	28	19	204	0	0	1046	1046
04:45 PM	103	0	124	1	144	451	0	0	0	0	0	0	37	23	226	0	1	1108	1109
Total	371	0	559	2	532	1709	0	0	0	0	0	0	140	93	884	0	2	4288	4290
05:00 PM	111	0	119	0	152	469	0	0	0	0	0	0	31	24	213	0	0	1119	1119
05:15 PM	93	0	132	0	139	488	0	0	0	0	0	0	35	21	234	0	0	1142	1142
05:30 PM	87	0	138	0	151	459	0	0	0	0	0	0	42	27	247	0	0	1151	1151
05:45 PM	95	0	133	0	132	494	0	0	0	0	0	0	40	32	230	0	0	1156	1156
Total	386	0	522	0	574	1910	0	0	0	0	0	0	148	104	924	0	0	4568	4568
06:00 PM	80	0	126	2	125	463	0	0	0	0	0	0	34	23	227	0	2	1078	1080
06:15 PM	72	0	114	0	116	447	0	0	0	0	0	0	31	26	237	0	0	1043	1043
06:30 PM	77	0	101	0	127	471	0	0	0	0	0	0	28	19	219	0	0	1042	1042
06:45 PM	73	0	92	2	120	432	0	0	0	0	0	0	27	12	214	0	2	970	972
Total	302	0	433	4	488	1813	0	0	0	0	0	0	120	80	897	0	4	4133	4137
Grand Total	2026	0	2936	17	3015	9033	0	0	0	0	0	0	1718	654	7690	0	17	27072	27089
Apprch %	40.8	0.0	59.2		25.0	75.0	0.0		0.0	0.0	0.0		17.1	6.5	76.4	0.0			
Total %	7.5	0.0	10.8		11.1	33.4	0.0		0.0	0.0	0.0		6.3	2.4	28.4	0.0	0.1	99.9	

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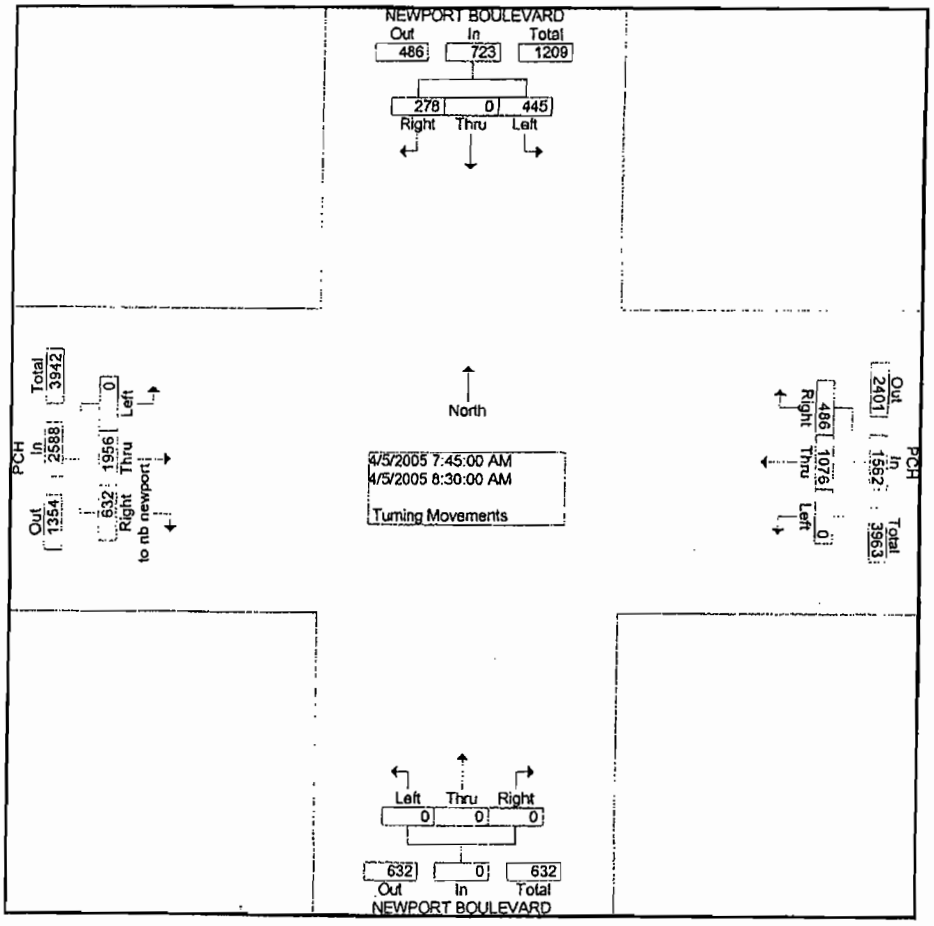
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : h0501274
Site Code : 00000918
Start Date : 4/5/2005
Page No : 2

	NEWPORT BOULEVARD Southbound				PCH Westbound				NEWPORT BOULEVARD Northbound				PCH Eastbound					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Right to nb new port	Thru	Left	App. Total	Int. Total
Peak Hour From 06:00 AM to 08:45 AM - Peak 1 of 1																		
Intersection 07:45 AM																		
Volume	278	0	445	723	486	1076	0	1562	0	0	0	0	508	124	1956	0	2588	4873
Percent	38.5	0.0	61.5		31.1	68.9	0.0		0.0	0.0	0.0		19.6	4.8	75.6	0.0		
08:00 Volume	74	0	116	190	128	272	0	400	0	0	0	0	131	32	490	0	653	1243
Peak Factor																		0.980
High Int.	08:00 AM				08:00 AM				5:45:00 AM				08:30 AM					
Volume	74	0	116	190	128	272	0	400	0	0	0	0	137	33	484	0	654	
Peak Factor				0.951				0.976									0.989	



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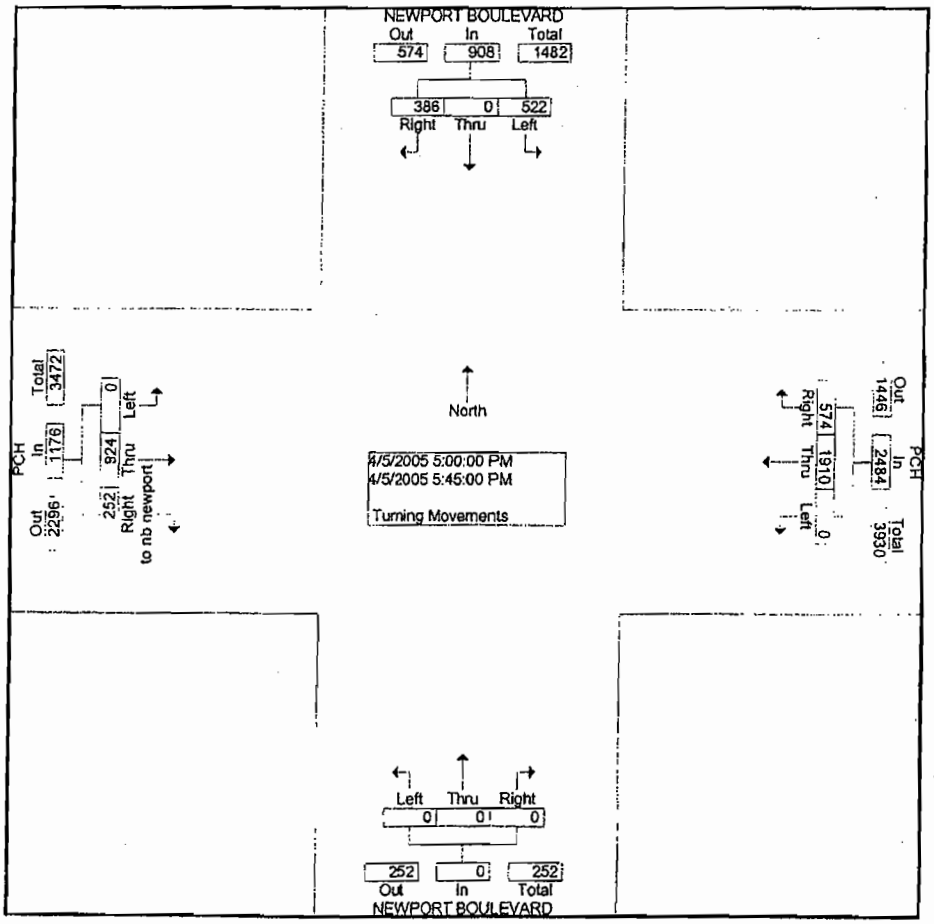
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : h0501274
Site Code : 00000918
Start Date : 4/5/2005
Page No : 3

	NEWPORT BOULEVARD Southbound				PCH Westbound				NEWPORT BOULEVARD Northbound				PCH Eastbound					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Right to nb new port	Thru	Left	App. Total	Int. Total
Peak Hour From 03:00 PM to 06:45 PM - Peak 1 of 1																		
Intersection 05:00 PM																		
Volume	386	0	522	908	574	1910	0	2484	0	0	0	0	148	104	924	0	1176	4568
Percent	42.5	0.0	57.5		23.1	76.9	0.0		0.0	0.0	0.0		12.6	8.8	78.6	0.0		
05:45 Volume	95	0	133	228	132	494	0	626	0	0	0	0	40	32	230	0	302	1156
Peak Factor																		0.988
High Int.	05:00 PM				05:15 PM								05:30 PM					
Volume	111	0	119	230	139	488	0	627	0	0	0	0	42	27	247	0	316	
Peak Factor				0.987				0.990									0.930	



P376

(162)

CH 5055

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0501283
Site Code : 00003874
Start Date : 4/6/2005
Page No : 1

Groups Printed- Turning Movements

	JAMBOREE ROAD Southbound				PCH Westbound				JAMBOREE ROAD Northbound				PCH Eastbound						
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0			
06:00 AM	51	18	23	1	8	74	5	1	5	42	4	0	1	101	38	0	2	370	372
06:15 AM	42	25	25	0	7	89	6	0	7	35	2	0	0	124	36	1	1	398	399
06:30 AM	65	26	23	0	9	142	4	2	6	42	3	0	2	111	58	0	2	491	493
06:45 AM	85	35	24	2	11	132	10	2	10	52	5	0	3	165	165	0	4	697	701
Total	243	104	95	3	35	437	25	5	28	171	14	0	6	501	297	1	9	1956	1965
07:00 AM	105	65	26	0	25	189	16	0	18	75	6	0	2	276	185	2	2	988	990
07:15 AM	115	67	43	0	43	179	15	0	20	67	5	0	6	285	198	0	0	1043	1043
07:30 AM	107	73	48	1	49	233	19	0	17	116	2	0	1	417	276	1	2	1358	1360
07:45 AM	134	57	26	0	41	219	19	1	21	73	4	0	4	412	294	0	1	1304	1305
Total	461	262	143	1	158	820	69	1	76	331	17	0	13	1390	953	3	5	4693	4698
08:00 AM	152	67	42	0	60	260	22	3	42	126	6	0	4	431	315	1	4	1527	1531
08:15 AM	172	75	60	0	41	244	42	2	36	90	5	0	5	510	335	0	2	1615	1617
08:30 AM	156	77	59	0	56	212	34	0	35	121	10	0	10	404	289	0	0	1463	1463
08:45 AM	169	86	56	0	55	312	37	0	61	93	8	0	11	558	259	0	0	1705	1705
Total	649	305	217	0	212	1028	135	5	174	430	29	0	30	1903	1198	1	6	6310	6316
*** BREAK ***																			
03:00 PM	185	124	70	1	47	415	54	0	27	76	9	0	6	291	162	0	1	1466	1467
03:15 PM	186	122	83	1	63	465	54	1	20	66	3	0	8	357	179	0	2	1606	1608
03:30 PM	206	140	72	0	60	371	46	2	22	88	17	2	2	353	175	0	4	1552	1556
03:45 PM	214	90	47	0	31	446	34	0	41	78	17	1	8	468	180	0	1	1654	1655
Total	791	476	272	2	201	1697	188	3	110	308	46	3	24	1469	696	0	8	6278	6286
04:00 PM	245	113	69	0	59	456	53	1	28	73	7	1	5	392	189	0	2	1689	1691
04:15 PM	255	115	45	0	48	501	50	1	43	82	5	1	3	434	174	0	2	1755	1757
04:30 PM	229	167	54	1	35	453	51	3	23	72	14	2	7	359	182	0	6	1646	1652
04:45 PM	283	184	53	0	52	480	41	1	21	61	11	1	10	408	179	0	2	1783	1785
Total	1012	579	221	1	194	1890	195	6	115	288	37	5	25	1593	724	0	12	6873	6885
05:00 PM	317	171	61	0	61	496	56	0	22	74	14	1	9	385	236	0	1	1902	1903
05:15 PM	373	181	62	0	45	530	49	0	15	66	14	0	10	462	200	0	0	2007	2007
05:30 PM	312	193	53	0	57	453	43	3	22	71	10	1	2	364	205	0	4	1785	1789
05:45 PM	294	168	74	1	66	527	37	0	25	71	11	1	6	383	222	0	2	1884	1886
Total	1296	713	250	1	229	2006	185	3	84	282	49	3	27	1594	863	0	7	7578	7585
06:00 PM	398	172	85	0	45	419	52	1	21	87	7	0	15	333	233	0	1	1867	1868
06:15 PM	372	176	91	0	41	457	43	0	20	86	6	0	9	366	195	0	0	1862	1862
06:30 PM	269	143	33	0	42	396	30	1	17	59	11	0	7	342	221	0	1	1570	1571
06:45 PM	301	147	25	1	39	332	36	1	20	44	7	0	6	299	118	0	2	1374	1376
Total	1340	638	234	1	167	1604	161	3	78	276	31	0	37	1340	767	0	4	6673	6677
Grand Total	5792	3077	1432	9	1196	9482	958	26	6652	2086	223	11	1620	9790	5498	5	51	40361	40412
Apprch %	56.2	29.9	13.9		10.3	81.5	8.2		22.4	70.1	7.5		1.0	63.4	35.6				
Total %	14.4	7.6	3.5		3.0	23.5	2.4		1.6	5.2	0.6		0.4	24.3	13.6		0.1	99.9	

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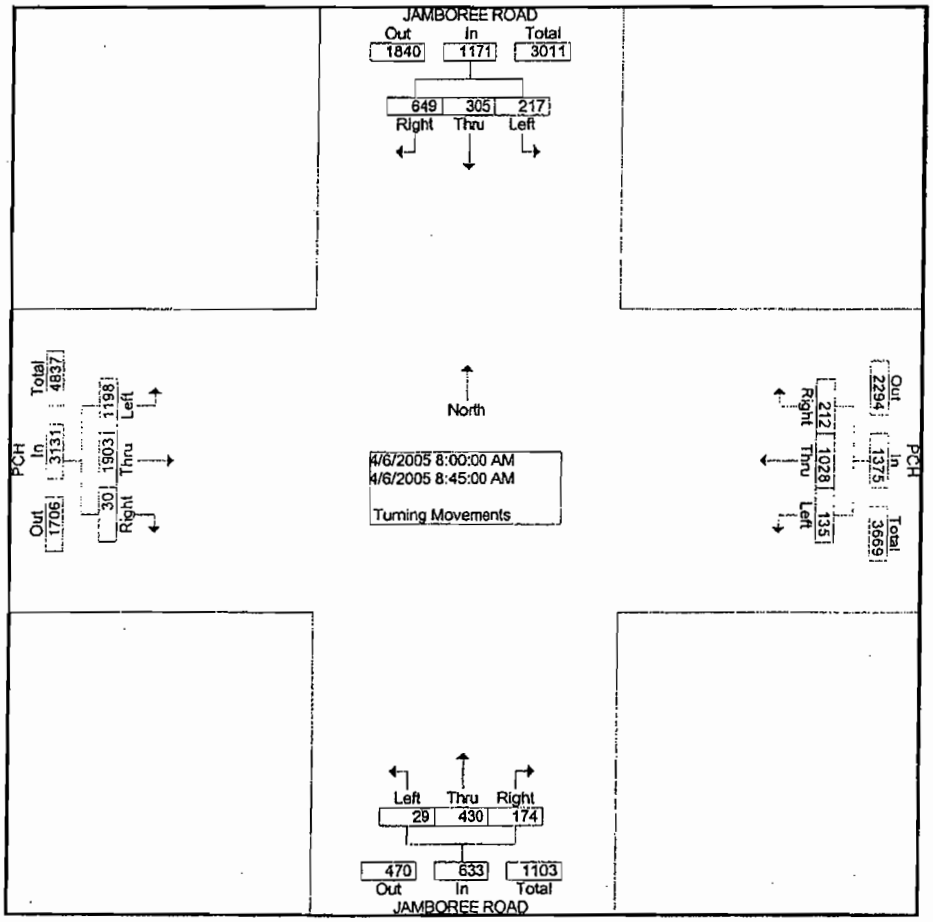
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0501283
Site Code : 00003874
Start Date : 4/6/2005
Page No : 2

Start Time	JAMBOREE ROAD Southbound Right	Thru	Left	App. Total	PCH Westbound Right	Thru	Left	App. Total	JAMBOREE ROAD Northbound Right	Thru	Left	App. Total	PCH Eastbound Right	Thru	Left	App. Total	Int. Total
Peak Hour From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	649	305	217	1171	212	1028	135	1375	174	430	29	633	30	1903	1198	3131	6310
Percent	55.4	26.0	18.5		15.4	74.8	9.8		27.5	67.9	4.6		1.0	60.8	38.3		
08:45 Volume	169	86	56	311	55	312	37	404	61	93	8	162	11	558	259	828	1705
Peak Factor																	0.925
High Int.	08:45 AM				08:45 AM				08:00 AM				08:15 AM				
Volume	169	86	56	311	55	312	37	404	42	126	6	174	5	510	335	850	
Peak Factor				0.941				0.851				0.909				0.921	



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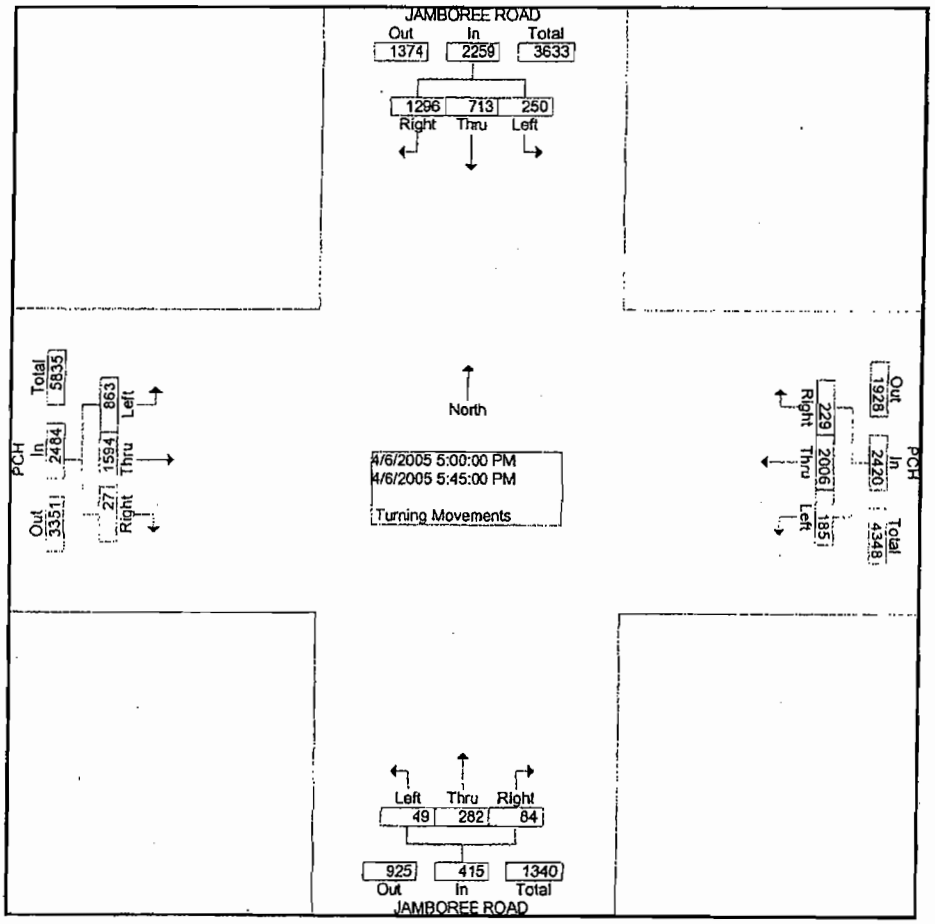
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0501283
Site Code : 00003874
Start Date : 4/6/2005
Page No : 3

	JAMBOREE ROAD Southbound				PCH Westbound				JAMBOREE ROAD Northbound				PCH Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Intersection 05:00 PM																	
Volume	1296	713	250	2259	229	2006	185	2420	84	282	49	415	27	1594	863	2484	7578
Percent	57.4	31.6	11.1		9.5	82.9	7.6		20.2	68.0	11.8		1.1	64.2	34.7		
05:15 Volume	373	181	62	616	45	530	49	624	15	66	14	95	10	462	200	672	2007
Peak Factor																	0.944
High Int.	05:15 PM				05:45 PM				05:00 PM				05:15 PM				
Volume	373	181	62	616	66	527	37	630	22	74	14	110	10	462	200	672	
Peak Factor				0.917				0.960				0.943				0.924	



(166)

CH 3060

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: NEWPORT BEACH
N-S Direction: DOVER DRIVE
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0501281
Site Code : 00000924
Start Date : 4/7/2005
Page No : 1

Groups Printed- Turning Movements

	DOVER DRIVE Southbound				PCH Westbound				DOVER DRIVE Northbound				PCH Eastbound						
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0			
06:00 AM	10	0	50	0	26	65	2	0	0	1	3	0	0	93	4	2	2	254	256
06:15 AM	12	2	67	1	28	95	2	0	2	2	4	1	1	142	7	1	3	364	367
06:30 AM	11	2	89	1	46	95	4	0	4	6	1	5	1	172	12	2	8	443	451
06:45 AM	17	5	155	3	91	190	7	0	5	10	2	0	2	321	20	0	3	825	828
Total	50	9	361	5	191	445	15	0	11	19	10	6	4	728	43	5	16	1886	1902
07:00 AM	22	19	168	0	97	170	5	0	5	11	4	7	33	377	24	0	7	935	942
07:15 AM	23	16	181	1	101	221	4	0	8	20	4	4	13	401	28	0	5	1020	1025
07:30 AM	46	8	207	1	145	265	4	0	15	22	4	4	8	517	48	0	5	1289	1294
07:45 AM	49	17	297	0	164	296	5	0	22	21	25	7	4	511	38	0	7	1449	1456
Total	140	60	853	2	507	952	18	0	50	74	37	22	58	1806	138	0	24	4693	4717
08:00 AM	44	16	260	0	172	345	5	0	16	12	2	1	8	559	22	4	5	1461	1466
08:15 AM	38	17	257	0	168	328	8	0	13	13	11	3	5	535	31	0	3	1424	1427
08:30 AM	39	24	242	0	161	299	10	0	12	9	12	1	14	548	35	0	1	1405	1406
08:45 AM	33	8	295	7	163	313	11	0	5	13	3	2	9	471	37	4	13	1361	1374
Total	154	65	1054	7	664	1285	34	0	46	47	28	7	36	2113	125	8	22	5651	5673
*** BREAK ***																			
03:00 PM	35	19	250	0	327	438	9	0	5	7	5	0	4	384	50	0	0	1533	1533
03:15 PM	57	22	245	2	312	538	7	0	4	15	14	9	7	460	31	1	12	1712	1724
03:30 PM	39	19	241	1	274	471	15	0	6	22	7	0	9	393	48	1	2	1544	1546
03:45 PM	40	19	287	1	255	512	22	0	11	21	10	3	4	388	33	1	5	1602	1607
Total	171	79	1023	4	1168	1959	53	0	26	65	36	12	24	1625	162	3	19	6391	6410
04:00 PM	46	17	237	9	296	542	16	0	18	9	14	0	5	402	48	5	14	1650	1664
04:15 PM	54	19	245	7	355	541	9	0	8	15	10	4	9	387	30	3	14	1682	1696
04:30 PM	42	14	207	3	317	566	19	0	14	24	8	0	7	439	41	2	5	1698	1703
04:45 PM	50	13	254	2	240	653	17	0	15	17	6	0	9	400	17	5	7	1691	1698
Total	192	63	943	21	1208	2302	61	0	55	65	38	4	30	1628	136	15	40	6721	6761
05:00 PM	56	19	256	2	322	575	8	0	13	13	9	3	8	443	55	1	6	1777	1783
05:15 PM	44	20	257	1	363	553	15	0	3	9	4	0	4	439	40	1	2	1751	1753
05:30 PM	37	17	208	3	315	578	23	0	8	9	7	1	6	408	40	1	5	1656	1661
05:45 PM	45	18	218	3	316	576	18	0	1	11	5	3	5	385	37	1	7	1635	1642
Total	182	74	939	9	1316	2282	64	0	25	42	25	7	23	1675	172	4	20	6819	6839
06:00 PM	41	17	222	0	327	528	19	0	17	10	1	1	4	370	44	2	3	1600	1603
06:15 PM	46	18	207	2	272	483	9	0	19	14	2	0	6	384	30	0	2	1490	1492
06:30 PM	28	22	196	4	137	445	5	0	3	14	3	1	5	306	36	1	6	1200	1206
06:45 PM	32	13	170	3	175	436	2	0	11	20	3	0	7	317	24	1	4	1210	1214
Total	147	70	795	9	911	1892	35	0	50	58	9	2	22	1377	134	4	15	5500	5515
Grand Total	1036	420	5968	57	5965	11117	280	0	263	370	183	60	197	10952	910	39	156	37661	37817
Apprch %	14.0	5.7	80.4		34.4	64.0	1.6		32.2	45.3	22.4		1.6	90.8	7.5				
Total %	2.8	1.1	15.8		15.8	29.5	0.7		0.7	1.0	0.5		0.5	29.1	2.4		0.4	99.6	

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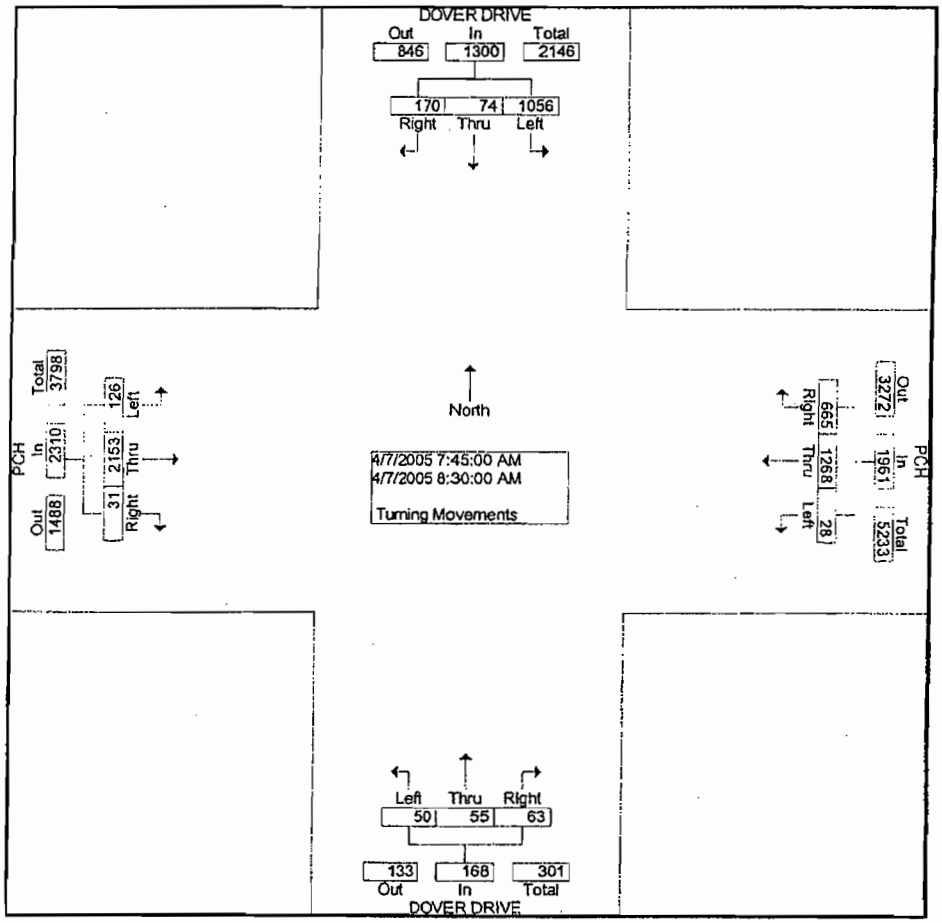
Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0501281
Site Code : 00000924
Start Date : 4/7/2005
Page No : 2

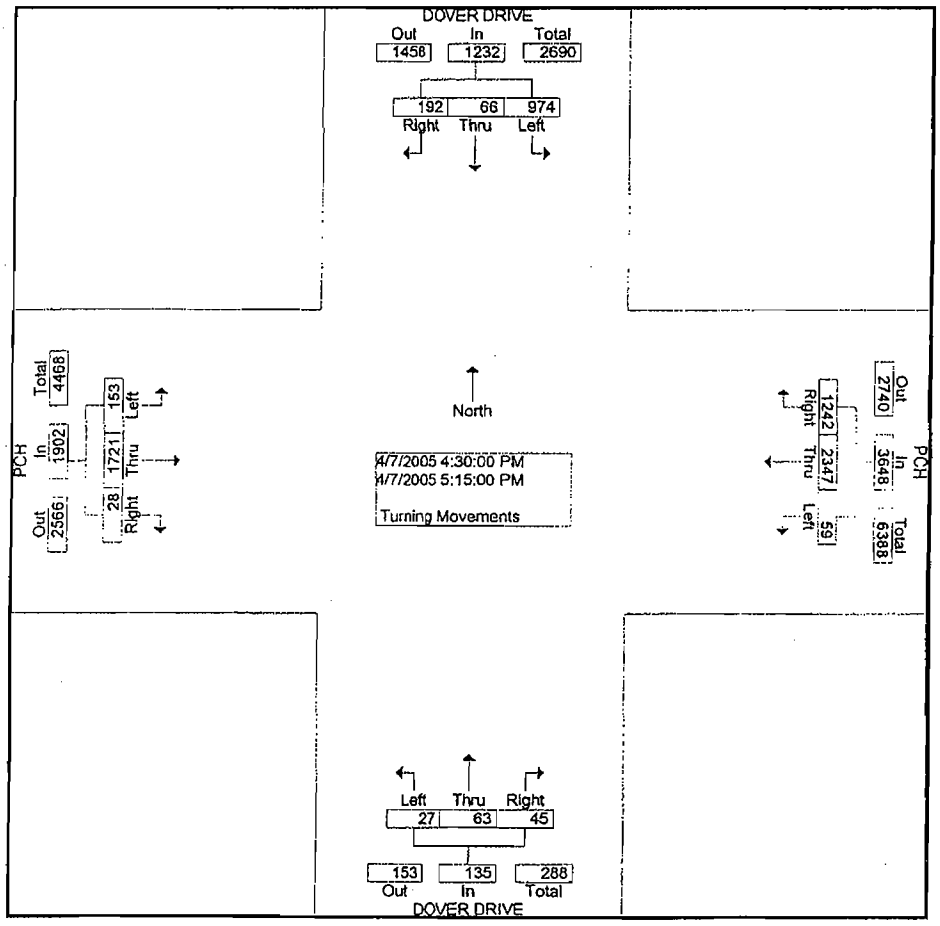
	DOVER DRIVE Southbound				PCH Westbound				DOVER DRIVE Northbound				PCH Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	170	74	1056	1300	665	1268	28	1961	63	55	50	168	31	2153	126	2310	5739
Percent	13.1	5.7	81.2		33.9	64.7	1.4		37.5	32.7	29.8		1.3	93.2	5.5		
08:00 Volume	44	16	260	320	172	345	5	522	16	12	2	30	8	559	22	589	1461
Peak Factor																	0.982
High Int.	07:45 AM				08:00 AM				07:45 AM				08:30 AM				
Volume	49	17	297	363	172	345	5	522	22	21	25	68	14	548	35	597	
Peak Factor				0.895				0.939				0.618				0.967	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0501281
Site Code : 00000924
Start Date : 4/7/2005
Page No : 3

	DOVER DRIVE Southbound				PCH Westbound				DOVER DRIVE Northbound				PCH Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Intersection 04:30 PM																	
Volume	192	66	974	1232	1242	2347	59	3648	45	63	27	135	28	1721	153	1902	6917
Percent	15.6	5.4	79.1		34.0	64.3	1.6		33.3	46.7	20.0		1.5	90.5	8.0		
05:00 Volume	56	19	256	331	322	575	8	905	13	13	9	35	8	443	55	506	1777
Peak Factor																	0.973
High Int.	05:00 PM				05:15 PM				04:30 PM				05:00 PM				
Volume	56	19	256	331	363	553	15	931	14	24	8	46	8	443	55	506	
Peak Factor				0.931				0.980				0.734				0.940	



P 382

URBAN
CROSSROADS

41 Corporate Park, Suite 300
Irvine, CA 92606

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CITY OF NEWPORT BEACH
GENERAL PLAN TRANSPORTATION STUDY
NEWPORT BEACH, CALIFORNIA
APPENDICES (PART 2 OF 2)

March 22, 2006

JN:01232-32
CW:MW:mt

APPENDIX Q

PEAK HOUR INTERSECTION COUNT DATA TREND ANALYSIS

INTERSECTION		PEAK	PUBLISHED VOLUME	RECENT TRAFFIC COUNT			DIFFERENCE (RECENT - PUBLISHED)			PERCENT DIFFERENCE		
NS Roadway	EW Roadway	HOUR	2000-2002	2003	2004	2005	2003	2004	2005	2003	2004	2005
Placentia Av.	Superior Av.	AM	2942	3056	2723		114	-219	--	3.87%	-7.44%	--
		PM	2596	4281	2591		1685	-5	--	64.91%	-0.19%	--
		Total	5538	7337	5314		1799	-224	--	32.48%	-4.04%	--
Balboa Bl./Superior Av.	Coast Hw.	AM	6565	5454	5474		-1111	-1091	--	-16.92%	-16.62%	--
		PM	6566	5273	6312		-1293	-254	--	-19.69%	-3.87%	--
		Total	13131	10727	11786		-2404	-1345	--	-18.31%	-10.24%	--
Newport Bl.	Hospital Rd.	AM	4117	4241	4072		124	-45	--	3.01%	-1.09%	--
		PM	4740	4633	3982		-107	-758	--	-2.26%	-15.99%	--
		Total	8857	8874	8054		17	-803	--	0.19%	-9.07%	--
Newport Bl.	Via Lido	AM	2976	2983		2972	7	--	-4	0.24%	--	-0.13%
		PM	3592	3115		4374	-477	--	782	-13.28%	--	21.77%
		Total	6568	6098		7346	-470	--	778	-7.16%	--	11.85%
Newport Bl.	32nd St.	AM	2482	2443		2213	-39	--	-269	-1.57%	--	-10.84%
		PM	2733	2919		3521	186	--	788	6.81%	--	28.83%
		Total	5215	5362		5734	147	--	519	2.82%	--	9.95%
Riverside Av.	Coast Hw.	AM	4442	4096	3925		-346	-517	--	-7.79%	-11.64%	--
		PM	5659	4563	4742		-1096	-917	--	-19.37%	-16.20%	--
		Total	10101	8659	8667		-1442	-1434	--	-14.28%	-14.20%	--
Tustin Av.	Coast Hw.	AM	3885	3610	3685		-275	-200	--	-7.08%	-5.15%	--
		PM	4442	4109	4290		-333	-152	--	-7.50%	-3.42%	--
		Total	8327	7719	7975		-608	-352	--	-7.30%	-4.23%	--
MacArthur Bl.	Campus Dr.	AM	4796		4263		--	-533	--	--	-11.11%	--
		PM	5595		5667		--	72	--	--	1.29%	--
		Total	10391		9930		--	-461	--	--	-4.44%	--
MacArthur Bl.	Birch St.	AM	3168	2806		3228	-362	--	60	-11.43%	--	1.89%
		PM	4099	2997		4059	-1102	--	-40	-26.88%	--	-0.98%
		Total	7267	5803		7287	-1464	--	20	-20.15%	--	0.28%
Von Karman Av.	Campus Dr.	AM	2496			2526	--	--	30	--	--	1.20%
		PM	3431			3157	--	--	-274	--	--	-7.99%
		Total	5927			5683	--	--	-244	--	--	-4.12%
MacArthur Bl.	Newport Pl./Von Karman Av.	AM	3050	3037			-13	--	--	-0.43%	--	--
		PM	3528	3228			-300	--	--	-8.50%	--	--
		Total	6578	6265			-313	--	--	-4.76%	--	--
Jamboree Rd.	Campus Dr.	AM	5576		5089		--	-487	--	--	-8.73%	--
		PM	6742		6386		--	-356	--	--	-5.28%	--
		Total	12318		11475		--	-843	--	--	-6.84%	--
Jamboree Rd.	Birch St.	AM	4337		4067		--	-270	--	--	-6.23%	--
		PM	4263		4709		--	446	--	--	10.46%	--
		Total	8600		8776		--	176	--	--	2.05%	--
Irvine Av./Campus Dr.	Bristol St. (N and S)	AM	7533	9246	7782	9037	1713	249	1504	22.74%	3.31%	19.97%
		PM	9032	9625	7889	9970	593	-1143	938	6.57%	-12.66%	10.39%
		Total	16565	18871	15671	19007	2306	-894	2442	13.92%	-5.40%	14.74%
Birch St.	Bristol St. N	AM	3843	3668		3687	-175	--	-156	-4.55%	--	-4.06%
		PM	4504	4626		4110	122	--	-394	2.71%	--	-8.75%
		Total	8347	8294		7797	-53	--	-550	-0.63%	--	-6.59%

INTERSECTION		PEAK	PUBLISHED VOLUME	RECENT TRAFFIC COUNT			DIFFERENCE (RECENT - PUBLISHED)			PERCENT DIFFERENCE		
NS Roadway	EW Roadway	HOUR	2000-2002	2003	2004	2005	2003	2004	2005	2003	2004	2005
Birch St.	Bristol St. S	AM	3127	3216		2958	89	--	-169	2.85%	--	-5.40%
		PM	3270	3287		3074	17	--	-196	0.52%	--	-5.99%
		Total	6397	6503		6032	106	--	-365	1.66%	--	-5.71%
Irvine Av.	Mesa Dr.	AM	3407	2792	2963		-615	-444	--	-18.05%	-13.03%	--
		PM	3752	3474	3649		-278	-103	--	-7.41%	-2.75%	--
		Total	7159	6266	6612		-893	-547	--	-12.47%	-7.64%	--
Irvine Av.	University Dr.	AM	3563	2743		2779	-820	--	-784	-23.01%	--	-22.00%
		PM	3882	3166		2962	-716	--	-920	-18.44%	--	-23.70%
		Total	7445	5909		5741	-1536	--	-1704	-20.63%	--	-22.89%
Irvine Av.	Santiago Dr./22nd St.	AM	2799	2586		2700	-213	--	-99	-7.61%	--	-3.54%
		PM	3364	2954		3073	-410	--	-291	-12.19%	--	-8.65%
		Total	6163	5540		5773	-623	--	-390	-10.11%	--	-6.33%
Irvine Av.	Highland Dr./20th St.	AM	2771	2591		2745	-180	--	-26	-6.50%	--	-0.94%
		PM	2975	2819		2440	-156	--	-535	-5.24%	--	-17.98%
		Total	5746	5410		5185	-336	--	-561	-5.85%	--	-9.76%
Irvine Av.	Dover Dr./19th St.	AM	2784	2766		1876	-18	--	-908	-0.65%	--	-32.61%
		PM	3129	2915		2490	-214	--	-639	-6.84%	--	-20.42%
		Total	5913	5681		4366	-232	--	-1547	-3.92%	--	-26.16%
Irvine Av.	Westcliff Dr./17th St.	AM	3442	3341	3180		-101	-262	--	-2.93%	-7.61%	--
		PM	4287	4243	3798		-44	-489	--	-1.03%	-11.41%	--
		Total	7729	7584	6978		-145	-751	--	-1.88%	-9.72%	--
Dover Dr.	Westcliff Dr.	AM	1811	1801		2065	-10	--	254	-0.55%	--	14.03%
		PM	2814	2555		2348	-259	--	-466	-9.20%	--	-16.56%
		Total	4625	4356		4413	-269	--	-212	-5.82%	--	-4.58%
Dover Dr.	16th St./Castaways Ln.	AM	2336	1944		2229	-392	--	-107	-16.78%	--	-4.58%
		PM	2779	2626		2510	-153	--	-269	-5.51%	--	-9.68%
		Total	5115	4570		4739	-545	--	-376	-10.65%	--	-7.35%
Dover Dr.	Coast Hw.	AM	5315	5672	5334	5739	357	19	424	6.72%	0.36%	7.98%
		PM	6705	6761	6420	6917	56	-285	212	0.84%	-4.25%	3.16%
		Total	12020	12433	11754	12656	413	-266	636	3.44%	-2.21%	5.29%
Bayside Dr.	Coast Hw.	AM	5141	5295	5237		154	96	--	3.00%	1.87%	--
		PM	6562	6414	6114		-148	-448	--	-2.26%	-6.83%	--
		Total	11703	11709	11351		6	-352	--	0.05%	-3.01%	--
Jamboree Rd.	MacArthur Bl.	AM	6067			5728	--	--	-339	--	--	-5.59%
		PM	6658			6290	--	--	-368	--	--	-5.53%
		Total	12725			12018	--	--	-707	--	--	-5.56%
Jamboree Rd.	Bristol St. N	AM	4890	4321	4580		-569	-310	--	-11.64%	-6.34%	--
		PM	5184	4758	4626		-426	-558	--	-8.22%	-10.76%	--
		Total	10074	9079	9206		-995	-868	--	-9.88%	-8.62%	--
Bayview Pl.	Bristol St.	AM	3100	2958		2894	-142	--	-206	-4.58%	--	-6.65%
		PM	3227	2526		3698	-701	--	471	-21.72%	--	14.60%
		Total	6327	5484		6592	-843	--	265	-13.32%	--	4.19%
Jamboree Rd.	Bristol St. S	AM	5581	5413	5661		-168	80	--	-3.01%	1.43%	--
		PM	6841	5868	6128		-973	-713	--	-14.22%	-10.42%	--
		Total	12422	11281	11789		-1141	-633	--	-9.19%	-5.10%	--

INTERSECTION		PEAK	PUBLISHED VOLUME	RECENT TRAFFIC COUNT			DIFFERENCE (RECENT - PUBLISHED)			PERCENT DIFFERENCE		
NS Roadway	EW Roadway	HOUR	2000-2002	2003	2004	2005	2003	2004	2005	2003	2004	2005
Jamboree Rd.	Bayview Wy.	AM	3819	4011		4040	192	--	221	5.03%	--	5.79%
		PM	5067	4054		4908	-1013	--	-159	-19.99%	--	-3.14%
		Total	8886	8065		8948	-821	--	62	-9.24%	--	0.70%
Jamboree Rd.	Eastbluff Dr. N./University Dr.	AM	4259	4308		4250	49	--	-9	1.15%	--	-0.21%
		PM	5475	4279		5407	-1196	--	-68	-21.84%	--	-1.24%
		Total	9734	8587		9657	-1147	--	-77	-11.78%	--	-0.79%
Jamboree Rd.	Bison St.	AM	3559	3749		3607	190	--	48	5.34%	--	1.35%
		PM	4383	3772		4423	-611	--	40	-13.94%	--	0.91%
		Total	7942	7521		8030	-421	--	88	-5.30%	--	1.11%
Jamboree Rd.	Eastbluff Dr./Ford Rd.	AM	5052	5224		4042	172	--	-1010	3.40%	--	-19.99%
		PM	5405	4460		4815	-945	--	-590	-17.48%	--	-10.92%
		Total	10457	9684		8857	-773	--	-1600	-7.39%	--	-15.30%
Jamboree Rd.	San Joaquin Hills Rd.	AM	4112	4280		4259	168	--	147	4.09%	--	3.57%
		PM	5563	4233		4800	-1330	--	-763	-23.91%	--	-13.72%
		Total	9675	8513		9059	-1162	--	-616	-12.01%	--	-6.37%
Jamboree Rd.	Santa Barbara Dr.	AM	3010	3265		3493	255	--	483	8.47%	--	16.05%
		PM	4287	3548		3887	-739	--	-400	-17.24%	--	-9.33%
		Total	7297	6813		7380	-484	--	83	-6.63%	--	1.14%
Jamboree Rd.	Coast Hw.	AM	6097	5547	5541	6310	-550	-556	213	-9.02%	-9.12%	3.49%
		PM	7876	6838	6722	7578	-1038	-1154	-298	-13.18%	-14.65%	-3.78%
		Total	13973	12385	12263	13888	-1588	-1710	-85	-11.36%	-12.24%	-0.61%
Santa Cruz Dr.	San Joaquin Hills Rd.	AM	1523	1526		1292	3	--	-231	0.20%	--	-15.17%
		PM	1902	1673		1685	-229	--	-217	-12.04%	--	-11.41%
		Total	3425	3199		2977	-226	--	-448	-6.60%	--	-13.08%
Santa Rosa Dr./Big Canyon Dr	San Joaquin Hills Rd.	AM	--	1796		1388	--	--	--	--	--	--
		PM	2163	1836		1967	-327	--	-196	-15.12%	--	-9.06%
		Total	--	3632		3355	--	--	--	--	--	--
Newport Center Dr.	Coast Hw.	AM	3533	3075		3403	-458	--	-130	-12.96%	--	-3.68%
		PM	4505	4615		4232	110	--	-273	2.44%	--	-6.06%
		Total	8038	7690		7635	-348	--	-403	-4.33%	--	-5.01%
Avocado Av.	San Miguel Dr.	AM	1819	1915			96	--	--	5.28%	--	--
		PM	2512	2736			224	--	--	8.92%	--	--
		Total	4331	4331			0	--	--	0.00%	--	--
Avocado Av.	Coast Hw.	AM	3804	3131	3151		-673	-653	--	-17.69%	-17.17%	--
		PM	4486	4246	3672		-240	-814	--	-5.35%	-18.15%	--
		Total	8290	7377	6823		-913	-1467	--	-11.01%	-17.70%	--
MacArthur Bl.	Bison St.	AM	7220	6404		7432	-816	--	212	-11.30%	--	2.94%
		PM	6432	5863		7364	-569	--	932	-8.85%	--	14.49%
		Total	13652	12267		14796	-1385	--	1144	-10.15%	--	8.38%
MacArthur Bl.	Ford Rd.	AM	8076	7476		7801	-600	--	-275	-7.43%	--	-3.41%
		PM	7676	6159		7977	-1517	--	301	-19.76%	--	3.92%
		Total	15752	13635		15778	-2117	--	26	-13.44%	--	0.17%
MacArthur Bl.	San Joaquin Hills Rd.	AM	6482	5895		5952	-587	--	-530	-9.06%	--	-8.18%
		PM	6636	5465		6181	-1171	--	-455	-17.65%	--	-6.86%
		Total	13118	11360		12133	-1758	--	-985	-13.40%	--	-7.51%

INTERSECTION		PEAK	PUBLISHED VOLUME	RECENT TRAFFIC COUNT			DIFFERENCE (RECENT - PUBLISHED)			PERCENT DIFFERENCE		
NS Roadway	EW Roadway	HOUR	2000-2002	2003	2004	2005	2003	2004	2005	2003	2004	2005
MacArthur Bl.	San Miguel Dr.	AM	4185	3809		4171	-376	--	-14	-8.98%	--	-0.33%
		PM	5155	4157		4405	-998	--	-750	-19.36%	--	-14.55%
		Total	9340	7966		8576	-1374	--	-764	-14.71%	--	-8.18%
MacArthur Bl.	Coast Hw.	AM	4393	4382	4245	4508	-11	-148	115	-0.25%	-3.37%	2.62%
		PM	5327	4442	4624	5286	-885	-703	-41	-16.61%	-13.20%	-0.77%
		Total	9720	8824	8869	9794	-896	-851	74	-9.22%	-8.76%	0.76%
SR-73 SB Ramps	Bonita Canyon Dr.	AM	1736	1930			194	--	--	11.18%	--	--
		PM	1789	1685			-104	--	--	-5.81%	--	--
		Total	3525	3615			90	--	--	2.55%	--	--
Spyglass Hill Rd.	San Miguel Dr.	AM	1070	1158			88	--	--	8.22%	--	--
		PM	1176	1146			-30	--	--	-2.55%	--	--
		Total	2246	2304			58	--	--	2.58%	--	--
San Joaquin Hills Rd.	San Miguel Dr.	AM	3209	2091		2337	-1118	--	-872	-34.84%	--	-27.17%
		PM	2910	2571		2831	-339	--	-79	-11.65%	--	-2.71%
		Total	6119	4662		5168	-1457	--	-951	-23.81%	--	-15.54%
Goldenrod Av.	Coast Hw.	AM	4021	3745	3473		-276	-548	--	-6.86%	-13.63%	--
		PM	3816	3862	3864		46	48	--	1.21%	1.26%	--
		Total	7837	7607	7337		-230	-500	--	-2.93%	-6.38%	--
Marguerite Av.	San Joaquin Hills Rd.	AM	1656	1845			189	--	--	11.41%	--	--
		PM	1862	2092			230	--	--	12.35%	--	--
		Total	3518	3937			419	--	--	11.91%	--	--
Marguerite Av.	Coast Hw.	AM	3703	3805	3534		102	-169	--	2.75%	-4.56%	--
		PM	4072	3772	3973		-300	-99	--	-7.37%	-2.43%	--
		Total	7775	7577	7507		-198	-268	--	-2.55%	-3.45%	--
Spyglass Hill Rd.	San Joaquin Hills Rd.	AM	1653	1352			-301	--	--	-18.21%	--	--
		PM	1420	1341			-79	--	--	-5.56%	--	--
		Total	3073	2693			-380	--	--	-12.37%	--	--
Poppy Av.	Coast Hw.	AM	3040	3102		3175	62	--	135	2.04%	--	4.44%
		PM	3409	3574		3723	165	--	314	4.84%	--	9.21%
		Total	6449	6676		6898	227	--	449	3.52%	--	6.96%
Newport Coast Dr.	San Joaquin Hills Rd.	AM	1926	2322			396	--	--	20.56%	--	--
		PM	1628	2222			594	--	--	36.49%	--	--
		Total	3554	4544			990	--	--	27.86%	--	--
Newport Coast Dr.	Coast Hw.	AM	3310	3251			-59	--	--	-1.78%	--	--
		PM	3579	3719			140	--	--	3.91%	--	--
		Total	6889	6970			81	--	--	1.18%	--	--
TOTAL	**Published to 2003**	**AM**	**191337**	**184677**			**-6660**			**-3.48%**		
		PM	**220773**	**202095**			**-18678**			**-8.46%**		
		Total	**412110**	**386772**			**-25338**			**-6.15%**		
	Published to 2004	**AM**	**93987**		**87979**			**-6008**			**-6.39%**	
		PM	**108543**		**100158**			**-8385**			**-7.73%**	
		Total	**202530**		**188137**			**-14393**			**-7.11%**	
	Published to 2005	**AM**	**127740**			**125448**			**-2292**			**-1.79%**
		PM	**150365**			**146462**			**-3903**			**-2.60%**
		Total	**278105**			**271910**			**-6195**			**-2.23%**

APPENDIX R

2002 COUNTED INTERSECTION CAPACITY UTILIZATION (ICU)
WORKSHEETS

2. Superior & Placentia

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	379	.237	255	.159*
NBT	2	3200	1342	.419*	512	.160
NBR	1	1600	13	.008	24	.015
SBL	1	1600	54	.034*	41	.026
SBT	2	3200	223	.070	786	.246*
SBR	d	1600	14	.009	11	.007
EBL	1	1600	13	.008	7	.004
EBT	1	1600	319	.199*	184	.115*
EBR	1	1600	286	.179	396	.248
WBL	0.5		17	{.011}*	27	{.017}*
WBT	1.5	3200	237	.093	254	.119
WBR	0		45		99	
Right Turn Adjustment					EBR	.133*
TOTAL CAPACITY UTILIZATION				.663		.670

3. Superior & Coast Hwy

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		270		404	
NBT	1.5	4800	572	.183*	336	.171*
NBR	0		36		81	
SBL	1.5		164		191	
SBT	1.5	4800	145	.064*	343	.111*
SBR	2	3200	187	.058	725	.227
EBL	2	3200	1319	.412	384	.120*
EBT	3	4800	2708	.564*	1083	.226
EBR	d	1600	280	.175	279	.174
WBL	1	1600	43	.027*	190	.119
WBT	4	6400	659	.103	2433	.380*
WBR	d	1600	182	.114	117	.073
Right Turn Adjustment					SBR	.116*
Note: Assumes N/S Split Phasing						
TOTAL CAPACITY UTILIZATION				.838		.898

4. Newport & Hospital

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	125	.078	127	.079*
NBT	3	4800	1520	.317*	1453	.303
NBR	1	1600	87	.054	72	.045
SBL	1	1600	43	.027*	42	.026
SBT	3	4800	1007	.210	1826	.380*
SBR	d	1600	337	.211	186	.116
EBL	2	3200	178	.056	257	.080
EBT	1	1600	197	.123*	143	.089*
EBR	1	1600	239	.149	231	.144
WBL	1	1600	73	.046*	158	.099*
WBT	2	3200	301	.097	214	.077
WBR	0	0	10		31	
Right Turn Adjustment			EBR	.026*	EBR	.055*
TOTAL CAPACITY UTILIZATION				.539		.702

5. Newport & Via Lido

Existing (2001/2002) Counts

	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	3	4800	1515	.316*	1100	.229*
NBR	1	1600	19	.012	45	.028
SBL	2	3200	293	.092*	355	.111*
SBT	3	4800	828	.173	1603	.334
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	9	.006*	26	.016*
WBT	0	0	0		0	
WBR	2	3200	312	.098	463	.145
Right Turn Adjustment					WBR	.018*
Note: Assumes Right-Turn Overlap for WBR						
TOTAL CAPACITY UTILIZATION				.414		.374

R4

6. Newport & 32nd

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	18	.011	73	.046
NBT	2	3200	1025	.320*	842	.263*
NBR	d	1600	14	.009	21	.013
SBL	1	1600	54	.034	68	.043
SBT	2	3200	686	.256*	1118	.435*
SBR	0	0	133		273	
EBL	1.5		361		166	
EBT	0.5	3200	39	.125*	24	.059*
EBR	1	1600	13	.008	12	.008
WBL	0.5		41	.026*	18	
WBT	1.5	3200	33	.021	46	.020*
WBR	f		65		72	

Note: Assumes N/S Split Phasing
Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .727 .777

7. Riverside & Coast Hwy

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		2	{.001}*	24	{.015}*
NBT	0.5	1600	1	.002	8	.020
NBR	d	1600	0	.000	8	.005
SBL	0.5		114		65	
SBT	0.5	1600	10	.078*	9	.046*
SBR	1	1600	330	.206	435	.272
EBL	1	1600	327	.204	286	.179*
EBT	2	3200	2380	.748*	1623	.514
EBR	0	0	13		23	
WBL	1	1600	15	.009*	51	.032
WBT	3	4800	1197	.249	3091	.644*
WBR	1	1600	53	.033	36	.023

Right Turn Adjustment SBR .047*
Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .836 .931

8. Tustin & Coast Hwy

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		1	{.001}*	2	{.001}*
NBT	0.5	1600	1	.002	1	.005
NBR	0		1		5	
SBL	0.5		49		60	
SBT	0.5	1600	2	.045*	1	.068*
SBR	0		21		48	
EBL	1	1600	56	.035	80	.050*
EBT	2	3200	2422	.758*	1525	.478
EBR	0	0	2		6	
WBL	0	0	0		0	
WBT	3	4800	1276	.266	2642	.550*
WBR	1	1600	56	.035	72	.045
TOTAL CAPACITY UTILIZATION				.804		.669

9. MacArthur & Campus

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	41	.026	137	.086
NBT	4	6400	1010	.158*	1209	.189*
NBR	1	1600	83	.052	62	.039
SBL	1	1600	277	.173*	152	.095*
SBT	4	6400	1050	.164	1140	.178
SBR	1	1600	244	.153	701	.438
EBL	2	3200	626	.196*	311	.097*
EBT	3	4800	854	.178	408	.085
EBR	d	1600	65	.041	75	.047
WBL	2	3200	62	.019	129	.040
WBT	3	4800	401	.084*	1075	.224*
WBR	f		83		196	
Right Turn Adjustment					SBR	.240*
TOTAL CAPACITY UTILIZATION				.611		.845

10. MacArthur & Birch

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	31	.019	165	.103*
NBT	3	4800	1001	.209*	872	.182
NBR	1	1600	100	.063	55	.034
SBL	1	1600	147	.092*	66	.041
SBT	4	6400	700	.146	999	.196*
SBR	0	0	299	.187	255	
EBL	1.5		191		362	
EBT	1.5	4800	424	.141*	318	.152*
EBR	0		64		51	
WBL	1	1600	39	.024	126	.079
WBT	2	3200	163	.051*	668	.209*
WBR	f		9		162	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .493 .660

11. Von Karman & Campus

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	16	.010	81	.051*
NBT	2	3200	637	.199*	393	.123
NBR	f		31		20	
SBL	1	1600	40	.025*	192	.120
SBT	2	3200	394	.143	843	.347*
SBR	0	0	65		266	
EBL	1	1600	346	.216*	255	.159*
EBT	2	3200	471	.147	563	.176
EBR	1	1600	64	.040	54	.034
WBL	1	1600	68	.043	35	.022
WBT	2	3200	271	.114*	654	.228*
WBR	0	0	93		75	

TOTAL CAPACITY UTILIZATION .554 .785

12. MacArthur & Von Karman

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	166	.104	55	.034*
NBT	3	4800	1181	.246*	711	.148
NBR	1	1600	445	.278	73	.046
SBL	1	1600	54	.034*	66	.041
SBT	3	4800	483	.101	1037	.216*
SBR	1	1600	196	.123	107	.067
EBL	1	1600	44	.028*	163	.102
EBT	2	3200	148	.046	259	.081*
EBR	f		40		139	
WBL	2	3200	62	.019	635	.198*
WBT	1	1600	189	.118*	199	.124
WBR	f		42		84	
Right Turn Adjustment			NBR	.032*		
TOTAL CAPACITY UTILIZATION				.458		.529

13. Jamboree & Campus

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	185	.116*	127	.079*
NBT	4	6400	1536	.253	1635	.317
NBR	0	0	82		392	
SBL	2	3200	415	.130	292	.091
SBT	3	4800	1571	.375*	2081	.496*
SBR	0	0	228		300	
EBL	2	3200	117	.037	302	.094
EBT	2	3200	153	.048*	605	.189*
EBR	f		22		189	
WBL	2	3200	513	.160*	198	.062*
WBT	2	3200	446	.139	333	.104
WBR	1	1600	132	.083	288	.180
Right Turn Adjustment					WBR	.023*
TOTAL CAPACITY UTILIZATION				.699		.849

14. Jamboree & Birch

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	324	.203*	88	.055*
NBT	3	4800	1630	.340	1427	.298
NBR	0	0	1		1	
SBL	1	1600	1	.001	2	.001
SBT	3	4800	1646	.343*	1827	.381*
SBR	f		824		228	
EBL	1.5		171		524	
EBT	0.5	3200	2	.054*	1	.164*
EBR	f		5		163	
WBL	0	0	9		1	
WBT	1	1600	4	.008*	1	.001*
WBR	10	16000	8	.001	1	.000

Note: Assumes E/W Split Phasing
Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .608 .601

15. Campus & Bristol (N)

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	531	.166	584	.183*
NBT	3	4800	2434	.507*	1205	.251
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6400	331	.052	1230	.192*
SBR	2	3200	221	.069	1032	.323
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	219	.137	272	.170
WBT	4	6400	1466	.263*	2614	.430*
WBR	0	0	219		141	
Right Turn Adjustment					SBR	.131*

TOTAL CAPACITY UTILIZATION .770 .936

16. Birch & Bristol (N)

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	138	.043	176	.055*
NBT	2	3200	1255	.392*	366	.114
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1.5	6400	143	.045	660	.316*
SBR	2.5		145		1362	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		371		523	
WBT	3.5	8000	1372	.270*	1313	.243*
WBR	0		419		104	
TOTAL CAPACITY UTILIZATION				.662		.614

17. Campus/Irvine & Bristol (S)

Existing (2001/2002) Counts

	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	5	8000	1752	.245*	1331	.198*
NBR	0	0	207		254	
SBL	1	1600	101	.063*	209	.131*
SBT	3	4800	449	.094	1293	.269
SBR	0	0	0		0	
EBL	1.5		1213	{.407}*	458	
EBT	2.5	6400	1392	.407	1158	.253*
EBR	2	3200	513	.160	542	.169
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
TOTAL CAPACITY UTILIZATION				.715		.582

18. Birch & Bristol (S)

Existing (2001/2002) Counts

	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	2.5	6400	524	.123*	254	.079
NBR	1.5		266		319	.100
SBL	2	3200	179	.056*	371	.116
SBT	2	3200	345	.108	812	.254*
SBR	0	0	0		0	
EBL	1.5		882	.276*	238	
EBT	3.5	8000	762	.194	1157	.189*
EBR	0		169		119	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
TOTAL CAPACITY UTILIZATION				.455		.443

19. Irvine & Mesa

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	83	.052	58	.036*
NBT	2	3200	1331	.416*	610	.191
NBR	d	1600	482	.301	179	.112
SBL	1	1600	11	.007*	11	.007
SBT	2	3200	716	.224	1450	.453*
SBR	d	1600	42	.026	175	.109
EBL	1	1600	176	.110	44	.028
EBT	1	1600	317	.198*	71	.044*
EBR	1	1600	67	.042	173	.108
WBL	1	1600	133	.083*	542	.339*
WBT	2	3200	44	.015	435	.137
WBR	0	0	5		4	
Right Turn Adjustment					EBR	.064*
TOTAL CAPACITY UTILIZATION				.704		.936

20. Irvine & University

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	202	.126	145	.091*
NBT	2	3200	1813	.567*	807	.252
NBR	1	1600	65	.041	25	.016
SBL	1	1600	82	.051*	33	.021
SBT	2	3200	769	.240	2134	.667*
SBR	1	1600	65	.041	270	.169
EBL	1	1600	284	.178*	117	.073*
EBT	1	1600	107	.067	23	.014
EBR	d	1600	109	.068	187	.117
WBL	1	1600	18	.011	23	.014
WBT	1	1600	30	.019*	72	.045*
WBR	d	1600	19	.012	46	.029
Right Turn Adjustment					EBR	.013*
TOTAL CAPACITY UTILIZATION				.815		.889

21. Irvine & Santiago

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	71	.044	125	.078*
NBT	2	3200	1416	.444*	890	.284
NBR	0	0	6		19	
SBL	1	1600	48	.030*	72	.045
SBT	2	3200	719	.225	1786	.558*
SBR	d	1600	43	.027	119	.074
EBL	0.5		160	{.100}*	54	{.034}*
EBT	0.5	1600	36	.123	56	.069
EBR	d	1600	82	.051	103	.064
WBL	0.5		21		7	
WBT	0.5	1600	53	.046*	61	.043*
WBR	d	1600	144	.090	72	.045
Right Turn Adjustment			WBR	.044*	WBR	.002*
TOTAL CAPACITY UTILIZATION				.664		.715

22. Irvine & Highland

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	57	.036	95	.059*
NBT	2	3200	1484	.464*	1001	.313
NBR	d	1600	14	.009	21	.013
SBL	1	1600	21	.013*	36	.023
SBT	2	3200	871	.272	1588	.496*
SBR	d	1600	23	.014	71	.044
EBL	0.5		81	{.051}*	23	{.014}*
EBT	0.5	1600	8	.056	26	.031
EBR	d	1600	102	.064	37	.023
WBL	0.5		22		14	
WBT	0.5	1600	26	.030*	31	.028*
WBR	d	1600	62	.039	32	.020
Right Turn Adjustment			WBR	.009*		
TOTAL CAPACITY UTILIZATION				.567		.597

23. Irvine & Dover

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	36	.023	56	.035*
NBT	2	3200	1145	.358*	762	.238
NBR	d	1600	22	.014	20	.013
SBL	1	1600	162	.101*	193	.121
SBT	2	3200	676	.211	1362	.426*
SBR	d	1600	17	.011	60	.038
EBL	1	1600	97	.061	53	.033*
EBT	1	1600	153	.114*	106	.084
EBR	0	0	29		29	
WBL	1	1600	22	.014*	36	.023
WBT	1	1600	101	.063	225	.141*
WBR	1	1600	324	.203	227	.142
Right Turn Adjustment			WBR	.136*	WBR	.001*
TOTAL CAPACITY UTILIZATION				.723		.636

24. Irvine & Westcliff

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	236	.074	298	.093*
NBT	2	3200	729	.228*	473	.148
NBR	d	1600	26	.016	32	.020
SBL	2	3200	176	.055*	128	.040
SBT	2	3200	573	.179	757	.237*
SBR	d	1600	115	.072	444	.278
EBL	2	3200	393	.123*	304	.095*
EBT	2	3200	524	.202	559	.248
EBR	0	0	123		233	
WBL	1	1600	32	.020	95	.059
WBT	2	3200	460	.161*	891	.301*
WBR	0	0	55		73	
Right Turn Adjustment					SBR	.041*
TOTAL CAPACITY UTILIZATION				.567		.767

25. Dover & Westcliff

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	333	.104*	860	.269*
NBT	2	3200	377	.118	576	.180
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1600	397	.248*	251	.157*
SBR	1	1600	51	.032	39	.024
EBL	2	3200	79	.025*	158	.049*
EBT	0	0	0		0	
EBR	f		574		930	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
TOTAL CAPACITY UTILIZATION				.377		.475

26. Dover & 16th

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	81	.051*	189	.118
NBT	2	3200	752	.235	1188	.371*
NBR	d	1600	15	.009	64	.040
SBL	1	1600	46	.029	52	.033*
SBT	2	3200	1048	.328*	848	.265
SBR	d	1600	28	.018	50	.031
EBL	0.5		16		18	
EBT	0.5	1600	10	.016*	27	.028*
EBR	d	1600	235	.147	230	.144
WBL	1	1600	39	.024*	40	.025*
WBT	1	1600	14	.009	27	.017
WBR	1	1600	52	.033	46	.029
Right Turn Adjustment			Multi	.134*	EBR	.116*
TOTAL CAPACITY UTILIZATION				**.553**		**.573**

27. Dover & Coast Hwy

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	33	.021	17	.011
NBT	1	1600	59	.037*	60	.038*
NBR	1	1600	36	.023	25	.016
SBL	3	4800	728	.152*	921	.192*
SBT	1	1600	38	.024	60	.038
SBR	1	1600	67	.042	141	.088
EBL	2	3200	66	.021	68	.021*
EBT	3	4800	2283	.483*	1683	.354
EBR	0	0	33		18	
WBL	1	1600	46	.029*	80	.050
WBT	3	4800	1306	.272	2367	.493*
WBR	f		620		1265	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION		**.701**	**.744**

28. Bayside & Coast Hwy

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2.5		380		428	
NBT	0.5	4800	9	.090*	7	.103*
NBR	0		42		57	
SBL	1	1600	19	.012*	34	.021*
SBT	1	1600	8	.005	12	.008
SBR	d	1600	36	.023	57	.036
EBL	1	1600	41	.026	73	.046*
EBT	3	4800	2612	.544*	2030	.423
EBR	1	1600	393	.246	490	.306
WBL	1	1600	47	.029*	79	.049
WBT	4	6400	1536	.243	3256	.515*
WBR	0	0	18		39	
Right Turn Adjustment			SBR	.011*	SBR	.015*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .686 .700

29. MacArthur & Jamboree

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	239	.149	280	.175*
NBT	3	4800	1784	.449*	534	.167
NBR	0	0	373		283	.177
SBL	1	1600	111	.069*	220	.138
SBT	3	4800	300	.063	1414	.295*
SBR	f		107		376	
EBL	2	3200	444	.139	205	.064
EBT	3	4800	1374	.286*	1164	.243*
EBR	f		144		91	
WBL	2	3200	238	.074*	629	.197*
WBT	3	4800	809	.169	1321	.275
WBR	f		148		141	

TOTAL CAPACITY UTILIZATION .878 .910

30. Jamboree & Bristol (N)

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	1077	.337	857	.268*
NBT	3	4800	2644	.551*	2294	.478
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2.5	6400	589	.182	1287	.317*
SBR	1.5		575		741	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
TOTAL CAPACITY UTILIZATION				.551		.585

31. Bayview Place & Bristol (S)

Existing (2001/2002) Counts

	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	2	3200	77	.024	361	.113
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	4	6400	2899	.453*	2851	.445*
EBR	1	1600	123	.077	15	.009
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.024*	NBR	.113*
TOTAL CAPACITY UTILIZATION				.477		.558

32. Jamboree & Bristol (S)

Existing (2001/2002) Counts

	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	5	8000	1992	.255*	2225	.290*
NBR	0	0	48		92	
SBL	0	0	0		0	
SBT	3	4800	560	.117	1310	.273
SBR	0	0	0		0	
EBL	1.5		1569	.490*	928	{.431}*
EBT	1.5	4800	375	.234	1141	.431
EBR	2	3200	1037	.324	1143	.357
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
TOTAL CAPACITY UTILIZATION				.745		.721

33. Jamboree & Bayview Way

Existing (2001/2002) Counts

	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	57	.036
NBT	4	6400	1884	.303*	2135	.342*
NBR	0	0	56		52	
SBL	1	1600	78	.049*	104	.065*
SBT	4	6400	1381	.216	2285	.357
SBR	1	1600	164	.103	66	.041
EBL	2	3200	41	.013*	87	.027*
EBT	1	1600	9	.006	13	.008
EBR	1	1600	37	.023	136	.085
WBL	1	1600	9	.006	32	.020
WBT	1	1600	1	.001*	7	.004*
WBR	1	1600	40	.025	93	.058
Right Turn Adjustment			Multi	.039*	Multi	.128*
TOTAL CAPACITY UTILIZATION				.405		.566

34. Jamboree & Eastbluff/Univ.

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	56	.035	47	.029
NBT	3	4800	1441	.300*	1864	.388*
NBR	1	1600	151	.094	302	.189
SBL	2	3200	93	.029*	253	.079*
SBT	3	4800	1057	.220	1837	.383
SBR	1	1600	276	.173	360	.225
EBL	1.5		525		207	
EBT	0.5	3200	105	.197*	98	.095*
EBR	1	1600	4	.003	5	.003
WBL	1.5		237	.074*	245	.077*
WBT	1.5	4800	113	.071	93	.058
WBR	f		201		168	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .600 .639

35. Jamboree & Bison

Existing (2001/2002) Counts

	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	3	4800	1488	.310*	1895	.395*
NBR	d	1600	249	.156	160	.100
SBL	2	3200	82	.026*	122	.038*
SBT	3	4800	1216	.253	1724	.359
SBR	1	1600	46	.029	87	.054
EBL	1	1600	106	.066*	34	.021*
EBT	0	0	0		0	
EBR	1	1600	83	.052	15	.009
WBL	2	3200	127	.040*	187	.058*
WBT	0	0	0		0	
WBR	2	3200	162	.051	159	.050

Right Turn Adjustment WBR .011*
Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .453 .512

36. Jamboree & Eastbluff/Ford

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	400	.125*	378	.118*
NBT	3	4800	1528	.338	1976	.444
NBR	0	0	95		154	
SBL	1	1600	48	.030	52	.033
SBT	3	4800	1465	.305*	1922	.400*
SBR	1	1600	46	.029	103	.064
EBL	1	1600	176	.110*	49	.031
EBT	1	1600	175	.109	110	.069*
EBR	f		420		333	
WBL	1.5		165	.103	166	
WBT	1.5	4800	468	.146*	139	.064*
WBR	1	1600	66	.041	23	.014

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION	.686	.651

37. Jamboree & San Joaquin Hills

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	28	.018	74	.046
NBT	3	4800	1149	.239*	1540	.321*
NBR	f		129		93	
SBL	2	3200	669	.209*	507	.158*
SBT	3	4800	1221	.254	1943	.405
SBR	1	1600	41	.026	200	.125
EBL	1.5		276	.086*	91	.028*
EBT	1.5	4800	51	.032	28	.018
EBR	1	1600	50	.031	38	.024
WBL	2	3200	69	.022*	205	.064*
WBT	1	1600	11	.007	54	.034
WBR	f		418		790	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION	.556	.571

38. Jamboree & Santa Barbara

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	3	.002	13	.008
NBT	3	4800	1338	.279*	1372	.286*
NBR	1	1600	188	.118	75	.047
SBL	2	3200	370	.116*	263	.082*
SBT	3	4800	887	.185	1655	.345
SBR	1	1600	2	.001	27	.017
EBL	1	1600	58	.036*	24	.015*
EBT	1	1600	6	.024	5	.013
EBR	0	0	33		15	
WBL	1.5		65		422	
WBT	0.5	3200	1	.021*	15	.137*
WBR	1	1600	60	.038	401	.251
Right Turn Adjustment			WBR	.017*	WBR	.114*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .469 .634

39. Jamboree & Coast Hwy

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	29	.018	27	.017
NBT	2	3200	483	.178*	259	.100*
NBR	0	0	88		60	
SBL	1	1600	177	.111*	237	.148*
SBT	2	3200	270	.084	626	.196
SBR	f		640		1855	
EBL	3	4800	1047	.218*	682	.142*
EBT	4	6400	1986	.313	1473	.235
EBR	0	0	14		32	
WBL	2	3200	123	.038	254	.079
WBT	4	6400	1134	.177*	2241	.350*
WBR	f		106		130	

TOTAL CAPACITY UTILIZATION .684 .740

40. Santa Cruz & San Joaquin H.

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	98	.031*	443	.138*
NBT	1	1600	4	.015	14	.112
NBR	0	0	20		165	
SBL	1	1600	19	.012	9	.006
SBT	1	1600	6	.004*	4	.003*
SBR	1	1600	72	.045	58	.036
EBL	1	1600	61	.038	107	.067*
EBT	3	4800	464	.145*	311	.097
EBR	0	0	247	.154	214	.134
WBL	1	1600	205	.128*	31	.019
WBT	3	4800	300	.068	520	.114*
WBR	0	0	27		26	
Right Turn Adjustment			Multi	.050*	SBR	.033*
TOTAL CAPACITY UTILIZATION				.358		.355

41. Santa Rosa & San Joaquin H.

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	39	.024	194	.121*
NBT	1	1600	16	.010*	27	.017
NBR	1	1600	112	.070	504	.315
SBL	1	1600	98	.061*	89	.056
SBT	1	1600	23	.014	15	.009*
SBR	1	1600	35	.022	59	.037
EBL	1	1600	43	.027	51	.032
EBT	3	4800	275	.082*	497	.121*
EBR	0	0	117		86	
WBL	2	3200	545	.170*	343	.107*
WBT	3	4800	462	.118	208	.062
WBR	0	0	104		90	
Right Turn Adjustment					Multi	.162*
Note: Assumes Right-Turn Overlap for NBR						
TOTAL CAPACITY UTILIZATION				.323		.520

42. Newport Center & Coast Hwy

Existing (2001/2002) Counts

	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	23	.007*	258	.081*
SBT	0	0	0		0	
SBR	f		67		720	
EBL	2	3200	501	.157*	295	.092*
EBT	3	4800	1639	.341	1437	.299
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1123	.234*	1672	.348*
WBR	f		180		123	
TOTAL CAPACITY UTILIZATION				.398		.521

44. Avocado & San Miguel

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	121	.076	95	.059
NBT	1	1600	145	.091*	39	.024*
NBR	1	1600	149	.093	566	.354
SBL	1	1600	43	.027*	240	.150*
SBT	1	1600	44	.028	170	.106
SBR	1	1600	19	.012	8	.005
EBL	1	1600	10	.006*	13	.008
EBT	2	3200	121	.048	559	.213*
EBR	0	0	32		124	
WBL	2	3200	478	.149	341	.107*
WBT	2	3200	451	.205*	512	.174
WBR	0	0	206		45	
Right Turn Adjustment					NBR	.223*
Note: Assumes Right-Turn Overlap for SBR NBR						
TOTAL CAPACITY UTILIZATION				.329		.717

45. Avocado & Coast Hwy

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	107	.067*	133	.083*
NBT	1	1600	100	.063	88	.055
NBR	1	1600	113	.071	127	.079
SBL	1.5		68		355	
SBT	0.5	3200	56	.039*	141	.155*
SBR	1	1600	45	.028	298	.186
EBL	1	1600	303	.189*	142	.089
EBT	3	4800	1340	.279	1499	.312*
EBR	d	1600	55	.034	65	.041
WBL	1	1600	153	.096	121	.076*
WBT	3	4800	1323	.276*	1417	.295
WBR	1	1600	141	.088	100	.063
Right Turn Adjustment			NBR	.004*	SBR	.031*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .575 .657

46. SR-73 NB Ramps & Bison

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		117	{.063}*	92	.029*
NBT	0	4800	0	.063	0	
NBR	1.5		185		29	.018
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	12	.008	6	.004*
EBT	2	3200	793	.248*	364	.114
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	89	.028	397	.124*
WBR	1	1600	148	.093	543	.339
Right Turn Adjustment					WBR	.215*

TOTAL CAPACITY UTILIZATION .311 .372

47. SR-73 SB Ramps & Bison

Existing (2001/2002) Counts

	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	611	.191*	178	.056*
SBT	0	0	0		0	
SBR	f		24		30	
EBL	0	0	0		0	
EBT	2	3200	195	.061*	157	.049
EBR	1	1600	50	.031	102	.064
WBL	2	3200	21	.007*	145	.045
WBT	2	3200	187	.058	352	.110*
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .259 .166

48. MacArthur & Bison

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	297	.093	216	.068*
NBT	4	6400	3182	.497*	2230	.348
NBR	f		145		101	
SBL	2	3200	35	.011*	28	.009
SBT	4	6400	2309	.361	2704	.423*
SBR	1	1600	286	.179	300	.188
EBL	2	3200	245	.077*	185	.058*
EBT	2	3200	182	.057	120	.038
EBR	f		177		198	
WBL	2	3200	179	.056	168	.053
WBT	2	3200	152	.048*	162	.051*
WBR	1	1600	31	.019	20	.013

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .633 .600

49. MacArhtur & Ford/Bonita Cyn

Existing (2001/2002) Counts

	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	74	.023
NBT	4	6400	1934	.302*	2074	.324*
NBR	f		105		546	
SBL	2	3200	508	.159*	1232	.385*
SBT	4	6400	2521	.394	2137	.334
SBR	f		12		62	
EBL	2	3200	46	.014	9	.003
EBT	2	3200	221	.069*	289	.090*
EBR	1	1600	84	.053	113	.071
WBL	2	3200	573	.179*	321	.100*
WBT	2	3200	505	.158	275	.086
WBR	f		1427		544	
TOTAL CAPACITY UTILIZATION				.709		.899

50. MacArthur & San Joaquin H.

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	66	.021	25	.008
NBT	3	4800	1466	.305*	1811	.377*
NBR	1	1600	7	.004	19	.012
SBL	2	3200	548	.171*	753	.235*
SBT	3	4800	1600	.333	1774	.370
SBR	f		1034		446	
EBL	2	3200	151	.047*	801	.250*
EBT	3	4800	232	.056	464	.113
EBR	0	0	37		76	
WBL	1	1600	17	.011	17	.011
WBT	2	3200	371	.116*	204	.064*
WBR	f		953		396	
TOTAL CAPACITY UTILIZATION				.639		.926

51. MacArthur & San Miguel

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	104	.033	122	.038*
NBT	3	4800	1368	.285*	985	.205
NBR	1	1600	238	.149	330	.206
SBL	2	3200	4	.001*	10	.003
SBT	3	4800	931	.194	1310	.273*
SBR	1	1600	717	.448	551	.344
EBL	2	3200	158	.049*	876	.274*
EBT	2	3200	98	.049	397	.166
EBR	0	0	59		135	
WBL	2	3200	227	.071	187	.058
WBT	2	3200	265	.083*	222	.069*
WBR	d	1600	15	.009	30	.019
Right Turn Adjustment			SBR	.146*		
Note: Assumes Right-Turn Overlap for SBR						
TOTAL CAPACITY UTILIZATION				.564		.654

52. MacArthur & Coast Hwy

Existing (2001/2002) Counts

	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	486	.152*	783	.245*
SBT	0	0	0		0	
SBR	f		309		559	
EBL	2	3200	615	.192*	519	.162*
EBT	3	4800	876	.183	1359	.283
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1203	.251*	1459	.304*
WBR	f		904		648	
TOTAL CAPACITY UTILIZATION				.595		.711

53. SR-73 NB Ramps & Bonita Cyn

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	454	.142*	114	.036*
NBT	0	0	0		0	
NBR	1	1600	105	.066	24	.015
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	416	.260	565	.353*
EBR	1	1600	50	.031	40	.025
WBL	1	1600	199	.124	66	.041*
WBT	1	1600	653	.408*	593	.371
WBR	0	0	0		0	
TOTAL CAPACITY UTILIZATION				.550		.430

54. SR-73 SB Ramps & Bonita Cyn

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	32	.010*	63	.020*
NBT	0	0	0		0	
NBR	1	1600	82	.051	100	.063
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	369	.231*	516	.323*
EBR	1	1600	123	.077	395	.247
WBL	2	3200	46	.014*	66	.021*
WBT	3	4800	1084	.226	648	.135
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.041*	NBR	.043*
TOTAL CAPACITY UTILIZATION				.296		.407

55. Spyglass Hill & San Miguel

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		34		23	{.014}*
NBT	0.5	1600	41	.047*	16	.024
NBR	d	1600	181	.113	153	.096
SBL	0.5		35	{.022}*	19	
SBT	0.5	1600	33	.043	26	.028*
SBR	1	1600	38	.024	32	.020
EBL	1	1600	48	.030	63	.039
EBT	2	3200	228	.071*	348	.109*
EBR	d	1600	30	.019	45	.028
WBL	1	1600	113	.071*	148	.093*
WBT	2	3200	264	.083	273	.085
WBR	d	1600	25	.016	30	.019
Right Turn Adjustment			NBR	.066*	NBR	.066*
TOTAL CAPACITY UTILIZATION				.277		.310

56. San Miguel & San Joaquin H.

Existing (2001/2002) Counts

	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	5	.003
NBT	2	3200	236	.095*	483	.218*
NBR	0	0	68		216	
SBL	1	1600	66	.041*	125	.078*
SBT	2	3200	402	.126	234	.073
SBR	1	1600	340	.213	133	.083
EBL	2	3200	290	.091*	430	.134
EBT	3	4800	490	.105	635	.134*
EBR	0	0	12		9	
WBL	1	1600	266	.166	175	.109*
WBT	3	4800	990	.214*	403	.097
WBR	0	0	39		62	
Note: Assumes Right-Turn Overlap for SBR						
TOTAL CAPACITY UTILIZATION				.441		.539

57. Goldenrod & Coast Hwy

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	112	.070*	84	.053*
NBT	1	1600	0	.015	0	.013
NBR	0	0	24		21	
SBL	0.5		61		36	
SBT	0.5	1600	0	.076*	0	.039*
SBR	0		60		27	
EBL	1	1600	30	.019*	33	.021
EBT	2	3200	1003	.313	1869	.584*
EBR	d	1600	43	.027	53	.033
WBL	1	1600	42	.026	22	.014*
WBT	2	3200	2633	.823*	1658	.518
WBR	d	1600	13	.008	13	.008

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .988 .690

58. Marguerite & San Joaquin H.

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		296		182	
NBT	0.5	3200	46	.107*	57	.075*
NBR	1	1600	19	.012	44	.028
SBL	1	1600	51	.032	68	.043
SBT	1	1600	41	.046*	52	.061*
SBR	0	0	33		45	
EBL	1	1600	21	.013*	48	.030
EBT	2	3200	262	.082	547	.171*
EBR	1	1600	124	.078	346	.216
WBL	1	1600	23	.014	69	.043*
WBT	3	4800	676	.141*	385	.080
WBR	d	1600	64	.040	19	.012

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

TOTAL CAPACITY UTILIZATION .307 .350

59. Marguerite & Coast Hwy

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	118	.074*	152	.095*
NBT	1	1600	103	.094	87	.082
NBR	0	0	48		44	
SBL	1	1600	58	.036	93	.058
SBT	1	1600	54	.095*	119	.121*
SBR	0	0	98		75	
EBL	1	1600	87	.054*	101	.063
EBT	2	3200	1114	.348	1788	.559*
EBR	1	1600	57	.036	87	.054
WBL	1	1600	29	.018	76	.048*
WBT	2	3200	1923	.605*	1419	.453
WBR	0	0	14		31	
TOTAL CAPACITY UTILIZATION				.828		.823

60. Spyglass H. & San Joaquin H.

Existing (2001/2002) Counts

	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	49	.031
NBT	1	1600	4	.014*	3	.021*
NBR	0	0	19		31	
SBL	1	1600	56	.035*	36	.023*
SBT	1	1600	1	.001	2	.001
SBR	d	1600	191	.119	88	.055
EBL	1	1600	91	.057*	176	.110*
EBT	2	3200	410	.128	581	.182
EBR	1	1600	22	.014	55	.034
WBL	1	1600	10	.006	3	.002
WBT	2	3200	730	.228*	333	.104*
WBR	d	1600	60	.038	63	.039
Right Turn Adjustment			SBR	.108*	SBR	.042*
TOTAL CAPACITY UTILIZATION				.442		.300

61. Poppy & Coast Hwy

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	15	.009*	44	.028*
NBT	1	1600	8	.014	9	.040
NBR	0	0	14		55	
SBL	0	0	41		100	
SBT	1	1600	5	.031*	6	.076*
SBR	0	0	4		15	
EBL	1	1600	3	.002*	23	.014
EBT	2	3200	1098	.347	1654	.526*
EBR	0	0	11		29	
WBL	1	1600	14	.009	26	.016*
WBT	2	3200	1808	.571*	1435	.453
WBR	0	0	19		13	
TOTAL CAPACITY UTILIZATION				.613		.646

62. Newport Coast & SR-73 NB

Existing (2001/2002) Counts

	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	601	.376*	432	.270*
NBR	f		504		211	
SBL	0	0	0		0	
SBT	1	1600	295	.184	415	.259
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		165		100	
WBT	0	3200	0	.070*	0	.043*
WBR	0.5		59		38	
TOTAL CAPACITY UTILIZATION				.446		.313

64. Newport Coast & San Joaquin

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	64	.020	95	.030*
NBT	3	4800	867	.181*	424	.088
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	529	.110	687	.143*
SBR	1	1600	63	.039	215	.134
EBL	1	1600	305	.191*	185	.116*
EBT	0	0	0		0	
EBR	2	3200	98	.031	22	.007
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION	.372	.289

65. Newport Coast & Coast Hwy

Existing (2001/2002) Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	4	.003*	9	.006*
NBT	1	1600	1	.001	2	.001
NBR	1	1600	3	.002	11	.007
SBL	2	3200	212	.066*	603	.188*
SBT	1	1600	1	.001	3	.002
SBR	f		151		147	
EBL	1	1600	175	.109*	100	.063
EBT	3	4800	767	.160	1429	.298*
EBR	1	1600	6	.004	10	.006
WBL	1	1600	7	.004	7	.004*
WBT	3	4800	1414	.295*	1067	.222
WBR	f		569		191	
Right Turn Adjustment					NBR	.001*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION	.473	.497

APPENDIX S

EXISTING FREEWAY MAINLINE ANALYSIS

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: 405 Fw. to Bear St.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	8733	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2373	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	3401	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	3401	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: 405 Fw. to Bear St.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	4600	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1250	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1792	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1792	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	64.0	mi/h
Number of lanes, N	3	
Density, D	28.0	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Southbound
From/To: 405 Fw. to Bear St.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	2817	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	765	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1097	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1097	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	3	
Density, D	16.9	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Southbound
From/To: 405 Fw. to Bear St.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	7445	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2023	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00 %	
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	2900	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2900	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: Bear St. to 55 Fw.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	9368	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2546	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	3649	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	3649	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: Bear St. to 55 Fw.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	4935	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1341	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1922	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1922	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	62.6	mi/h
Number of lanes, N	3	
Density, D	30.7	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Southbound
From/To: Bear St. to 55 Fw.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	3022	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	821	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1177	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1177	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	3	
Density, D	18.1	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

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Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Southbound
From/To: Bear St. to 55 Fw.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	7986	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2170	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	3110	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	3110	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

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Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: 55 Fw. to Jamboree Rd.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	11909	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	3236	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00 %	
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	4638	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	4638	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

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Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: 55 Fw. to Jamboree Rd.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	6273	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1705	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	2443	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2443	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

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Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Southbound
From/To: 55 Fw. to Jamboree Rd.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	3841	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1044	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1496	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1496	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	3	
Density, D	23.0	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

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Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Southbound
From/To: 55 Fw. to Jamboree Rd.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	10152	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2759	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	3954	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	3954	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

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Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: Jamboree to Bonita Canyon
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	5002	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1359	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1948	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1948	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	62.3	mi/h
Number of lanes, N	3	
Density, D	31.3	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

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Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: Jamboree to Bonita Canyon
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	2635	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	716	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1026	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1026	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	3	
Density, D	15.8	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

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Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Southbound
From/To: Jamboree to Bonita Canyon
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	1613	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	438	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	628	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	628	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	3	
Density, D	9.7	pc/mi/ln
Level of service, LOS	A	

Overall results are not computed when free-flow speed is less than 55 mph.

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Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Southbound
From/To: Jamboree to Bonita Canyon
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	4264	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1159	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1661	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1661	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	64.7	mi/h
Number of lanes, N	3	
Density, D	25.7	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

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Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: Bonita Canyon to Newport Coast
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	5319	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1445	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1554	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1554	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	4	
Density, D	23.9	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

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Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: Bonita Canyon to Newport Coast
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	2802	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	761	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	819	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	819	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	4	
Density, D	12.6	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

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Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Southbound
From/To: Bonita Canyon to Newport Coast
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	1716	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	466	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	501	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	501	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	4	
Density, D	7.7	pc/mi/ln
Level of service, LOS	A	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

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Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Southbound
From/To: Bonita Canyon to Newport Coast
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	4535	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1232	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1325	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	1325	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	4	
Density, D	20.4	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

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Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: Newport Coast to Toll Plaza
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	5240	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1424	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	2041	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2041	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	60.7	mi/h
Number of lanes, N	3	
Density, D	33.6	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: Newport Coast to Toll Plaza
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	2760	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	750	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1075	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1075	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	3	
Density, D	16.5	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Southbound
From/To: Newport Coast to Toll Plaza
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	1690	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	459	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	658	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	658	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	3	
Density, D	10.1	pc/mi/ln
Level of service, LOS	A	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Southbound
From/To: Newport Coast to Toll Plaza
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	4467	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1214	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1740	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1740	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	64.3	mi/h
Number of lanes, N	3	
Density, D	27.0	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

APPENDIX T

EXISTING FREEWAY RAMP ANALYSIS

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: Bristol St.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	65.0	mph
Volume on freeway	11909	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	45.0	mph
Volume on ramp	1096	vph
Length of first accel/decel lane	0	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	559	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	1720	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	11909	1096	559	vph

T3

Peak-hour factor, PHF	0.92	0.92	0.92	
Peak 15-min volume, v15	3236	298	152	v
Trucks and buses	5	5	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	0.930	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	13915	1281	653	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 1337.02 (Equation 25-8 or 25-9)

P_{FD} = 0.353 Using Equation 5

$v_{12} = v_R + (v - v_F) P_{FD}$ = 5743 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	13915	7050	Yes
v_{12}	5743	4400	Yes
$v_{FO} = v - v_F - v_R$	12634	7050	Yes
v_R	1281	2100	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ = 53.6 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable, D_S = 0.413

Space mean speed in ramp influence area, S_R = 55 mph

Space mean speed in outer lanes, S_0 = 43.3 mph

Space mean speed for all vehicles, S = 47.6 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: Bristol St.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	65.0	mph
Volume on freeway	6273	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	45.0	mph
Volume on ramp	544	vph
Length of first accel/decel lane	0	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	597	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	1720	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6273	544	597	vph

Peak-hour factor, PHF	0.92	0.92	0.92	
Peak 15-min volume, v15	1705	148	162	v
Trucks and buses	5	5	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	0.930	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	7330	636	698	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 2424.23 (Equation 25-8 or 25-9)

P_{FD} = 0.676 Using Equation 6

$v_{12} = v_R + (v - v_F) P_{FD}$ = 5163 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	7330	7050	Yes
v_{12}	5163	4400	Yes
$v_{FO} = v - v_R$	6694	7050	No
v_R	636	2100	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ = 48.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable, D_S = 0.355

Space mean speed in ramp influence area, S_R = 57 mph

Space mean speed in outer lanes, S_0 = 66.8 mph

Space mean speed for all vehicles, S = 59.4 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

hone: Fax:
-mail:

Diverge Analysis

nalyst: Archie Tan
gency/Co.: Urban Crossroads
ate performed: 12/13/2005
nalysis time period: AM
reeway/dir or travel: SR-73/Southbound
unction: Bristol St.
urisdiction:
nalysis Year: Existing
escription: Newport Beach General Plan Update

Freeway Data

ype of analysis	Diverge	
lumber of lanes in freeway	3	
ree-flow speed on freeway	65.0	mph
olume on freeway	3841	vph

Off Ramp Data

ide of freeway	Right	
lumber of lanes in ramp	2	
ree-Flow speed on ramp	45.0	mph
olume on ramp	1632	vph
ength of first accel/decel lane	2725	ft
ength of second accel/decel lane	0	ft

Adjacent Ramp Data (if one exists)

oes adjacent ramp exist?	No	
olume on adjacent ramp		vph
osition of adjacent ramp		
ype of adjacent ramp		
istance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
olume, V (vph)	3841	1632		vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1044	443	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	4488	1907	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.450 Using Equation 0

$v_{12} = v_R + (v - v_F) P_{FD}$ = 3068 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v$	4488	7050	No
v_{12}	3068	4400	No
$v_{FO} = v - v_R$	2581	7050	No
v_R	1907	4100	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = -18.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable, D_S = 0.470

Space mean speed in ramp influence area, S_R = 54 mph

Space mean speed in outer lanes, S_0 = 69.7 mph

Space mean speed for all vehicles, S = 58.3 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Southbound
Junction: Bristol St.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	65.0	mph
Volume on freeway	10152	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	2	
Free-Flow speed on ramp	45.0	mph
Volume on ramp	941	vph
Length of first accel/decel lane	2725	ft
Length of second accel/decel lane	0	ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	10152	941		vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2759	256	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	11862	1100	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.450 Using Equation 0

$v_{12} = v_R + (v - v_F) P_{FD}$ = 5943 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v$	11862	7050	Yes
v_{12}	5943	4400	Yes
$v_{FO} = v - v_R$	10762	7050	Yes
v_R	1100	4100	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ = 6.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable, D_S = 0.397

Space mean speed in ramp influence area, S_R = 56 mph

Space mean speed in outer lanes, S_0 = 52.1 mph

Space mean speed for all vehicles, S = 53.9 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: Jamboree Rd.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	65.0	mph
Volume on freeway	5002	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	15.0	mph
Volume on ramp	559	vph
Length of first accel/decel lane	120	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	1096	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	1720	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	5002	559	1096	vph

T 11

Peak-hour factor, PHF	0.92	0.92	0.92	
Peak 15-min volume, v15	1359	152	298	v
Trucks and buses	5	5	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	0.930	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	5845	653	1281	pcph

Estimation of V12 Merge Areas

L_{EQ} = 10462.27 Equation 25-2 or 25-3)

P_{FM} = 0.744 Using Equation 3

$v_{12} = v_F (P_{FM})$ = 4351 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	6498	7050	No
v_{R12}	5004	4600	Yes

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 43.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable, M_S = 0.899

Space mean speed in ramp influence area, S_R = 44.3 mph

Space mean speed in outer lanes, S_0 = 61.4 mph

Space mean speed for all vehicles, S = 47.4 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: Jamboree Rd.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	65.0	mph
Volume on freeway	2635	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	15.0	mph
Volume on ramp	597	vph
Length of first accel/decel lane	120	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	544	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	1720	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2635	597	544	vph

Peak-hour factor, PHF	0.92	0.92	0.92	
Peak 15-min volume, v15	716	162	148	v
Trucks and buses	5	5	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	0.930	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	3079	698	636	pcph

Estimation of V12 Merge Areas

L_{EQ} = 5194.38 (Equation 25-2 or 25-3)

P_{FM} = 0.646 Using Equation 3

$v_{12} = v_F (P_{FM}) =$ 1989 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	3777	7050	No
v_{R12}	2687	4600	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_{R12} + 0.0078\, v_A - 0.00627\, L_A =$ 25.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, $M_S = 0.375$

Space mean speed in ramp influence area, $S_R =$ 56.4 mph

Space mean speed in outer lanes, $S_0 =$ 62.9 mph

Space mean speed for all vehicles, $S =$ 58.1 mph

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HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Southbound
Junction: Jamboree Rd.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	65.0	mph
Volume on freeway	3841	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	40.0	mph
Volume on ramp	578	vph
Length of first accel/decel lane	1700	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	2026	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	1700	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3841	578	2026	vph

Peak-hour factor, PHF	0.92	0.92	0.92	
Peak 15-min volume, v15	1044	157	551	v
Trucks and buses	5	5	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	0.930	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	4488	675	2367	pcph

Estimation of V12 Merge Areas

L_{EQ} = 8120.07 (Equation 25-2 or 25-3)

P_{FM} = 0.915 Using Equation 3

$v_{12} = v_F (P_{FM}) =$ 4105 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	5163	7050	No
v_{R12}	4780	4600	Yes

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\, v_{R12} + 0.0078\, v_A - 0.00627\, L =$ 31.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable, $M_S = 0.650$

Space mean speed in ramp influence area, $S_R = 50.1$ mph

Space mean speed in outer lanes, $S_0 = 65.0$ mph

Space mean speed for all vehicles, $S = 50.9$ mph

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HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Southbound
Junction: Jamboree Rd.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	65.0	mph
Volume on freeway	10152	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	40.0	mph
Volume on ramp	1203	vph
Length of first accel/decel lane	1700	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	1882	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	1700	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	10152	1203	1882	vph

Peak-hour factor, PHF	0.92	0.92	0.92	
Peak 15-min volume, v15	2759	327	511	v
Trucks and buses	5	5	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	0.930	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	11862	1406	2199	pcph

Estimation of V12 Merge Areas

L = 7543.74 (Equation 25-2 or 25-3)
EQ

P = 0.889 Using Equation 3
FM

$v_{12} = v_F (P_{FM}) =$ 10541 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	13268	7050	Yes
v_{R12}	11947	4600	Yes

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A =$ 87.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable, $M_S =$ 602.163

Space mean speed in ramp influence area, $S_R =$ mph

Space mean speed in outer lanes, $S_0 =$ 62.0 mph

Space mean speed for all vehicles, $S =$ 623.2 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: MacArthur Bl.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	65.0	mph
Volume on freeway	5002	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	2	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	1598	vph
Length of first accel/decel lane	1480	ft
Length of second accel/decel lane	0	ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	5002	1598		vph

T19

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1359	434	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	5845	1867	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.450 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3657 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	5845	7050	No
v_{12}	3657	4400	No
$v_{FO} = v_F - v_R$	3978	7050	No
v_R	1867	3800	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ = 9.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable, D_S = 0.661

Space mean speed in ramp influence area, S_R = 50 mph

Space mean speed in outer lanes, S_0 = 66.7 mph

Space mean speed for all vehicles, S = 55.0 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: MacArthur Bl.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	65.0	mph
Volume on freeway	2635	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	2	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	176	vph
Length of first accel/decel lane	1480	ft
Length of second accel/decel lane	0	ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2635	176		vph

T 91

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	716	48	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	3079	206	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.450 Using Equation 0

$v_{12} = v_R + (v - v_F) P_{FD}$ = 1499 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v = v_{Fi}$	3079	7050	No
v_{12}	1499	4400	No
$v = v - v_{FO}$	2873	7050	No
v_R	206	3800	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = -9.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable, D_S = 0.512

Space mean speed in ramp influence area, S_R = 53 mph

Space mean speed in outer lanes, S_0 = 69.0 mph

Space mean speed for all vehicles, S = 60.3 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: MacArthur Bl.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	65.0	mph
Volume on freeway	5002	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	50.0	mph
Volume on ramp	1636	vph
Length of first accel/decel lane	340	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	5002	1636		vph

T23

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1359	445	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	5845	1912	pcph

Estimation of V12 Merge Areas

L_{EQ} = 0.00 (Equation 25-2 or 25-3)

P_{FM} = 0.587 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 3431 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	7757	7050	Yes
v_{R12}	5343	4600	Yes

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 44.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable, M_S = 1.103

Space mean speed in ramp influence area, S_R = 39.6 mph

Space mean speed in outer lanes, S_0 = 57.8 mph

Space mean speed for all vehicles, S = 43.9 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: MacArthur Bl.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	65.0	mph
Volume on freeway	2635	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	50.0	mph
Volume on ramp	1883	vph
Length of first accel/decel lane	340	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2635	1883	T25	vph

'eak-hour factor, PHF	0.92	0.92	
'eak 15-min volume, v15	716	512	v
'rucks and buses	5	5	%
'ecreational vehicles	0	0	%
'errain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
'rucks and buses PCE, ET	2.5	2.5	
'ecreational vehicle PCE, ER	2.0	2.0	
'eavy vehicle adjustment, fHV	0.930	0.930	
)river population factor, fP	1.00	1.00	
'low rate, vp	3079	2200	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = 0.587 Using Equation 1
FM

v = v (P) = 1807 pc/h
12 F FM

Capacity Checks

	Actual	Maximum	LOS F?
v FO	5279	7050	No
v R12	4007	4600	No

Level of Service Determination (if not F)

)ensity, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 33.6 pc/mi/ln
R R 12 A

_evel of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, M = 0.501
S

Space mean speed in ramp influence area, S = 53.5 mph
R

Space mean speed in outer lanes, S = 62.2 mph
0

Space mean speed for all vehicles, S = 55.3 mph

T26

HCS2000: Ramps and Ramp Junctions Release 4.1c

'hone: Fax:
:-mail:

Diverge Analysis

ınalyst:	Archie Tan
ıgency/Co.:	Urban Crossroads
)ate performed:	12/13/2005
ınalysis time period:	AM
'reeway/dir or travel:	SR-73/Southbound
unction:	MacArthur Bl.
urisdiction:	
ınalysis Year:	Existing
)escription:	Newport Beach General Plan Update

Freeway Data

'ype of analysis	Diverge	
Number of lanes in freeway	3	
'ree-flow speed on freeway	65.0	mph
/olume on freeway	1613	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
'ree-Flow speed on ramp	30.0	mph
/olume on ramp	2026	vph
.ength of first accel/decel lane	1340	ft
.ength of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

)oes adjacent ramp exist?	Yes	
/olume on adjacent ramp	745	vph
'osition of adjacent ramp	Downstream	
Type of adjacent ramp	Off	
)istance to adjacent ramp	1740	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1613	2026	745	vph

T27

eak-hour factor, PHF	0.92	0.92	0.92	
eak 15-min volume, v15	438	551	202	v
rucks and buses	5	5	5	%
ecreational vehicles	0	0	0	%
errain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
rucks and buses PCE, ET	2.5	2.5	2.5	
ecreational vehicle PCE, ER	2.0	2.0	2.0	
leavy vehicle adjustment, fHV	0.930	0.930	0.930	
river population factor, fP	1.00	1.00	1.00	
low rate, vp	1885	2367	871	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 4031.48 (Equation 25-8 or 25-9)

P_{FD} = 0.639 Using Equation 7

$v_{12} = v_R + (v - v_F) P_{FD}$ = 2059 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	1885	7050	No
v_{12}	2059	4400	No
$v_{FO} = v - v_R$	-482	7050	No
v_R	2367	2000	Yes

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ = 9.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable, D_S = 0.706

Space mean speed in ramp influence area, S_R = 49 mph

Space mean speed in outer lanes, S_0 = 71.3 mph

Space mean speed for all vehicles, S = 47.4 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Southbound
Junction: MacArthur Bl.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	65.0	mph
Volume on freeway	4264	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	1882	vph
Length of first accel/decel lane	1340	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	434	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	Off	
Distance to adjacent ramp	1740	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4264	1882	434	vph

T29

Peak-hour factor, PHF	0.92	0.92	0.92	
Peak 15-min volume, v15	1159	511	118	v
Trucks and buses	5	5	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	0.930	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	4982	2199	507	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 2838.79 (Equation 25-8 or 25-9)

P_{FD} = 0.548 Using Equation 7

$v_{12} = v_R + (v - v_F) P_{FD}$ = 3723 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	4982	7050	No
v_{12}	3723	4400	No
$v_{FO} = v - v_R$	2783	7050	No
v_R	2199	2000	Yes

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 24.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable, D_S = 0.691

Space mean speed in ramp influence area, S_R = 49 mph

Space mean speed in outer lanes, S_0 = 70.3 mph

Space mean speed for all vehicles, S = 53.2 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: University Dr.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	65.0	mph
Volume on freeway	5002	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	20.0	mph
Volume on ramp	281	vph
Length of first accel/decel lane	200	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	5002	281		vph

T31

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1359	76	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	5845	328	pcph

Estimation of V12 Merge Areas

L_{EQ} = 0.00 (Equation 25-2 or 25-3)

P_{FM} = 0.583 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 3408 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	6173	7050	No
v_{R12}	3736	4600	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_{R12} + 0.0078\, v_{R12} - 0.00627\, L_A$ = 33.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, M_S = 0.477

Space mean speed in ramp influence area, S_R = 54.0 mph

Space mean speed in outer lanes, S_O = 57.6 mph

Space mean speed for all vehicles, S = 55.4 mph

T32

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: University Dr.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	65.0	mph
Volume on freeway	2635	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	20.0	mph
Volume on ramp	533	vph
Length of first accel/decel lane	200	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2635	533		vph

T33

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	716	145	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	3079	623	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ
P = 0.583 Using Equation 1
FM
$v_{12} = v_F (P_{FM}) = 1795$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	3702	7050	No
v_{R12}	2418	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 22.8$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, $M_S = 0.357$

Space mean speed in ramp influence area, $S_R = 56.8$ mph

Space mean speed in outer lanes, $S_0 = 62.2$ mph

Space mean speed for all vehicles, $S = 58.6$ mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Southbound
Junction: University Dr.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	65.0	mph
Volume on freeway	1613	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	466	vph
Length of first accel/decel lane	1400	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1613	466	T35	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	438	127	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	1885	545	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.688 Using Equation 5

$v_{12} = v_R + (v - v_F) P_{FD}$ = 1467 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	1885	7050	No
v_{12}	1467	4400	No
$v_{FO} = v - v_R$	1340	7050	No
v_R	545	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ = 4.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable, D_S = 0.477

Space mean speed in ramp influence area, S_R = 54 mph

Space mean speed in outer lanes, S_0 = 71.3 mph

Space mean speed for all vehicles, S = 57.1 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Southbound
Junction: University Dr.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	65.0	mph
Volume on freeway	4264	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	503	vph
Length of first accel/decel lane	1400	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4264	503		vph

T37

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1159	137	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	4982	588	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.608 Using Equation 5

$v_{12} = v_R + (v - v_F) P_{FD}$ = 3261 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	4982	7050	No
v_{12}	3261	4400	No
$v_{FO} = v - v_R$	4394	7050	No
v_R	588	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ = 19.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, D_S = 0.481

Space mean speed in ramp influence area, S_R = 54 mph

Space mean speed in outer lanes, S_0 = 68.5 mph

Space mean speed for all vehicles, S = 58.2 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: Bison Av.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	65.0	mph
Volume on freeway	5002	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	481	vph
Length of first accel/decel lane	0	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	1598	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	Off	
Distance to adjacent ramp	1480	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	5002	481	1598	vph

T39

Peak-hour factor, PHF	0.92	0.92	0.92	
Peak 15-min volume, v15	1359	131	434	v
Trucks and buses	5	5	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	1.000	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	5845	562	1737	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 2300.85 (Equation 25-8 or 25-9)

P_{FD} = 0.640 Using Equation 7

$v_{12} = v_R + (v - v_F) P_{FD}$ = 3942 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	5845	7050	No
v_{12}	3942	4400	No
$v_{FO} = v - v_R$	5283	7050	No
v_R	562	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 38.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence E

Speed Estimation

Intermediate speed variable, D_S = 0.544

Space mean speed in ramp influence area, S_R = 52 mph

Space mean speed in outer lanes, S_0 = 67.8 mph

Space mean speed for all vehicles, S = 56.7 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: Bison Av.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	65.0	mph
Volume on freeway	2635	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	119	vph
Length of first accel/decel lane	0	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	176	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	Off	
Distance to adjacent ramp	1480	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2635	119	176	vph

Peak-hour factor, PHF	0.92	0.92	0.92	
Peak 15-min volume, v15	716	32	48	v
Trucks and buses	5	5	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	0.930	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	3079	139	206	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 206.03 (Equation 25-8 or 25-9)

P_{FD} = 0.677 Using Equation 5

$v_{12} = v_R + (v - v_F) P_{FD}$ = 2128 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	3079	7050	No
v_{12}	2128	4400	No
$v_{FO} = v - v_R$	2940	7050	No
v_R	139	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 22.6 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, D_S = 0.506

Space mean speed in ramp influence area, S_R = 53 mph

Space mean speed in outer lanes, S_0 = 71.3 mph

Space mean speed for all vehicles, S = 57.9 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: Bison Av.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	65.0	mph
Volume on freeway	5002	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	40.0	mph
Volume on ramp	160	vph
Length of first accel/decel lane	250	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	5002	160		vph

T 43

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1359	43	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	5845	187	pcph

Estimation of V12 Merge Areas

L_{EQ} = 0.00 (Equation 25-2 or 25-3)

P_{FM} = 0.585 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 3416 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	6032	7050	No
v_{R12}	3603	4600	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 31.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, M_S = 0.444

Space mean speed in ramp influence area, S_R = 54.8 mph

Space mean speed in outer lanes, S_O = 57.7 mph

Space mean speed for all vehicles, S = 55.9 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: Bison Av.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	65.0	mph
Volume on freeway	2635	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	40.0	mph
Volume on ramp	549	vph
Length of first accel/decel lane	250	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2635	549		vph

T45

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	716	149	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	3079	641	pcph

Estimation of V12 Merge Areas

L_{EQ} = 0.00 (Equation 25-2 or 25-3)

P_{FM} = 0.585 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 1800 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	3720	7050	No
v_{R12}	2441	4600	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 22.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, M_S = 0.346

Space mean speed in ramp influence area, S_R = 57.0 mph

Space mean speed in outer lanes, S_0 = 62.2 mph

Space mean speed for all vehicles, S = 58.7 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Southbound
Junction: Bison Av.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	65.0	mph
Volume on freeway	1613	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	745	vph
Length of first accel/decel lane	0	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1613	745	T47	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	438	202	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	1885	871	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.673 Using Equation 5

$v_{12} = v_R + (v - v_F) P_{FD}$ = 1553 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v$	1885	7050	No
v_{12}	1553	4400	No
$v_{FO} = v - v_R$	1014	7050	No
v_R	871	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ = 17.6 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, D_S = 0.571

Space mean speed in ramp influence area, S_R = 52 mph

Space mean speed in outer lanes, S_0 = 71.3 mph

Space mean speed for all vehicles, S = 54.5 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Southbound
Junction: Bison Av.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	65.0	mph
Volume on freeway	4264	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	434	vph
Length of first accel/decel lane	0	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4264	434	T49	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1159	118	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	4982	507	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.612 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3246 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	4982	7050	No
v_{12}	3246	4400	No
$v_{FO} = v_F - v_R$	4475	7050	No
v_R	507	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ = 32.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, D_S = 0.539

Space mean speed in ramp influence area, S_R = 53 mph

Space mean speed in outer lanes, S_0 = 68.4 mph

Space mean speed for all vehicles, S = 57.2 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Southbound
Junction: Bison Av.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	65.0	mph
Volume on freeway	1613	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	71	vph
Length of first accel/decel lane	740	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1613	71	T51	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	438	19	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	1885	83	pcph

Estimation of V12 Merge Areas

L_{EQ} = 704.52 (Equation 25-2 or 25-3)

P_{FM} = 0.598 Using Equation 1

$v_{12} = v_{(P_{FM})}$ = 1128 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	1968	7050	No
v_{R12}	1211	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_{R12} + 0.0078\ v_A - 0.00627\ L$ = 10.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, M_S = 0.282

Space mean speed in ramp influence area, S_R = 58.5 mph

Space mean speed in outer lanes, S_0 = 64.1 mph

Space mean speed for all vehicles, S = 60.5 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Southbound
Junction: Bison Av.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	65.0	mph
Volume on freeway	4264	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	247	vph
Length of first accel/decel lane	740	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4264	247		vph

T53

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1159	67	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	4982	289	pcph

Estimation of V12 Merge Areas

L_{EQ} = 1006.46 (Equation 25-2 or 25-3)

P_{FM} = 0.598 Using Equation 1

$v_{12} = v_{F} (P_{FM})$ = 2980 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	5271	7050	No
v_{R12}	3269	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\, v_{R12} + 0.0078\, v_A - 0.00627\, L$ = 26.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, M_S = 0.372

Space mean speed in ramp influence area, S_R = 56.5 mph

Space mean speed in outer lanes, S_0 = 59.6 mph

Space mean speed for all vehicles, S = 57.6 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: Bonita Canyon Dr.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	4	
Free-flow speed on freeway	65.0	mph
Volume on freeway	5319	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	305	vph
Length of first accel/decel lane	1250	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	5319	305	T55	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1445	83	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	6215	356	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.436 Using Equation 8

$v_{12} = v_R + (v - v_F) P_{FD}$ = 2911 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	6215	9400	No
v_{12}	2911	4400	No
$v_{FO} = v_F - v_R$	5859	9400	No
v_R	356	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 18.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, D_S = 0.525

Space mean speed in ramp influence area, S_R = 53 mph

Space mean speed in outer lanes, S_0 = 68.8 mph

Space mean speed for all vehicles, S = 60.3 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: Bonita Canyon Dr.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	4	
Free-flow speed on freeway	65.0	mph
Volume on freeway	2802	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	189	vph
Length of first accel/decel lane	1250	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2802	189	T57	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	761	51	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	3274	221	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.436 Using Equation 8

$v_{12} = v_R + (v - v_F) P_{FD}$ = 1552 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v = v_{Fi}$	3274	9400	No
v_{12}	1552	4400	No
$v = v - v_{FO}$	3053	9400	No
v_R	221	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 6.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable, D_S = 0.513

Space mean speed in ramp influence area, S_R = 53 mph

Space mean speed in outer lanes, S_0 = 71.3 mph

Space mean speed for all vehicles, S = 61.4 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: Bonita Canyon Dr.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	65.0	mph
Volume on freeway	5002	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	25.0	mph
Volume on ramp	249	vph
Length of first accel/decel lane	2440	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	5002	249	T59	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1359	68	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	5845	291	pcph

Estimation of V12 Merge Areas

L_{EQ} = 0.00 (Equation 25-2 or 25-3)

P_{FM} = 0.646 Using Equation 1

$v_{12} = v_{(P_{FM})}$ = 3775 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	6136	7050	No
v_{R12}	4066	4600	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_{R12} + 0.0078\ v_A - 0.00627\ L$ = 21.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, M_S = 0.426

Space mean speed in ramp influence area, S_R = 55.2 mph

Space mean speed in outer lanes, S_0 = 59.3 mph

Space mean speed for all vehicles, S = 56.5 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: Bonita Canyon Dr.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	65.0	mph
Volume on freeway	2635	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	25.0	mph
Volume on ramp	106	vph
Length of first accel/decel lane	2440	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2635	106	T61	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	716	29	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	3079	124	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = 0.646 Using Equation 1
FM

v = v (P) = 1988 pc/h
12 F FM

Capacity Checks

	Actual	Maximum	LOS F?
v FO	3203	7050	No
v R12	2112	4600	No

Level of Service Determination (if not F)

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 6.6 pc/mi/ln
R R 12 A

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable, M = 0.231
S

Space mean speed in ramp influence area, S = 59.7 mph
R

Space mean speed in outer lanes, S = 62.9 mph
0

Space mean speed for all vehicles, S = 60.7 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Southbound
Junction: Bonita Canyon Dr.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	4	
Free-flow speed on freeway	65.0	mph
Volume on freeway	1613	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	114	vph
Length of first accel/decel lane	0	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1613	114	T63	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	438	31	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	1885	133	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.436 Using Equation 8

$v_{12} = v_R + (v - v_F) P_{FD}$ = 897 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	1885	9400	No
v_{12}	897	4400	No
$v_{FO} = v - v_R$	1752	9400	No
v_R	133	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ = 12.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, D_S = 0.505

Space mean speed in ramp influence area, S_R = 53 mph

Space mean speed in outer lanes, S_0 = 71.3 mph

Space mean speed for all vehicles, S = 61.5 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

ıone: Fax:
mail:

Diverge Analysis

ıalyst: Archie Tan
ɟency/Co.: Urban Crossroads
ıte performed: 12/13/2005
ıalysis time period: PM
ɐeway/dir or travel: SR-73/Southbound
nction: Bonita Canyon Dr.
risdiction:
ıalysis Year: Existing
ɨscription: Newport Beach General Plan Update

Freeway Data

pe of analysis	Diverge	
ımber of lanes in freeway	4	
ɐe-flow speed on freeway	65.0	mph
lume on freeway	4264	vph

Off Ramp Data

ɗe of freeway	Right	
mber of lanes in ramp	1	
ɐe-Flow speed on ramp	30.0	mph
lume on ramp	163	vph
ŋgth of first accel/decel lane	0	ft
ŋgth of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

es adjacent ramp exist?	No	
lume on adjacent ramp		vph
sition of adjacent ramp		
ɔe of adjacent ramp		
ɨtance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

ıction Components	Freeway	Ramp	Adjacent Ramp	
ume, V (vph)	4264	163	T65	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1159	44	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	4982	190	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.436 Using Equation 8

$v_{12} = v_R + (v - v_F) P_{FD}$ = 2279 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	4982	9400	No
v_{12}	2279	4400	No
$v_{FO} = v - v_R$	4792	9400	No
v_R	190	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 23.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, D_S = 0.510

Space mean speed in ramp influence area, S_R = 53 mph

Space mean speed in outer lanes, S_0 = 69.9 mph

Space mean speed for all vehicles, S = 61.2 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Southbound
Junction: Bonita Canyon Dr.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	4	
Free-flow speed on freeway	65.0	mph
Volume on freeway	1613	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	514	vph
Length of first accel/decel lane	400	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1613	514	T67	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	438	140	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	1885	601	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = 0.270 Using Equation 4
FM

$v_{12} = v_F (P_{FM}) =$ 509 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	2486	9400	No
v_{R12}	1110	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 11.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, M_S = 0.305

Space mean speed in ramp influence area, S_R = 58.0 mph

Space mean speed in outer lanes, S_0 = 64.3 mph

Space mean speed for all vehicles, S = 61.3 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Southbound
Junction: Bonita Canyon Dr.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	4	
Free-flow speed on freeway	65.0	mph
Volume on freeway	4264	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	143	vph
Length of first accel/decel lane	400	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4264	143	T69	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1159	39	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	4982	167	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = 0.324 Using Equation 4
FM

v = v (P) = 1616 pc/h
12 F FM

Capacity Checks

	Actual	Maximum	LOS F?
v FO	5149	9400	No
v R12	1783	4600	No

Level of Service Determination (if not F)

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 16.8 pc/mi/ln
R R 12 A

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, M = 0.316
S

Space mean speed in ramp influence area, S = 57.7 mph
R

Space mean speed in outer lanes, S = 60.7 mph
0

Space mean speed for all vehicles, S = 59.7 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

'hone: Fax:
:-mail:

Diverge Analysis

ınalyst:	Archie Tan
ıgency/Co.:	Urban Crossroads
)ate performed:	12/13/2005
ınalysis time period:	AM
'reeway/dir or travel:	SR-73/Northbound
unction:	Newport Coast Dr.
urisdiction:	
ınalysis Year:	Existing
)escription:	Newport Beach General Plan Update

Freeway Data

'ype of analysis	Diverge	
Number of lanes in freeway	3	
'ree-flow speed on freeway	65.0	mph
/olume on freeway	5240	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
'ree-Flow speed on ramp	30.0	mph
/olume on ramp	298	vph
_ength of first accel/decel lane	0	ft
_ength of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

)oes adjacent ramp exist?	No	
/olume on adjacent ramp		vph
'osition of adjacent ramp		
Type of adjacent ramp		
)istance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	5240	298	T71	vph

eak-hour factor, PHF	0.92	0.92	
eak 15-min volume, v15	1424	81	v
rucks and buses	5	5	%
ecreational vehicles	0	0	%
errain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
rucks and buses PCE, ET	2.5	2.5	
ecreational vehicle PCE, ER	2.0	2.0	
leavy vehicle adjustment, fHV	0.930	0.930	
river population factor, fP	1.00	1.00	
low rate, vp	6123	348	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.591 Using Equation 5

$v_{12} = v_R + (v - v_F) P_{FD}$ = 3761 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	6123	7050	No
v_{12}	3761	4400	No
$v_{FO} = v - v_R$	5775	7050	No
v_R	348	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ = 36.6 pc/mi/ln

Level of service for ramp-freeway junction areas of influence E

Speed Estimation

Intermediate speed variable, D_S = 0.524

Space mean speed in ramp influence area, S_R = 53 mph

Space mean speed in outer lanes, S_0 = 66.0 mph

Space mean speed for all vehicles, S = 57.3 mph

Net Internal Trips for Multi-Use Development (RESIDENTIAL vs. NON-RESIDENTIAL)									
	AM			PM			DAILY		
RESIDENTIAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
- Retail	12	13	25	114	79	193	1088	890	1978
- Business Park (Office)	2	18	20	3	0	3	19	97	116
- Elementary & High School	11	70	81	30	22	52	105	105	210
- Parks	5	8	13	5	4	9	55	55	110
Total	30	109	139	152	105	257	1267	1147	2414

Net Internal Trips for Multi-Use Development (NON-RESIDENTIAL vs. RESIDENTIAL)									
	AM			PM			DAILY		
Retail, Office, High School, Parks	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
- Residential	109	30	139	105	152	257	1147	1267	2414

TOTAL INTERNAL CAPTURE (RESIDENTIAL vs. NON-RESIDENTIAL)	**139**	**139**	**278**	**257**	**257**	**514**	**2414**	**2414**	**4828**

Net Internal Trips for Multi-Use Development (RETAIL vs. OFFICE)									
	AM			PM			DAILY		
Retail	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
- Business Park (Office)	7	5	12	18	5	23	213	145	358

Net Internal Trips for Multi-Use Development (OFFICE vs. RETAIL)									
	AM			PM			DAILY		
Business Park (Office)	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
- Retail	5	7	12	5	18	23	145	213	358

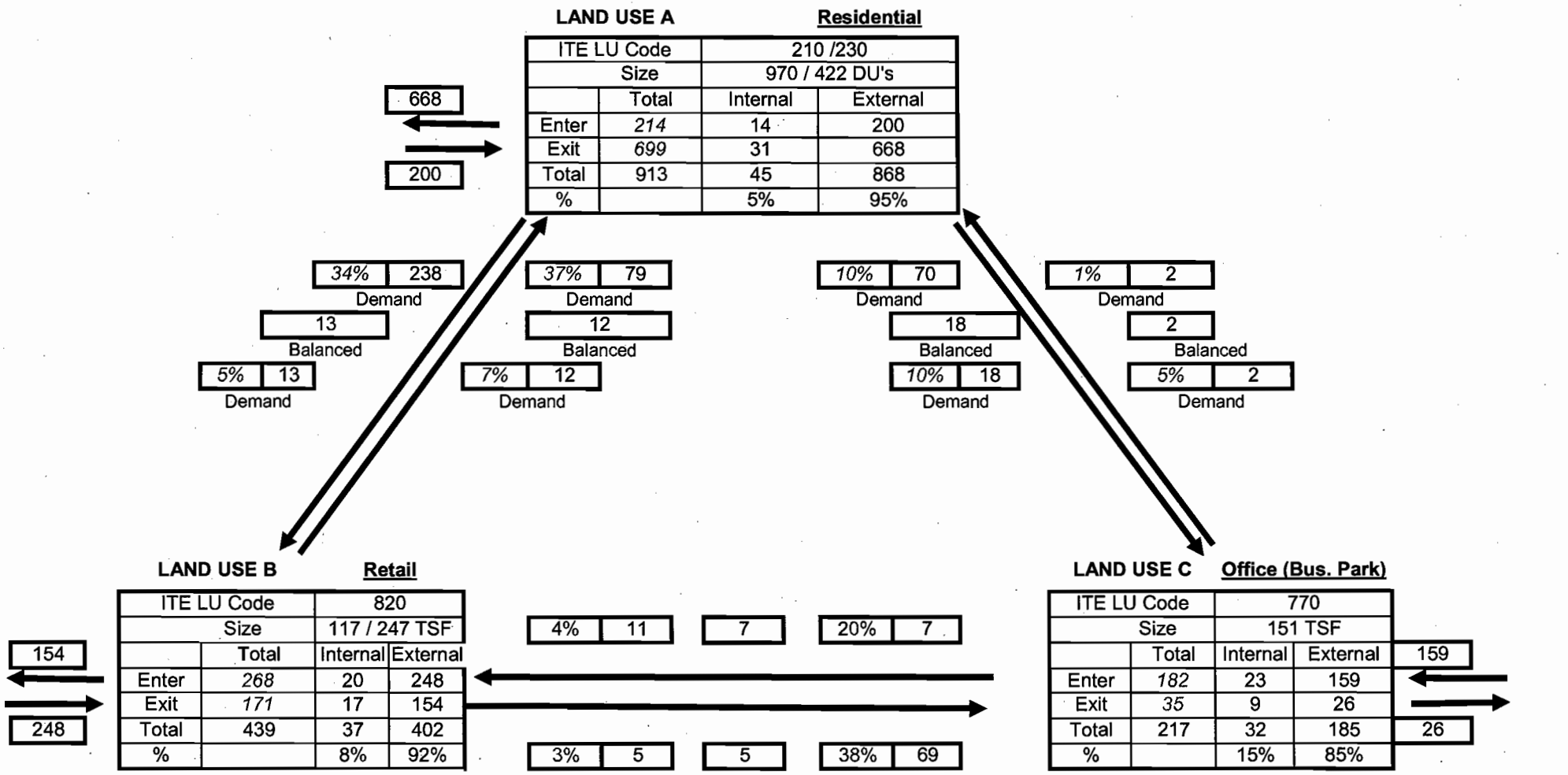
TOTAL INTERNAL CAPTURE (OFFICE vs. RETAIL)	**12**	**12**	**24**	**23**	**23**	**46**	**358**	**358**	**716**

GROSS TOTAL INTERNAL CAPTURE	**151**	**151**	**302**	**280**	**280**	**560**	**2,772**	**2,772**	**5,544**

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Analyst PN
Date 02.02.06

Name of Devlopment Tenaya (JN# 01389
Time Period AM Peak



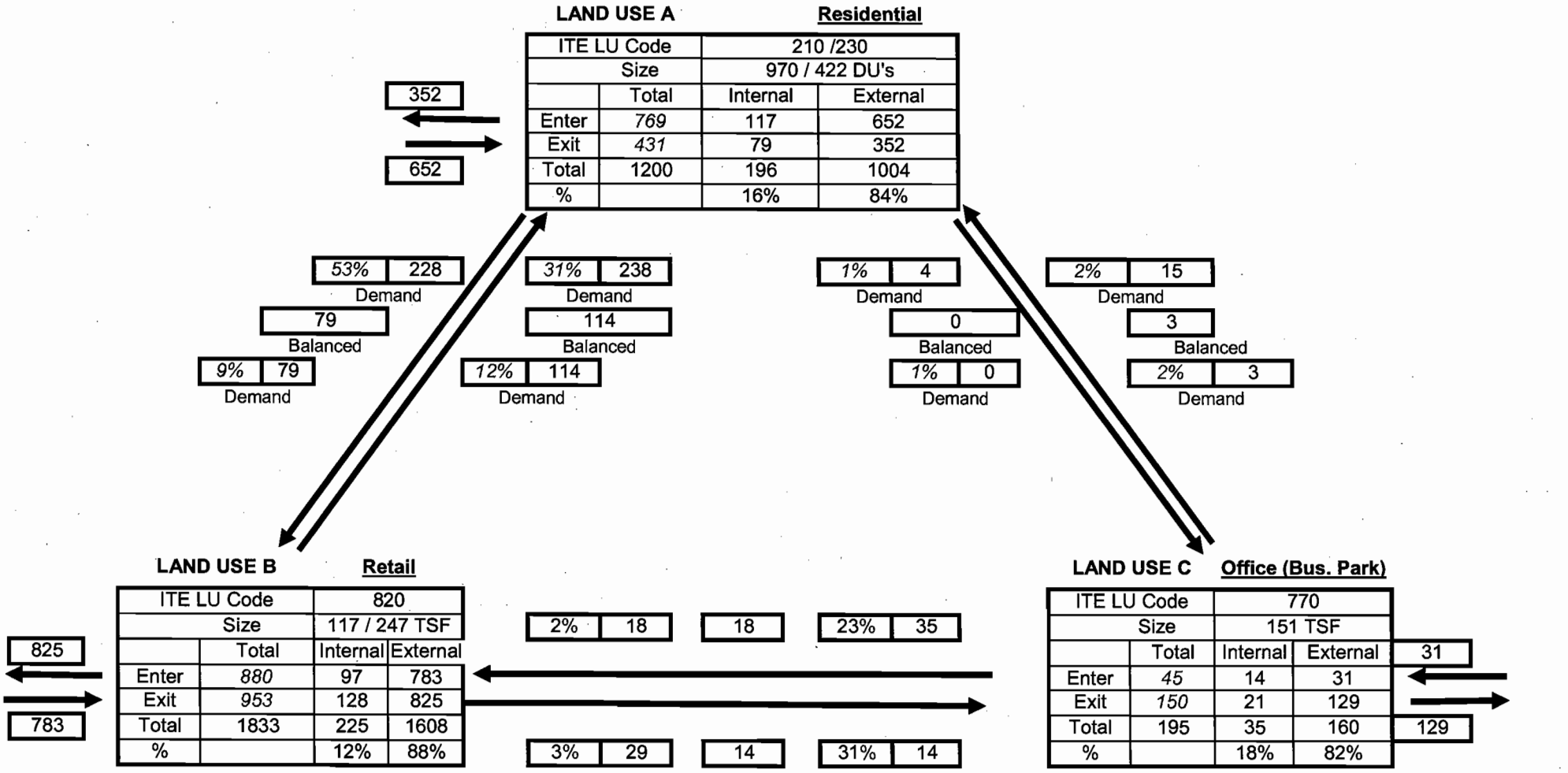
Net External Trips fro Multi-Use Development					
	LAND USE A	LAND USE B	LAND USE C	TOTAL	
Enter	200	248	159	607	
Exit	668	154	26	848	
Total	868	402	185	1455	INTERNAL CAPTURE
Single-Use Trip Gen. Est.	913	439	217	1569	7%

Changes you need to make, see Table 7.1 and 7.2 for rates.

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Analyst PN
Date 02.02.06

Name of Devlopment Tenaya (JN# 01389
Time Period PM Peak



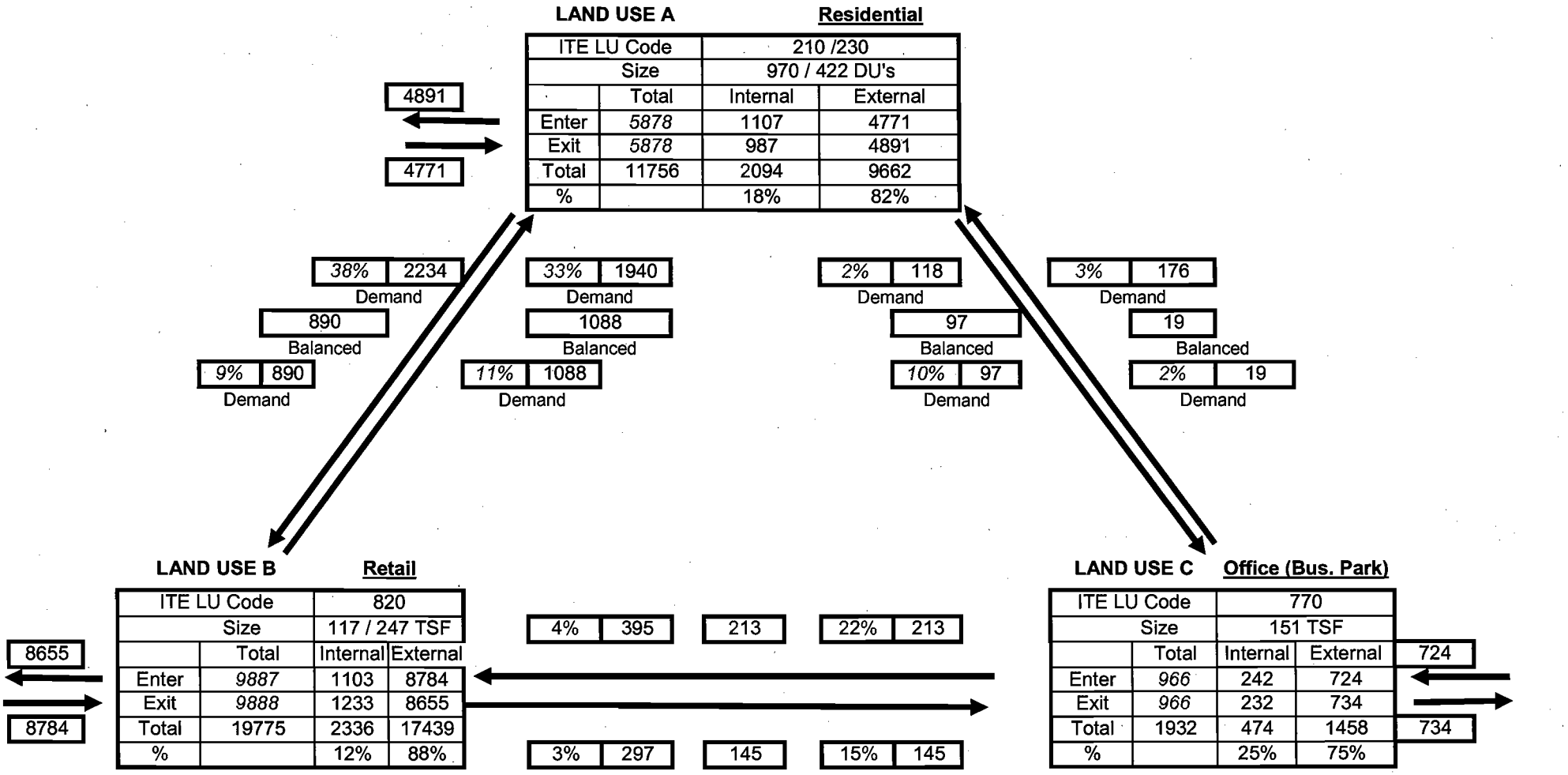
Net External Trips fro Multi-Use Development					
	LAND USE A	LAND USE B	LAND USE C	TOTAL	
Enter	652	783	31	1466	
Exit	352	825	129	1306	
Total	1004	1608	160	2772	INTERNAL CAPTURE
Single-Use Trip Gen. Est.	1200	1833	195	3228	14%

Changes you need to make, see Table 7.1 and 7.2 for rates.

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Analyst PN
Date 02.02.06

Name of Devlopment Tenaya (JN# 01389
Time Period DAILY



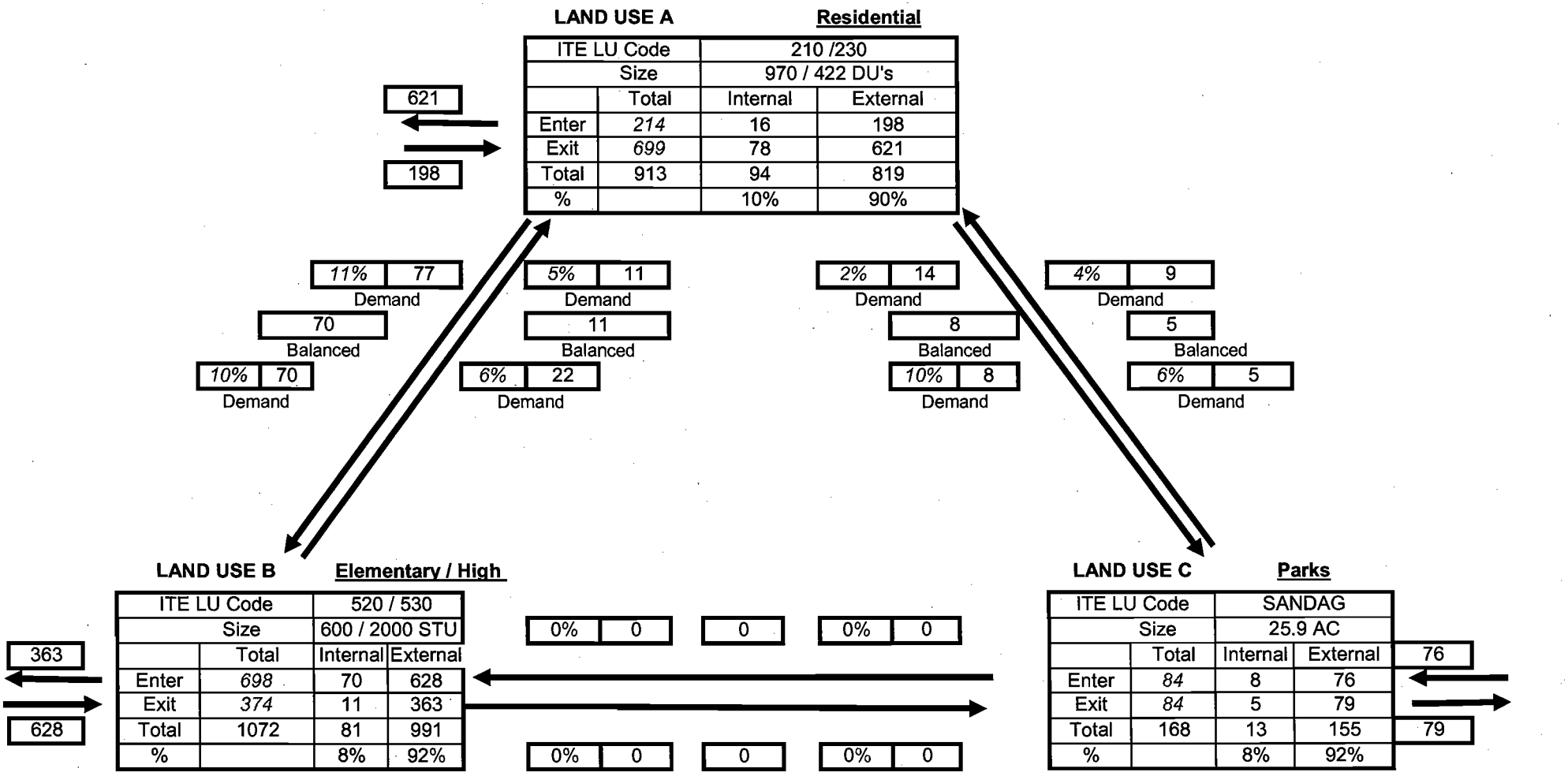
Net External Trips fro Multi-Use Development					
	LAND USE A	LAND USE B	LAND USE C	TOTAL	
Enter	4771	8784	724	14279	
Exit	4891	8655	734	14280	
Total	9662	17439	1458	28559	INTERNAL CAPTURE
Single-Use Trip Gen. Est.	11756	19775	1932	33463	15%

Changes you need to make, see Table 7.1 and 7.2 for rates.

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Analyst PN
Date 02.06.06

Name of Devlopment Tenaya (JN# 01389
Time Period AM Peak



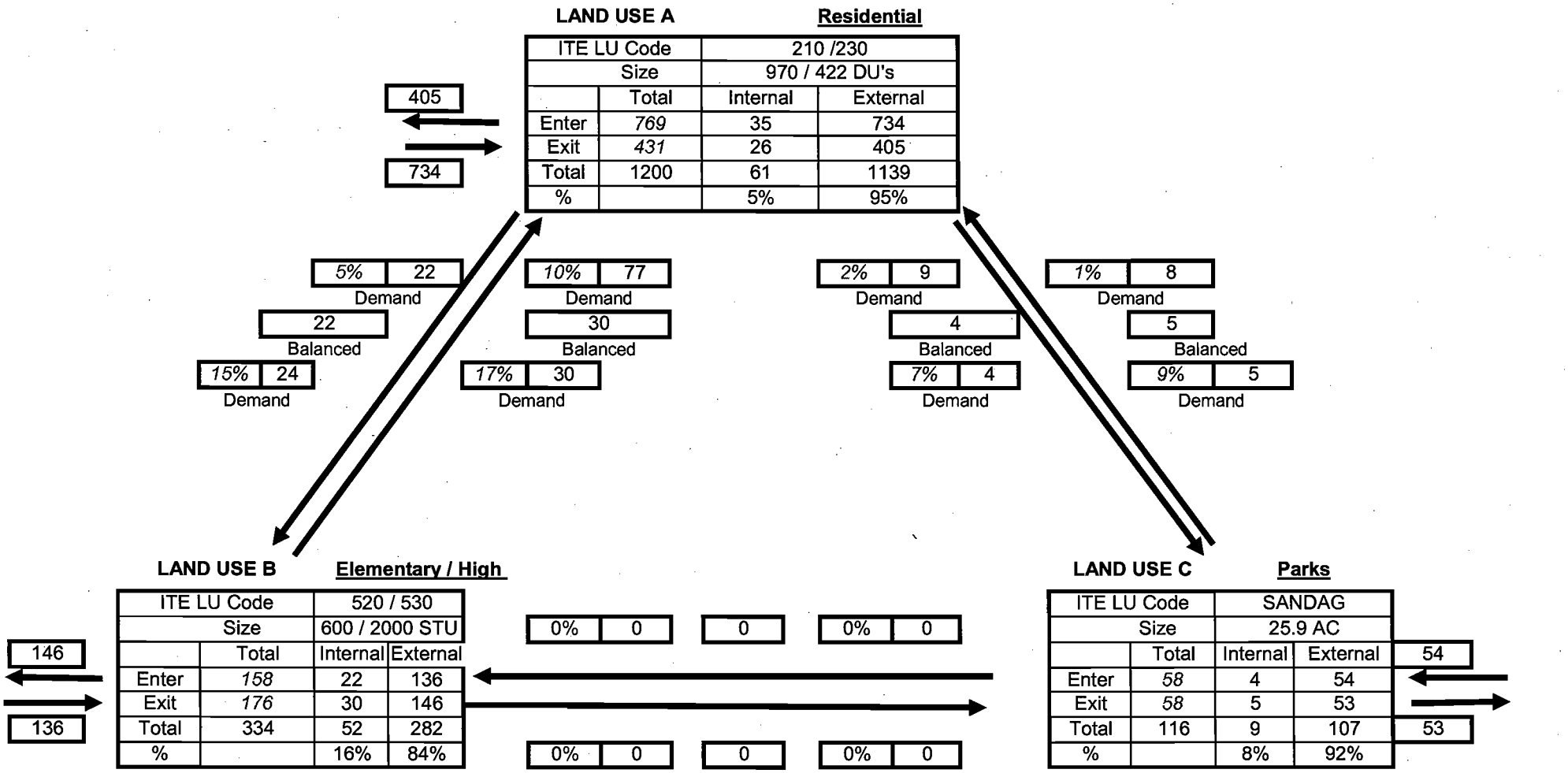
Net External Trips fro Multi-Use Development					
	LAND USE A	LAND USE B	LAND USE C	TOTAL	
Enter	198	628	76	902	
Exit	621	363	79	1063	
Total	819	991	155	1965	INTERNAL CAPTURE
Single-Use Trip Gen. Est.	913	1072	168	2153	9%

Changes you need to make, see Table 7.1 and 7.2 for rates.

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Analyst PN
Date 02.06.06

Name of Devlopment Tenaya (JN# 01389
Time Period PM Peak



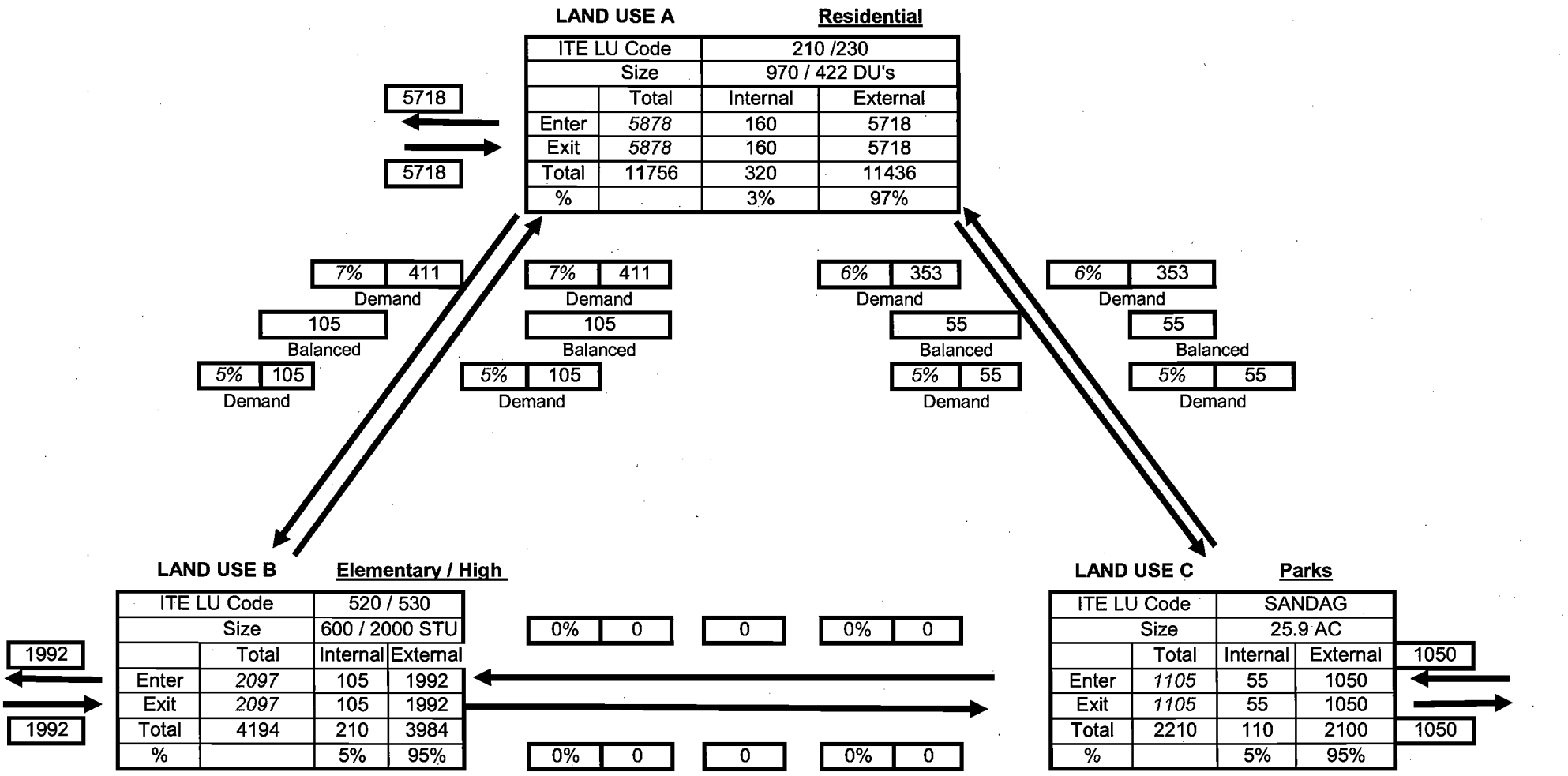
Net External Trips fro Multi-Use Development					
	LAND USE A	LAND USE B	LAND USE C	TOTAL	
Enter	734	136	54	924	
Exit	405	146	53	604	
Total	1139	282	107	1528	INTERNAL CAPTURE
Single-Use Trip Gen. Est.	1200	334	116	1650	7%

Changes you need to make, see Table 7.1 and 7.2 for rates.

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Analyst PN
Date 02.06.06

Name of Devlopment Tenaya (JN# 01389
Time Period DAILY



Net External Trips fro Multi-Use Development					
	LAND USE A	LAND USE B	LAND USE C	TOTAL	
Enter	5718	1992	1050	8760	
Exit	5718	1992	1050	8760	
Total	11436	3984	2100	17520	INTERNAL CAPTURE
Single-Use Trip Gen. Est.	11756	4194	2210	18160	4%

Changes you need to make, see Table 7.1 and 7.2 for rates.

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: Newport Coast Dr.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	65.0	mph
Volume on freeway	2760	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	220	vph
Length of first accel/decel lane	0	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2760	220		vph

T 73

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	750	60	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	3225	257	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.668 Using Equation 5

$v_{12} = v_R + (v - v_F) P_{FD}$ = 2238 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	3225	7050	No
v_{12}	2238	4400	No
$v_{FO} = v_F - v_R$	2968	7050	No
v_R	257	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ = 23.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, D_S = 0.516

Space mean speed in ramp influence area, S_R = 53 mph

Space mean speed in outer lanes, S_0 = 71.3 mph

Space mean speed for all vehicles, S = 57.6 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: Newport Coast Dr.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	4	
Free-flow speed on freeway	65.0	mph
Volume on freeway	5240	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	25.0	mph
Volume on ramp	598	vph
Length of first accel/decel lane	1250	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	5240	598		vph

T 75

eak-hour factor, PHF	0.92	0.92	
eak 15-min volume, v15	1424	162	v
rucks and buses	5	5	%
ecreational vehicles	0	0	%
errain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
rucks and buses PCE, ET	2.5	2.5	
ecreational vehicle PCE, ER	2.0	2.0	
leavy vehicle adjustment, fHV	0.930	0.930	
river population factor, fP	1.00	1.00	
low rate, vp	6123	699	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = 0.688 Using Equation 4
FM

v = v (P) = 4212 pc/h
12 F FM

Capacity Checks

	Actual	Maximum	LOS F?
v FO	6822	9400	No
v R12	4911	4600	Yes

Level of Service Determination (if not F)

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 35.6 pc/mi/ln
R R 12 A

Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable, M = 0.788
S

Space mean speed in ramp influence area, S = 46.9 mph
R

Space mean speed in outer lanes, S = 63.4 mph
0

Space mean speed for all vehicles, S = 50.6 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: Newport Coast Dr.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	4	
Free-flow speed on freeway	65.0	mph
Volume on freeway	2760	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	25.0	mph
Volume on ramp	286	vph
Length of first accel/decel lane	1250	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2760	286	T 77	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	750	78	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	3225	334	pcph

Estimation of V12 Merge Areas

L_{EQ} = 0.00 (Equation 25-2 or 25-3)

P_{FM} = 0.734 Using Equation 4

$v_{12} = v_F (P_{FM})$ = 2366 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	3559	9400	No
v_{R12}	2700	4600	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 18.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, M_S = 0.317

Space mean speed in ramp influence area, S_R = 57.7 mph

Space mean speed in outer lanes, S_0 = 65.0 mph

Space mean speed for all vehicles, S = 59.3 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Southbound
Junction: Newport Coast Dr.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	4	
Free-flow speed on freeway	65.0	mph
Volume on freeway	1716	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	222	vph
Length of first accel/decel lane	0	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1716	222	T79	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	466	60	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Level
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	2005	259	pcph

Estimation of V12 Diverge Areas

L = 0.00 (Equation 25-8 or 25-9)
EQ

P = 0.436 Using Equation 8
FD

$v_{12} = v_R + (v_F - v_R) P_{FD} = 1020$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	2005	9400	No
v_{12}	1020	4400	No
$v_{FO} = v_F - v_R$	1746	9400	No
v_R	259	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D = 13.0$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, $D_S = 0.516$

Space mean speed in ramp influence area, $S_R = 53$ mph

Space mean speed in outer lanes, $S_0 = 71.3$ mph

Space mean speed for all vehicles, $S = 60.7$ mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Southbound
Junction: Newport Coast Dr.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	4	
Free-flow speed on freeway	65.0	mph
Volume on freeway	4535	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	119	vph
Length of first accel/decel lane	0	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4535	119	T81	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1232	32	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Level
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	5299	139	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.436 Using Equation 8

$v_{12} = v_R + (v - v_F) P_{FD}$ = 2389 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	5299	9400	No
v_{12}	2389	4400	No
$v_{FO} = v - v_R$	5160	9400	No
v_R	139	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 24.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, D_S = 0.506

Space mean speed in ramp influence area, S_R = 53 mph

Space mean speed in outer lanes, S_0 = 69.5 mph

Space mean speed for all vehicles, S = 61.2 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Southbound
Junction: Newport Coast Dr.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	65.0	mph
Volume on freeway	1716	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	30.0	mph
Volume on ramp	156	vph
Length of first accel/decel lane	360	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1716	156	T 83	vph

'eak-hour factor, PHF	0.92	0.92	
'eak 15-min volume, v15	466	42	v
'rucks and buses	5	5	%
Recreational vehicles	0	0	%
'errain type:	Rolling	Rolling	Level
Grade	%	%	%
Length	mi	mi	mi
'rucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
'low rate, vp	2005	182	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = 0.588 Using Equation 1
FM

v = v (P) = 1178 pc/h
12 F FM

Capacity Checks

	Actual	Maximum	LOS F?
v FO	2187	7050	No
v R12	1360	4600	No

Level of Service Determination (if not F)

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 13.7 pc/mi/ln
R R 12 A

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, M = 0.315
S

Space mean speed in ramp influence area, S = 57.8 mph
R

Space mean speed in outer lanes, S = 63.8 mph
0

Space mean speed for all vehicles, S = 59.9 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Southbound
Junction: Newport Coast Dr.
Jurisdiction:
Analysis Year: Existing
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	65.0	mph
Volume on freeway	4535	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	30.0	mph
Volume on ramp	219	vph
Length of first accel/decel lane	360	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4535	219	T85	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1232	60	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Level
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	5299	256	pcph

Estimation of V12 Merge Areas

L_{EQ} = 0.00 (Equation 25-2 or 25-3)

P_{FM} = 0.588 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 3114 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	5555	7050	No
v_{R12}	3370	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 29.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, M_S = 0.413

Space mean speed in ramp influence area, S_R = 55.5 mph

Space mean speed in outer lanes, S_0 = 58.9 mph

Space mean speed for all vehicles, S = 56.8 mph

APPENDIX U

MIXED USE TRIP GENERATION INFORMATION

TRIP GENERATION

An Informational Report

5th Edition

INSTITUTE OF
TRANSPORTATION ENGINEERS

U3

The Institute of Transportation Engineers (ITE) is a professional society of more than 10,000 transportation engineers and planners who are responsible for the safe and efficient movement of people and goods on streets, highways, and transit systems. Since 1930 the Institute has been providing transportation professionals with programs and resources to help them meet those responsibilities. Institute programs and resources include professional development seminars, technical reports, a monthly journal, local, regional, and international meetings, and other forums for the exchange of opinions, ideas, techniques, and research.

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Publication No. IR-016C

1M/AGS/291

VIII. Multi-Use Developments/ Quantifying Capture Rates

Background

A trip generation rate or equation is often used to forecast trips at a proposed development. This rate or equation is generally based on the trip-making characteristics observed at similar stand-alone existing developments. Often a forecast of trips for a development consisting of several different types of land uses, or a multi-use development, must be made. A common method of developing this forecast is to apply the trip rate or equation for each individual land use in the proposed development and then add the forecasts together. This method does not take into consideration the fact that some of the trips counted at stand-alone sites are now being made within the multi-use development, either by vehicle or an alternate mode such as walking or transit. Probably the most common example of this trip-making occurs at multi-use developments containing residential and shopping areas. Some of the resident's work trips and shopping trips are made to the on-site shopping area. Another example is the development containing offices and a shopping/service area. Some of the trips made from the offices to shops, to restaurants, or to banks may be made on-site. These types of trips thus become internal to the multi-use site; they are "captured" on-site.

Definitions

A capture rate can therefore be generally defined as a percentage reduction in traditionally developed trip forecasts to account for trips internal to the site. Depending on the methodology being used, the reduction may be applied to the total trips forecast or to individual land uses or components of the multi-use development.

It is important to note that these "reduced" trips are applied externally to the site—at entrances, at adjacent intersections, and on adjacent roadways. The reductions to internal site traffic volumes would be appropriate if the internal trips are made by modes other than private vehicles. The trip reduction for captured or internal trips is separate from the reduction for pass-by trips described earlier. These are two distinct phenomena, and both could be applicable for a proposed development.

Multi-use developments can be classified into two categories. The first consists of a combination of residential and non-residential land uses, and the second consists of a combination of non-residential land uses only. Category I will typically consist of one or more types of residences and a shopping and/or office component. Category II will typically consist of offices and a shopping/retail component, with possibly a hotel or motel.

A central business district (downtown) is the ultimate case of a multi-use development. Downtown areas have a mixture of very diverse employment, retail, residential, and commercial recreation/hotel uses. Extensive pedestrian interaction occurs because of the scale of the downtown area, the ease of access, and the proximity of the uses. Some downtowns have excellent transit service. Auto occupancy, particularly during peak commuting hours, is usually higher in the CBD than in the outlying areas. For these reasons, trip generation characteristics in a downtown environment are different from those found in outlying or suburban areas. *Accordingly, trip generation characteristics in this text, and specifically in the case of capture rates at multi-use developments, are applicable to sites outside the downtown.*

A shopping center is also an example of a multi-use development. However, it has historically been considered as an individual or single land use, and the associated trip generation rates and equations already reflect the "multi-use" nature of the development because of the way shopping center data in this report have been collected. *Accordingly, capture rates are not*

applicable and should not be utilized in the forecasting of trips for shopping centers. Likewise, a subdivision or planned unit development containing general office buildings and support services such as banks, savings and loan institutions, restaurants, and service stations arranged in a park- or campus-like atmosphere should be considered as an office park, not as a multi-use development. Similarly, office buildings with support retail or restaurant facilities contained inside the building should be treated as general office buildings because the trip generation rates and equations already reflect this situation.

Finally, it should be noted that the database for Land Use 270, residential planned unit development (PUD), contains sites that are generally only a combination of residential land uses. Accordingly, these trip rates and equations are generally not applicable to a Category I multi-use development. The PUD data may possibly be used if the non-residential component is an extremely small part of the overall site.

Available Data

Very little information is available on quantifying capture rates. The information generally consists of interview data where people are asked about their trip-making, actual vehicle trip counts, or a combination of both. Following is a brief summary of the known database. The Permanent Trip Generation Committee would be very appreciative of receiving any data not reported here.

1. Trip Generation at Special Sites, Virginia Transportation Research Council, Charlottesville, Virginia, VHTRC 84-R23, January 1984.

Driveway vehicle counts are available from one multi-use site. The site is located in a densely developed area located in the Northern Virginia suburbs of Washington, D.C., and is served by transit. It contains 606 rental units, 555 of which are located in a high-rise, the remainder being multilevel townhouse units. There are approximately 64,000 square feet of retail/office area, including a delicatessen, a commercial cleaning company office, two building contractor offices, a restaurant, a bank, a hospital consulting firm, a direct-mail advertising firm, a real estate firm, a management consulting firm, and a dentist. Based on applying trip generation equations, the following comparisons were made:

Trip Ends

	A.M. Peak Hour (7 - 9 A.M.)	*P.M. Peak Hour (4 - 6 P.M.)*	*Daily*
ITE Calculated	337	764	8,222
Field Counted	440	559	6,803
Captured	0	205 (27%)	1,419 (17%)

Accordingly, 17% of the daily trips and 27% of the P.M. peak trips were internal to or captured on the site. During the A.M. peak hour the calculated trips were less than the measured trips, which implies there were no internal trips. This finding points out a problem inherent in this method of calculating a capture rate. That is, it is assumed in the calculation that the ITE equation is valid for this site. In fact, the ITE equation represents an average of several sites, and appears to understate the A.M. trips at this site. This further suggests that the P.M. and daily ITE calculated trips are understated, which would mean that the aforementioned capture rates are low.

2. The Brandermill PUD Traffic Generation Study, Technical Report, JHK & Associates, Alexandria, Virginia, June 1984.

Brandermill is a large, planned residential development located approximately 10 miles southwest of Richmond, Virginia. At the time of the study there were approximately 2,300

occupied dwelling units, with 180 townhouse-style condominiums and 2,120 single-family detached units. Commercial development consisted of a 82,600-square feet shopping center, a 63,000-square feet business park, a 14,000-square feet medical center, and a 4,400-square feet restaurant. There were also recreational facilities, including a golf course, tennis courts, swimming facilities, and several lakeside recreation facilities. Finally, there was a day-care center, a church, an elementary school, and a middle school.

The study had the overall goal of determining the on-site (internal) and off-site (external) traffic generation at Brandermill. Data collected included the following:

- Automatic machine counts at selected roadways or driveways serving specific land uses,
- Manual driveway counts to supplement the machine counts,
- Land use inventory,
- Travel questionnaire distributed to residences,
- Travel questionnaires administered to patrons and employees of non-residential land uses,
- Turning movement counts at selected locations.

Based on the various data collected, the following comparisons were made:

Trip Ends

	A.M. Peak Hour (7 - 9 A.M.)	*P.M. Peak Hour (4 - 6 P.M.)*	*Daily*
Total Generated	2,570	2,935	33,540
External	1,420	1,325	16,280
Captured	1,150 (45%)	1,610 (55%)	17,260 (51%)

Thus, 51% of the daily trips, 55% of the P.M. peak hour trips, and 45% of the A.M. peak hour trips were internal to or captured on the site. Additionally, 46% of persons employed in Brandermill also reside in Brandermill. Since the generated trips were actually measured, rather than calculated based on ITE rates or equations, this method eliminates the problem described in the first study.

The travel questionnaires provided the following information:

Hours	*Home-Based Trips with Destinations within Brandermill*	*Home-Based Trips with Origins within Brandermill*
7 A.M. to 9 A.M.	18.1%	50.9%
9 A.M. to 4 P.M.	44.4%	50.2%
4 P.M. to 6 P.M.	55.2%	34.4%
6 P.M. to 7 A.M.	40.6%	33.6%
Daily	35.2%	39.1%

Hours	*Shopping Center Trips with Origins within Brandermill*	*Shopping Center Trips with Destinations within Brandermill*
11 A.M. to 1 P.M.	65%	66%
4 P.M. to 6 P.M.	52%	66%

3. Trip Generation for Mixed Use Developments, Technical Committee Report, Colorado-Wyoming Section, Institute of Transportation Engineers, January 1986.

This study was undertaken to determine how trip generation estimates using ITE rates compared to actual driveway counts at multi-use developments in Colorado and Wyoming. Also included were interviews that were aimed at determining whether persons entering and leaving multi-use sites came there for multiple purposes. The nine sites included in the study had the following sizes and land uses:

Site	Size (Square Feet)	Land Uses
1	154,536	Retail, Office, Government Office, Restaurants, Health Club
2	86,381	Retail, Bank, Restaurants
3	731,846	Retail, Hotel, Restaurants, Office
4	500,000	Retail, Office, Restaurants, Motel, Theaters
5	61,198	Retail, Office
6	115,000	Retail, Restaurants, Hardware Store, Supermarket
7	1,773,500	Restaurants, Bank, Hotel, Medical Office, Office, Training Center
8	177,277	Savings & Loan, Office, Hardware Store, Supermarket, Medical Office, Bank, Health Club, Theater, Retail, Restaurants
9	95,104	Supermarket, Restaurants, Bank, Medical Office, Savings and Loan, Retail

It is noted that some of the sites would be considered a shopping center for trip generation purposes. The results of the study are shown in Tables VIII-1 through VIII-3.The following conclusions were drawn from the results of the driveway count comparison:

a. Total daily trip generation for a multi-use site can be accurately estimated using ITE generation rates applied to individual uses within a multi-use development. The 8% difference observed in the study is not statistically significant. (Note: Based on the method of calculating capture rates in the first study, overall 7% of the daily trips were captured.)

b. Peak hour trip generation for a multi-use site using ITE generation rates applied to individual uses within a multi-use development may result in an overestimation of an average 2.5%. (Note: This means that for multi-use sites, peak hour trips as a percentage of daily trips is 2.5% lower than that calculated from ITE data. Based on the method in the first study, overall 28% of the A.M. peak hour and 24% of the P.M. peak hour trips are captured.)

The following conclusions were drawn from the results of the interviews.

a. The percent breakdown by number of purposes for persons entering a multi-use site based on data contained in Tables VIII-1 and VIII-2 were determined to be:

Number of Purposes (Stops)	Percent
1	77
2	16
3 or more	7

Table VIII-1
Number and Percentage of Persons Entering Multi-Use Sites by Number of Purposes (Stops) and Primary Destination

	Number of Purposes/Stops Stated by Interviewee (Percent)			
Primary Destination	*1*	*2*	*3 or more*	*Total*
Bank/Savings and Loan	27 (90.0)	2 (6.6)	1 (3.4)	30 (100.0)
Hardware Store	20 (66.7)	9 (30.0)	1 (3.3)	30 (100.0)
Supermarket	189 (79.1)	40 (16.7)	10 (4.2)	239 (100.0)
Theater	27 (93.1)	2 (6.9)	0 (0.0)	29 (100.0)
Office/Work Location	48 (67.6)	22 (31.0)	1 (1.4)	71 (100.0)
Small Retail Shop, etc.	120 (72.7)	21 (12.7)	24 (14.6)	165 (100.0)
Restaurant	105 (80.8)	18 (13.8)	7 (5.4)	130 (100.0)
Health Club	7 (100.0)	0 (0.0)	0 (0.0)	7 (100.0)
Post Office	19 (51.4)	12 (32.4)	6 (16.2)	37 (100.0)
Other	4 (100.0)	0 (0.0)	0 (0.0)	4 (100.0)
Total (Average)	**566 (76.3)**	**126 (17.0)**	**50 (6.7)**	**742 (100.0)**

Source: Colorado-Wyoming Section, ITE.

b. Using the interview data obtained in the study, it was determined that multi-use developments could reduce trip generation of individual uses within the development by 24% (if all of these uses are present in the proportion noted). Because the 8% difference in driveway volumes in the first part of the study was not statistically significant, it has been concluded that most of the secondary trip purposes indicated by interviewees occur because of the availability of multiple retail outlets in close proximity to major primary destinations, such as work locations, supermarkets, banks, restaurants, hotels, and theaters in multi-use developments. If the secondary destinations were not in close proximity to the primary destinations, trips to the secondary destinations would not occur or would occur at a much lower level. Trip generation for multi-use sites is largely a function of the square footage of primary destination uses cited above.

Table VIII-2
Number and Percentage of Persons Exiting Multi-Use Sites by Number of Purposes (Stops) and Primary Destination

	Number of Purposes/Stops Stated by Interviewee (Percent)			
Primary Destination	*1*	*2*	*3+*	*Total*
Bank/Savings and Loan	17 (73.9)	2 (8.7)	4 (17.4)	23 (100.0)
Hardware Store	22 (88.0)	3 (12.0)	0 (0.0)	25 (100.0)
Supermarket	39 (67.3)	10 (17.2)	9 (15.5)	58 (100.0)
Hotel	4 (100.0)	0 (0.0)	0 (0.0)	4 (100.0)
Office/Work Location	15 (71.4)	6 (28.6)	0 (0.0)	21 (100.0)
Small Retail Shop, etc.	82 (73.2)	18 (16.1)	12 (10.7)	112 (100.0)
Restaurant	100 (89.2)	11 (9.8)	1 (1.0)	112 (100.0)
Health Club	3 (42.8)	4 (57.2)	0 (0.0)	7 (100.0)
Post Office	20 (80.0)	3 (12.0)	2 (8.0)	25 (100.0)
Other	2 (100.0)	0 (0.0)	0 (0.0)	2 (100.0)
Total (Average)	**304 (78.2)**	**57 (14.6)**	**28 (7.2)**	**389 (100.0)**

Source: Colorado-Wyoming Section, ITE.

Table VIII-3
Comparison of ITE Trip Generation with Driveway Counts

Site	ITE Daily Trips (VPD)	Counted Daily Trips (VPD)	ITE A.M. Pk. Hr. of Generator (VPD)	Counted A.M. Pk. Hr. of Generator (VPH)	ITE A.M. Pk. Hr. of Adj. Street (VPH)	Counted A.M. Pk. Hr. of Adj. Street (VPH)	ITE P.M. Pk. Hr. of Generator (VPD)	Counted P.M. Pk. Hr. of Generator (VPH)	ITE P.M. Pk. Hr. of Adj.Street (VPH)	Counted P.M. Pk. Hr. of Adj.Street (VPH)
1	7,015	7,910	712	682 (11-12)	374 (7-9)	365 (7-9)	920	700 (12-1)	866 (4-6)	700 (4-6)
2	10,578	6,830	952	565	248	247	1,368	586	1,076	513
3	13,661	11,706	1,734	1,012 (11-12)	1,391 (7-9)	855 (7-9)	1,806	1,038 (12-1)	1,701 (4-6)	821 (4-6)
4	14,815	13,718	1,339	1,334 (11-12)	1,136	640 (7-9)	1,984	1,576 (12-1)	1,460	1,138 (4-6)
5	5,388	5,179	445	389 (11-12)	164 (7-9)	184 (7-9)	682	503 (12-1)	624 (4-6)	504 (4-6)
6	12,182	13,695	1,219	1,043 (11-12)	549	625 (7-9)	1,455	1,254 (4-5)	1,185	1,254 (4-5)
7	27,004[1]	24,462	3,603[1]	2,448 (7-8)	3,639[1]	2,448 (7-8)	3,827[1]	2,891 (4-5)	3,765[1]	2,891 (4-5)
8	14,481	18,303	1,575	1,160 (11-12)	343	551 (7-9)	1,810	1,556 (4-5)	1,334	1,556 (4-5)
9	11,873	7,372	1,162	527 (11-12)	676	247 (7-9)	1,479	697 (4-5)	1,200	697 (4-5)
Total	116,997	109,175	12,741	9,160	8,520	6,162	15,331	10,801	13,211	10,074

Source: Colorado-Wyoming Section, ITE.
[1] These numbers reflect a 25% office vacancy rate estimated by Grubb & Ellis, March 31, 1985, for the Denver office market.

The data base in the study was used to develop the information in Table VIII-4. This table was derived by applying Fourth Edition *Trip Generation* equations or rates to those sites in the Colorado-Wyoming study that are not shopping centers. The site numbers in Table VIII-4 correspond to the previous site numbers.

Table VIII-4
Comparison of ITE *Trip Generation* with Driveway Counts
Using 4th Edition *Trip Generation* and Excluding Shopping Centers

	A.M. Peak Hour (7-9)			P.M. Peak Hour (4-6)			Daily		
Site No.	ITE	Counted	Captured	ITE	Counted	Captured	ITE	Counted	Captured
1	323	365	0	640	700	0	6,178	7,910	0
3	1,217	855	362 (30%)	1,491	821	670 (45%)	12,838	11,706	1,132 (9%)
4	922	640	282 (31%)	1,337	1,138	199 (15%)	15,119	13,718	1,401 (9%)
5	148	184	0	461	504	0	4,899	5,179	0
7	3,878	2,448	1,430 (37%)	4,019	2,891	1,128 (28%)	30,408	24,462	5,946 (20%)

The following observations were made from the Table VIII-4 comparisons.

a. Internal trips at multi-use sites can be significant; however, the capture rate varies considerably. During the A.M. peak the capture rate at the three sites having internal trips ranged from 30% to 37%, with an average of 33%. The average rate was 29% during the P.M. peak, ranging from 15% to 45%. Finally, on a daily basis the average capture rate was 13%, with a range of 9% to 20%.

b. It is important to again note the problem inherent in calculating a capture rate by this method. However, the two sites that have basically retail and office land uses did not appear to have internal trips. All three sites having internal trips had a hotel or motel.

4. *Travel Characteristics at Large-Scale Suburban Activity Centers*, JHK & Associates, NCHRP Project 3-38(2), Report 323, October 1989.

The findings of this study are known to be applicable only in major activity centers. The objective of the project was to develop a comprehensive database on travel characteristics for various types of large-scale, multi-use suburban activity centers. Data were collected at six sites having the characteristics shown in Table VIII-5. Data collection activities are shown in Table VIII-6.

Following is a summary of findings pertinent to internal trips for each of the land uses listed. It is noted that "larger centers" refers to the three centers having at least 15 million square feet each, whereas "smaller centers" refers to the remaining three having less than 8 million square feet.

Office

a. The proportion of employees who made intermediate stops within the activity center on their way to work ranged from 7% to 15%, with an average of 10%. The proportion on the way home from work ranged from 6% to 16%, with an average of 11%. The percentages were higher at the sites having relatively little retail activity immediately outside their boundaries, and vice-versa.

b. The proportion of employees making midday trips internal to the center ranged between 29% and 33% at sites with at least 60% of the work force in professional, technical, managerial, or administrative positions. If the proportion in these positions was less than 60%, the midday trips internal to the center ranged between 20% and 23%.

c. The proportion of employees who used on-site facilities ranged as follows for the listed land use:

Restaurant	6% to 65%
Bank	0% to 43%
Health Club	1% to 8%
Travel Services	1% to 12%
Medical Office	1% to 5%

Table VIII-5
Characteristics of NCHRP 323 Study Sites

	Office		Retail		Hotel	Residential	
Site No.	GFA (million)	Employees	GLA (million)	Employees	Rooms	DUs[1]	DUs[2]
1	4.7	12,880	3	6,150	1,000	556	N/A
2	3.5	10,465	4	6,865	1,800	1,201	(2,300)[2]
3	17.0	35,020	7	13,355	3,100	823	(15,000)[2]
4	13.0	39,000	2	3,430	1,800	206	(206)[2]
5	13.0	32,500	3	5,150	910[3]	1,745	(2,000)[2]
6	4.0	13,700	3	6,155	2,200	2,017	(3,000)[2]

[1] Number of dwelling units surveyed .
[2] Estimated total dwelling units on site.
[3] Number of rooms at surveyed sites.

Table VIII-6
Data Collection Activities at NCHRP 323 Study Sites

	Land Use			
Activity	*Office*	*Retail*	*Hotel*	*Residential*
Workplace Survey	X			
Residential Survey				X
Vehicle Counts	X	X	X	X
Pedestrian Counts	X	X	X	X
Pedestrian Interviews	X	X	X	

d. The proportion of office visitors coming from within the center ranged from 15% to 59% in the A.M. peak period and from 15% to 68% in the P.M. peak. Averages at the smaller centers were 30% in the A.M. and 33% in the P.M. For the larger centers these averages were 54% in the A.M. and 58% in the P.M.

Retail

a. The proportion of trips generated by the retail sites that were internal to the activity centers ranged from 7% to 68%, with an average of 37%, during the midday peak and from 7% to 57%, with an average of 24%, during the P.M. peak.

b. For the larger centers these percentages were 47% during midday and 31% during the P.M. peak. The smaller centers exhibited percentages of 23% and 14% midday and evening, respectively.

Note: These percentages were derived from surveys at seven regional malls ranging in size from 970,000 square feet to 2.2 million square feet.

Residential

a. The proportion of employed residents who work within the activity center ranged between 13% and 50%. This percentage averaged 31% for owner-occupied units and 28% for rental units.

b. For the larger centers 33% of the employed residents worked within the center. This percentage was 27% for the smaller centers.

c. The impact of this relatively high internal trip-making on overall center travel patterns was minimal for two reasons. First, the number of units (and therefore the number of potential employees) is relatively small compared to the total number of jobs. Second, many of the residential developments attract senior citizens and therefore have lower proportions of employed residents.

Hotel

a. The proportion of trips with origins or destinations within the activity center ranged from 13% to 53% in the A.M. peak period and from 15% to 46% in the P.M. peak period.

b. For the larger centers the average percentages were 37% in the A.M. and 36% in the P.M. In the morning peak period 29% of the trips entering the hotels originated within the center and 44% of the trips leaving the hotels were destined to locations within the center. In the evening peak period 35% originated from and 36% were destined to locations within the center.

c. For the smaller centers the average percentages were 19% in the A.M. and 27% in the P.M. In the morning peak period 14% of the trips entering the hotels originated within the center and 27% of the trips leaving the hotels were destined to locations within the center. In the evening peak period 33% originated from and 18% were destined to locations within the center.

5. *Shared Parking*, Barton-Aschman Associates and The Urban Land Institute, 1983.

This report contains data on the effect of the captive market. Table VIII-7 summarizes Exhibit 23 from that report, indicating the percentage of employees who were patrons in the same nearby developments. This study reports sharing for parking, not trips.

Table VIII-7
Effects of Captive Market

	Percentage of Employees Who Are Also Patrons in Same or Nearby Development			
	CBD Site		Non-CBD Site	
Type of Development	Average	Range	Average	Range
Single-Use Site	29	0–76	19	0–78
Mixed-Use Site	61	22–85	28	0–83
All Sites	43	0–85	24	0–83

The ULI report also indicated a strong linkage between hotel guests and nearby restaurants or retail uses. In one survey of eight hotels, 73% to 100% of the guests indicated that they were also patrons at nearby retail establishments and/or restaurants. Another survey of six hotels indicated a range of 80% to 90%. It further stated that these results appeared to be consistent for both downtown and suburban hotels.

6. State DOT Capture Rate Guidelines

Florida has formal guidelines describing factors such as location of the site, market area, and specific combination and amount of land use types.

Florida DOT's capture rate guidelines are as follows[1]:

Internal capture describes trips that are satisfied entirely on-site by using an internal circulation system. Internal trips that must use the external roadway network cannot be considered internally captured trips.

1. Use caution when allowing large numbers of internal capture for a mixed-use development. A study by the Colorado/Wyoming Section of ITE, Trip Generation Technical Committee, showed a lack of proof that large mixed-use developments have a significant internal capture rate.[2]
2. Things to consider when looking at internal capture are as follows:
   a. How remote is this project?
   b. What is the timing for construction of commercial facilities as compared to the timing for residential construction?
   c. Can those who work on-site afford to live on-site?
   d. Office uses may not attract on-site home-based work immediately.
   e. The commercial land use intended for drug and grocery stores will have larger internal capture percentages than large regional malls.
   f. What types of establishments off-site are there that will compete with on-site development?
   g. Is there an internal circulation system that enhances or discourages internal trips?
   h. Is there an internal shuttle system proposed and financially committed to?

Conclusions

Internal or captured trips can be a significant factor in the travel patterns at multi-use developments; however, very few studies have been conducted to quantify this phenomenon. Because of the very limited data base, it is not reasonable to draw conclusions regarding the specific value of capture rates or allowable reductions in trips to account for internal trips. Based on the studies reported in this chapter, however, several general conclusions can be stated:

1. Internal trip making varies according to the combination of land uses.
   a. Sites having both residential and non-residential components have the most

[1] Excerpted from "Minimum Guidelines for the Review of Developments of Regional Impact (DRI)," Draft, November 1989.

[2] "Trip Generation for Mixed Use Developments," *ITE Journal*, February 1987.

potential for internal trips, especially during peak periods.

b. Sites having only non-residential components have the least potential for internal peak hour trips; however, the presence of a hotel or motel increases the potential.

2. Internal trip making varies by time of day; i.e., the capture rate can be expected to be different during the morning peak, evening peak, midday, and on a daily basis. The variation can be expected to follow logical trip-making patterns. For example, there is little trip making between residences and shopping/retail areas during the morning peak hour. On the other hand, there is considerable trip-making between residences and offices during both morning and evening peaks. As a final example, there are considerable internal trips made between offices and shopping/retail during the midday, particularly for lunch.
3. Use of existing ITE trip rates or equations to calculate the base on which to derive capture rates is inherently incorrect. The assumption is made that the individual land uses within the site being studied are "average," and thus the ITE rates or equations accurately calculate the individual land use trips. The correct way to develop a capture rate is to actually count the individual land use trips and compare them with a count of external trips at the site.
4. The specific results reported in NCHRP 323 should probably not be universally applied to all sizes and configurations of multi-use sites. There are relatively few sites being developed and/or reviewed that have the size and configuration characteristics of suburban activity centers (as defined in NCHRP 323). It is not clear whether the findings from such large sites are transferable to the much smaller sites that are much more common.

Data Request for Multi-Use Developments

The Institute is very much interested in increasing the data base on multi-use developments and would be most appreciative of receiving additional data. Submittal of multi-use development data is described in this chapter. The remainder of this chapter presents information on conducting a study of multi-use developments.

Data Collection for Multi-Use Developments

A trip generation study of a multi-use site requires careful selection and gathering of driveway volumes for the site, interviews of the users and residents of the site, and the comparison to anticipated trip generation as if the site were a series of discrete, individual, isolated land uses.

In selecting a site for a multi-use study, the following criteria should be adhered to:

1. The site should be fully developed. Sites new and only partially developed may not have reached a mature state and would not necessarily generate trips at the rate that a fully developed site would.

2. The driveway serving the site must not serve any other adjacent property. If driveways are shared with another site, it is not possible to separate that traffic destined for the multi-use site.

3. Multi-use developments must meet the criteria described earlier.

A great deal of data must be collected to conduct a multi-use trip generation study. A list of these data follows, adapted from the ITE Colorado-Wyoming Section report.

Driveway volumes should be gathered for as long a period as possible. Some previous studies have gathered only 24 to 48 hours of data. If these are all that can be obtained, the time period should be during mid-week (Tuesday through Thursday) to avoid daily variations that may occur on Fridays and Mondays. Ideally, seven consecutive days of data should be gathered, from which daily variations can be computed, and a weekday average and weekend average can also be calculated. Minimally, driveway counts should be made during

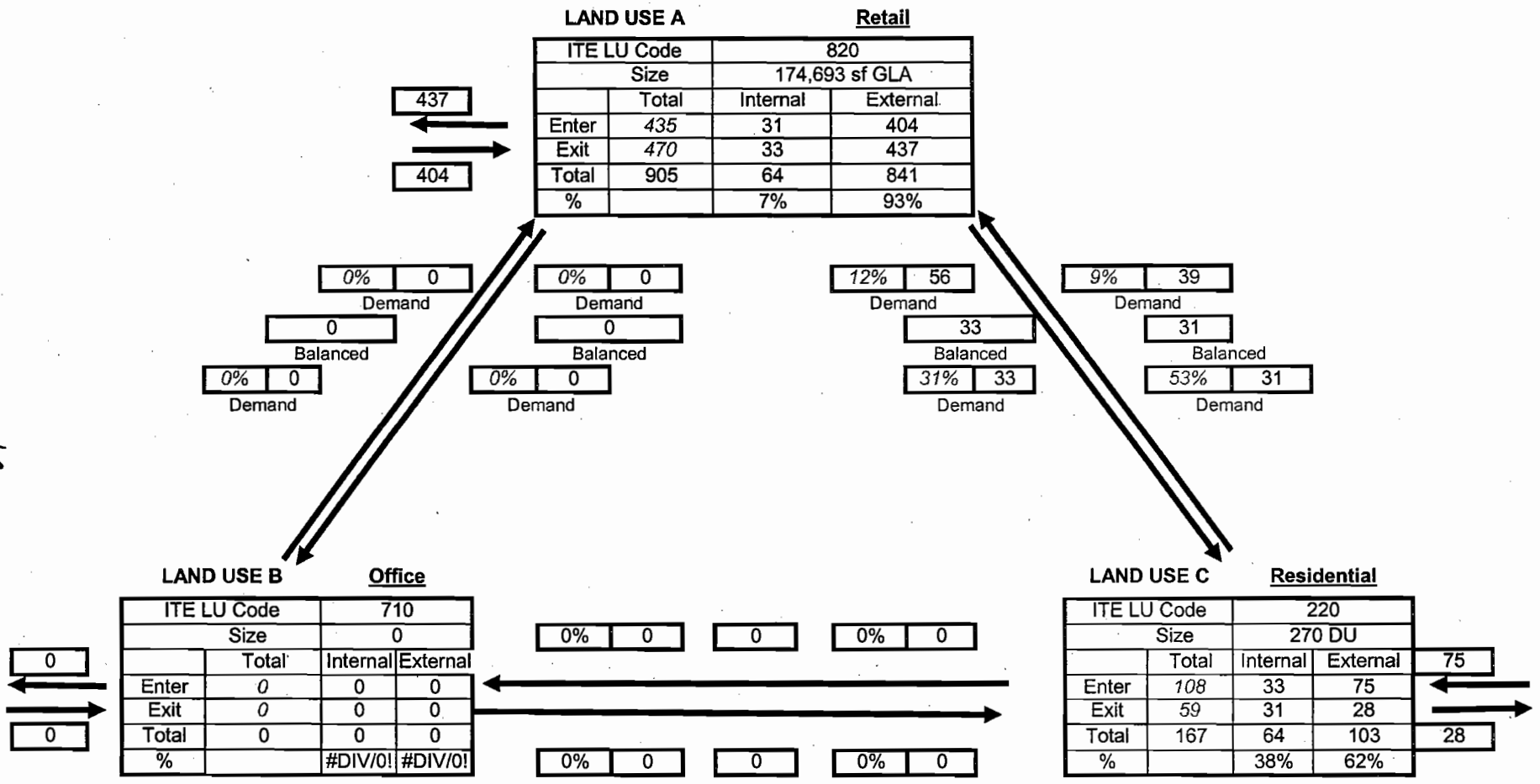
APPENDIX V

MIXED USE INTERNAL CAPTURE EXAMPLE

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Analyst MW
Date 1/3/2006

Name of Devlopment Balboa Village
Time Period PM Peak Hour



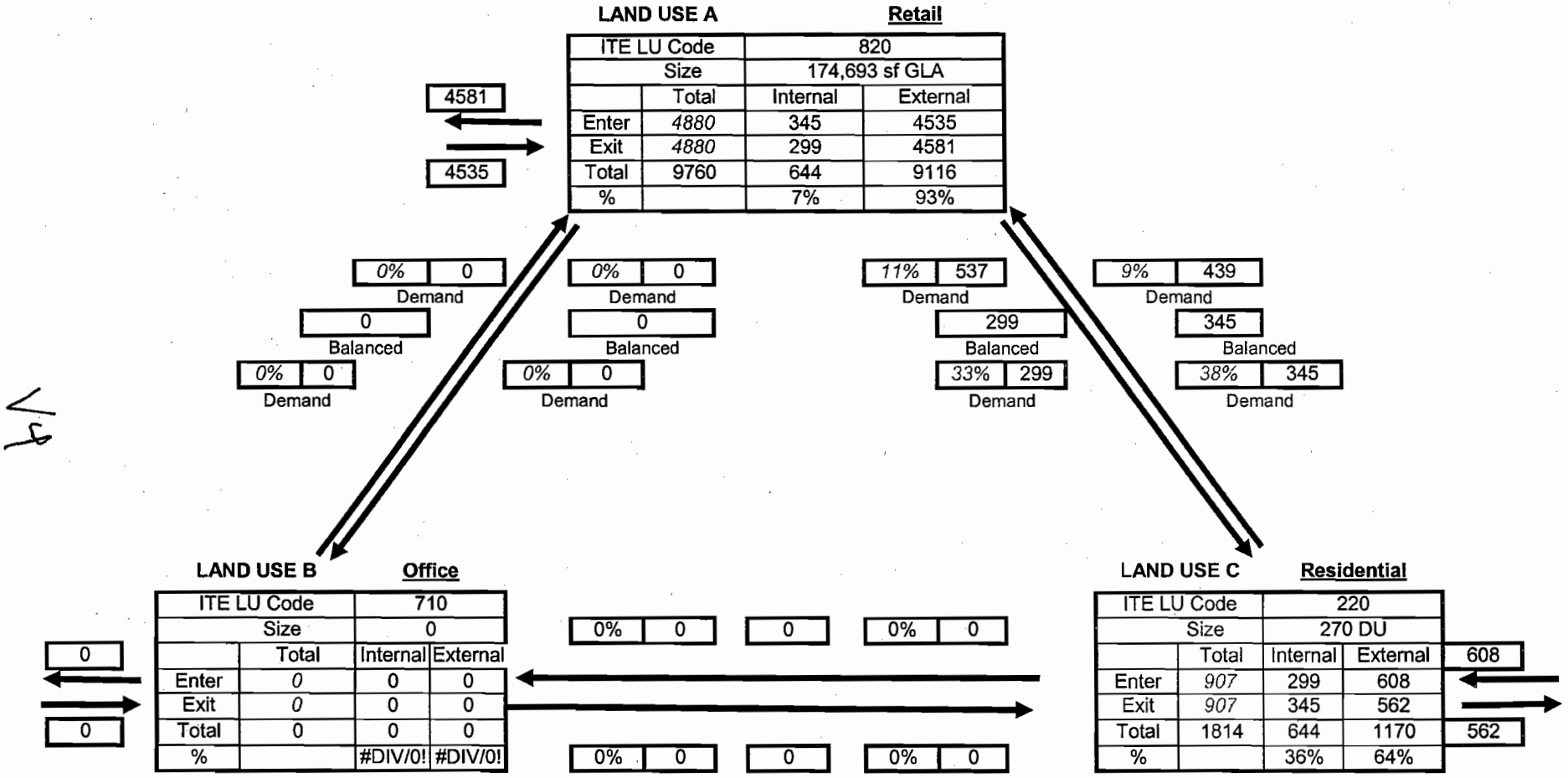
Net External Trips fro Multi-Use Development					
	LAND USE A	LAND USE B	LAND USE C	TOTAL	
Enter	404	0	75	479	
Exit	437	0	28	465	
Total	841	0	103	944	INTERNAL CAPTURE
Single-Use Trip Gen. Est.	905	0	167	1072	12%

Changes you need to make, see Table 7.1 and 7.2 for rates.

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Analyst MW
Date 1/3/2006

Name of Devlopment Balboa Village
Time Period Daily Volumes



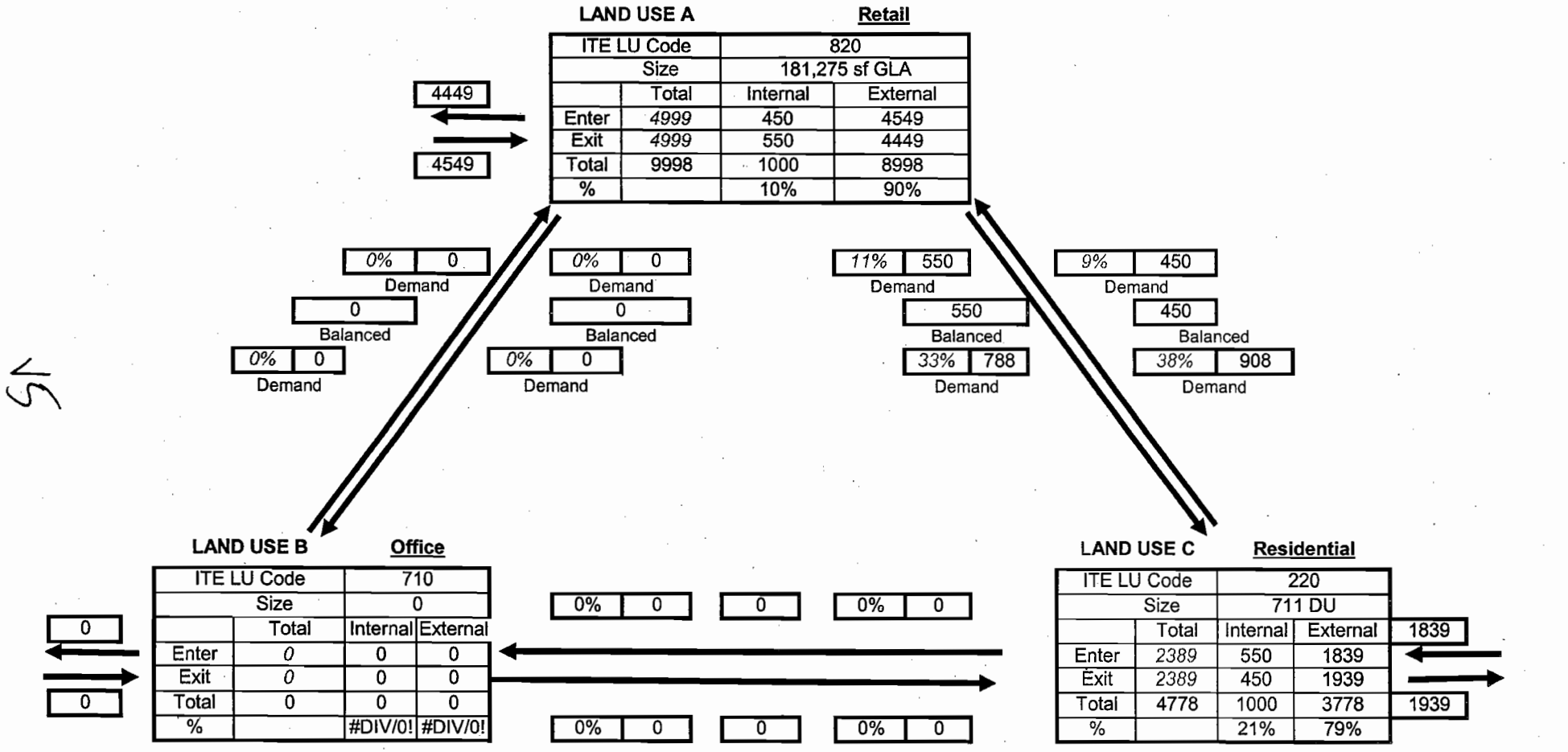
Net External Trips fro Multi-Use Development					
	LAND USE A	LAND USE B	LAND USE C	TOTAL	
Enter	4535	0	608	5143	
Exit	4581	0	562	5143	
Total	9116	0	1170	10286	INTERNAL CAPTURE
Single-Use Trip Gen. Est.	9760	0	1814	11574	11%

Changes you need to make, see Table 7.1 and 7.2 for rates.

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Analyst MW
Date 1/3/2006

Name of Devlopment Airport Area
Time Period Daily Volumes



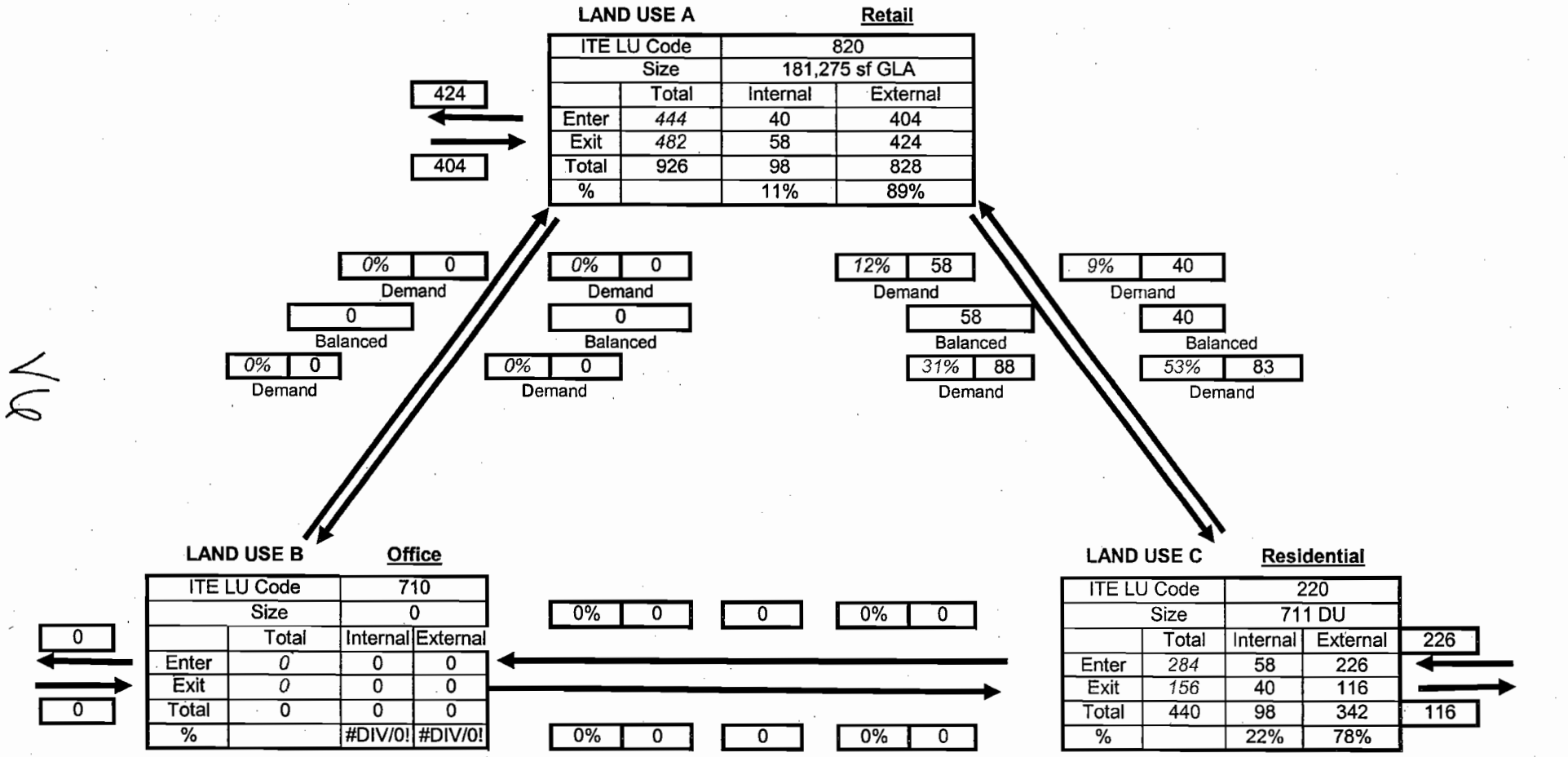
Net External Trips fro Multi-Use Development					
	LAND USE A	LAND USE B	LAND USE C	TOTAL	
Enter	4549	0	1839	6388	
Exit	4449	0	1939	6388	
Total	8998	0	3778	12776	INTERNAL CAPTURE
Single-Use Trip Gen. Est.	9998	0	4778	14776	14%

Changes you need to make, see Table 7.1 and 7.2 for rates.

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Analyst MW
Date 1/3/2006

Name of Devlopment Airport Area
Time Period PM Peak Hour



Net External Trips fro Multi-Use Development					
	LAND USE A	LAND USE B	LAND USE C	TOTAL	
Enter	404	0	226	630	
Exit	424	0	116	540	
Total	828	0	342	1170	INTERNAL CAPTURE
Single-Use Trip Gen. Est.	926	0	440	1366	14%

Changes you need to make, see Table 7.1 and 7.2 for rates.

Table 7.1 Unconstrained Internal Capture Rates for Trip Origins Within a Multi-Use Development

		Weekday		
		Midday Peak Hour	p.m. Peak hour of adjacent Street traffic	Daily
from OFFICE	to Office	2%	1%	2%
	to Retail	20%	23%	22%
	to Residential	0%	2%	2%
from Retail	to Office	3%	3%	3%
	to Retail	29%	20%	30%
	to Residential	7%	12%	11%
from Residential	to Office	N/A	N/A	N/A
	to Retail	34%	53%	38%
	to Residential	N/A	N/A	N/A

Table 7.2 Unconstrained Internal Capture Rates for Trip Destinations Within a Multi-Use Development

		Weekday		
		Midday Peak Hour	p.m. Peak hour of adjacent Street traffic	Daily
to OFFICE	from Office	6%	6%	2%
	from Retail	38%	31%	15%
	from Residential	0%	0%	N/A
to Retail	from Office	4%	22%	4%
	from Retail	31%	20%	28%
	from Residential	5%	9%	9%
to Residential	from Office	0%	2%	3%
	from Retail	37%	31%	33%
	from Residential	N/A	N/A	N/A

APPENDIX W

GENERAL PLAN BUILDOUT WITHOUT PROJECT LAND USE

Study Area Land Use By NBTM Taz

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	BO10	*Build Date:*	11/10/2005
Land Use:	bo10	*Build Time:*	8:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

NBTM TAZ	Land Use Code	Units	Description	Quantity
1373	10	TSF	General Commercial	35.080
1373	23	TSF	General Office	78.130
1373	24	TSF	Medical Office	0.000
1373	25	TSF	R & D	0.000
1373	26	TSF	Industrial	12.190
1374	10	TSF	General Commercial	35.080
1374	23	TSF	General Office	78.130
1374	24	TSF	Medical Office	0.000
1374	25	TSF	R & D	0.000
1374	26	TSF	Industrial	12.190
1375	10	TSF	General Commercial	54.460
1375	13	TSF	Restaurant	0.000
1375	23	TSF	General Office	117.200
1375	24	TSF	Medical Office	0.000
1375	25	TSF	R & D	0.000
1375	26	TSF	Industrial	18.290
1376	10	TSF	General Commercial	56.130
1376	23	TSF	General Office	125.010
1376	24	TSF	Medical Office	0.000
1376	25	TSF	R & D	0.000
1376	26	TSF	Industrial	19.510
1377	10	TSF	General Commercial	80.680
1377	23	TSF	General Office	179.700
1377	24	TSF	Medical Office	0.000
1377	25	TSF	R & D	0.000
1377	26	TSF	Industrial	28.050
1378	10	TSF	General Commercial	91.210
1378	23	TSF	General Office	203.140
1378	24	TSF	Medical Office	0.000
1378	25	TSF	R & D	0.000
1378	26	TSF	Industrial	31.700
1379	23	TSF	General Office	468.349
1380	23	TSF	General Office	152.776
1381	23	TSF	General Office	213.637
1382	23	TSF	General Office	321.530
1383	10	TSF	General Commercial	15.011
1383	23	TSF	General Office	275.267

Analysis Year:	**2040**	***Reference Number:*** **01232**	
RunId:	BO10	*Build Date:*	11/10/2005
Land Use:	bo10	*Build Time:*	8:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

NBTM TAZ	Land Use Code	Units	Description	Quantity
1384	10	TSF	General Commercial	7.870
1384	23	TSF	General Office	91.756
1385	7	ROOM	Hotel	349.000
1386	23	TSF	General Office	228.210
1387	23	TSF	General Office	184.320
1388	10	TSF	General Commercial	106.110
1388	13	TSF	Restaurant	0.000
1388	16	TSF	Auto Dealer/Sales	130.000
1389	10	TSF	General Commercial	46.300
1389	23	TSF	General Office	201.780
1390	23	TSF	General Office	146.480
1391	23	TSF	General Office	97.420
1392	10	TSF	General Commercial	17.780
1392	23	TSF	General Office	160.590
1393	10	TSF	General Commercial	79.906
1395	7	ROOM	Hotel	164.000
1395	10	TSF	General Commercial	120.000
1395	13	TSF	Restaurant	0.000
1396	23	TSF	General Office	630.221
1397	23	TSF	General Office	104.420
1398	23	TSF	General Office	40.000
1399	23	TSF	General Office	161.490
1400	23	TSF	General Office	48.500
1401	24	TSF	Medical Office	86.096
1402	23	TSF	General Office	45.794
1403	7	ROOM	Hotel	471.000
1403	10	TSF	General Commercial	16.000
1403	18	TSF	Health Club	0.000
1403	23	TSF	General Office	393.050
1403	37	TSF	Youth Ctr/Service	10.900
1404	23	TSF	General Office	434.953
1405	10	TSF	General Commercial	129.300
1405	13	TSF	Restaurant	0.000
1405	15	TSF	Fast Food Restaurant	0.000
1405	23	TSF	General Office	688.160
1406	25	TSF	R & D	0.000
1406	26	TSF	Industrial	430.000
1407	10	TSF	General Commercial	31.720
1407	15	TSF	Fast Food Restaurant	1.560
1407	23	TSF	General Office	124.990

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	BO10	*Build Date:*	11/10/2005
Land Use:	bo10	*Build Time:*	8:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

NBTM TAZ	Land Use Code	Units	Description	Quantity
1407	24	TSF	Medical Office	3.770
1408	1	DU	Res-Low (SFD)	145.000
1409	7	ROOM	Hotel	300.000
1409	10	TSF	General Commercial	35.000
1409	13	TSF	Restaurant	8.000
1409	23	TSF	General Office	660.000
1409	38	ACRE	Park	3.330
1410	2	DU	Res-Medium (SFA)	88.000
1411	10	TSF	General Commercial	1.380
1411	40	ACRE	Golf Course	15.690
1412	1	DU	Res-Low (SFD)	60.000
1413	2	DU	Res-Medium (SFA)	33.000
1413	18	TSF	Health Club	60.330
1413	23	TSF	General Office	67.950
1413	39	ACRE	Regional Park	45.910
1415	1	DU	Res-Low (SFD)	153.000
1415	36	TSF	Church	8.730
1416	1	DU	Res-Low (SFD)	198.000
1417	1	DU	Res-Low (SFD)	56.000
1418	1	DU	Res-Low (SFD)	59.000
1419	1	DU	Res-Low (SFD)	173.000
1420	1	DU	Res-Low (SFD)	465.000
1421	1	DU	Res-Low (SFD)	116.000
1421	2	DU	Res-Medium (SFA)	60.000
1421	3	DU	Apartment	352.000
1421	10	TSF	General Commercial	174.800
1421	13	TSF	Restaurant	4.400
1421	15	TSF	Fast Food Restaurant	3.000
1421	23	TSF	General Office	214.700
1421	24	TSF	Medical Office	43.200
1421	29	STU	Elementary/Private School	636.000
1421	32	TSF	Library	5.200
1422	1	DU	Res-Low (SFD)	490.000
1423	1	DU	Res-Low (SFD)	266.000
1423	37	TSF	Youth Ctr/Service	18.230
1423	38	ACRE	Park	4.000
1424	3	DU	Apartment	1,445.000
1425	10	TSF	General Commercial	1.700
1425	23	TSF	General Office	128.800
1425	36	TSF	Church	24.100

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	BO10	*Build Date:*	11/10/2005
Land Use:	bo10	*Build Time:*	8:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

NBTM TAZ	Land Use Code	Units	Description	Quantity
1426	1	DU	Res-Low (SFD)	151.000
1426	36	TSF	Church	40.000
1427	1	DU	Res-Low (SFD)	315.000
1427	2	DU	Res-Medium (SFA)	235.000
1427	10	TSF	General Commercial	8.400
1427	15	TSF	Fast Food Restaurant	1.700
1427	16	TSF	Auto Dealer/Sales	11.400
1427	23	TSF	General Office	17.600
1427	24	TSF	Medical Office	12.000
1427	30	STU	Junior/High School	2,184.000
1427	35	BEDS	Nursing/Conv. Home	68.000
1427	36	TSF	Church	59.700
1427	37	TSF	Youth Ctr/Service	13.400
1427	38	ACRE	Park	0.400
1428	1	DU	Res-Low (SFD)	257.000
1428	3	DU	Apartment	152.000
1428	7	ROOM	Hotel	140.000
1428	10	TSF	General Commercial	332.520
1428	13	TSF	Restaurant	0.000
1428	15	TSF	Fast Food Restaurant	0.000
1428	16	TSF	Auto Dealer/Sales	0.000
1428	19	CRT	Tennis Club	0.000
1428	20	SLIP	Marina	130.000
1428	23	TSF	General Office	75.090
1428	24	TSF	Medical Office	0.000
1428	37	TSF	Youth Ctr/Service	22.310
1429	1	DU	Res-Low (SFD)	656.000
1429	2	DU	Res-Medium (SFA)	13.000
1429	3	DU	Apartment	59.000
1429	21	SEAT	Theater	90.000
1429	29	STU	Elementary/Private School	436.000
1429	37	TSF	Youth Ctr/Service	0.900
1429	38	ACRE	Park	3.030
1430	1	DU	Res-Low (SFD)	30.000
1430	6	ROOM	Motel	0.000
1430	7	ROOM	Hotel	64.000
1430	10	TSF	General Commercial	275.980
1430	13	TSF	Restaurant	0.000
1430	15	TSF	Fast Food Restaurant	0.000
1430	16	TSF	Auto Dealer/Sales	0.000

Analysis Year:	**2040**	***Reference Number:***	**01232**
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Network:	Pref04	*Modeler:*	Archie Tan

NBTM TAZ	Land Use Code	Units	Description	Quantity
1430	18	TSF	Health Club	0.000
1430	23	TSF	General Office	283.820
1430	33	TSF	Post Office	9.900
1431	3	DU	Apartment	36.000
1431	10	TSF	General Commercial	149.910
1431	13	TSF	Restaurant	0.000
1431	17	TSF	Yacht Club	0.000
1431	23	TSF	General Office	77.650
1432	1	DU	Res-Low (SFD)	205.000
1432	2	DU	Res-Medium (SFA)	379.000
1432	3	DU	Apartment	8.000
1432	6	ROOM	Motel	0.000
1432	7	ROOM	Hotel	53.000
1432	10	TSF	General Commercial	66.380
1432	13	TSF	Restaurant	0.000
1432	23	TSF	General Office	135.730
1432	24	TSF	Medical Office	11.290
1433	1	DU	Res-Low (SFD)	98.000
1433	2	DU	Res-Medium (SFA)	0.000
1433	3	DU	Apartment	142.000
1433	23	TSF	General Office	67.160
1433	24	TSF	Medical Office	24.460
1433	26	TSF	Industrial	298.120
1433	35	BEDS	Nursing/Conv. Home	270.000
1434	34	BED	Hospital	1,167.000
1435	1	DU	Res-Low (SFD)	68.000
1435	2	DU	Res-Medium (SFA)	28.000
1435	10	TSF	General Commercial	10.800
1435	13	TSF	Restaurant	8.400
1435	15	TSF	Fast Food Restaurant	2.700
1436	2	DU	Res-Medium (SFA)	0.000
1436	3	DU	Apartment	1,370.000
1436	4	DU	Elderly Residential	0.000
1436	10	TSF	General Commercial	3.500
1436	24	TSF	Medical Office	39.600
1436	26	TSF	Industrial	48.002
1436	35	BEDS	Nursing/Conv. Home	169.000
1436	38	ACRE	Park	0.170
1437	26	TSF	Industrial	5.000
1438	23	TSF	General Office	57.400

Analysis Year:	**2040**	***Reference Number:***	**01232**
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Land Use:	bo10	*Build Time:*	8:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

NBTM TAZ	Land Use Code	Units	Description	Quantity
1438	26	TSF	Industrial	8.330
1438	27	TSF	Mini-Storage/Warehouse	0.000
1438	29	STU	Elementary/Private School	622.000
1439	2	DU	Res-Medium (SFA)	0.000
1439	3	DU	Apartment	464.000
1439	5	DU	Mobile Home	0.000
1439	10	TSF	General Commercial	50.910
1439	23	TSF	General Office	239.510
1439	24	TSF	Medical Office	61.630
1439	25	TSF	R & D	0.000
1439	26	TSF	Industrial	837.270
1439	35	BEDS	Nursing/Conv. Home	59.000
1440	2	DU	Res-Medium (SFA)	281.000
1441	1	DU	Res-Low (SFD)	462.000
1441	2	DU	Res-Medium (SFA)	0.000
1441	3	DU	Apartment	293.000
1441	6	ROOM	Motel	90.000
1441	10	TSF	General Commercial	50.030
1441	13	TSF	Restaurant	0.000
1441	15	TSF	Fast Food Restaurant	0.000
1442	1	DU	Res-Low (SFD)	43.000
1442	2	DU	Res-Medium (SFA)	214.000
1442	38	ACRE	Park	6.790
1443	1	DU	Res-Low (SFD)	125.000
1443	2	DU	Res-Medium (SFA)	350.000
1443	3	DU	Apartment	54.000
1443	38	ACRE	Park	6.500
1444	1	DU	Res-Low (SFD)	94.000
1444	2	DU	Res-Medium (SFA)	498.500
1445	1	DU	Res-Low (SFD)	139.000
1445	2	DU	Res-Medium (SFA)	509.000
1446	1	DU	Res-Low (SFD)	124.000
1446	2	DU	Res-Medium (SFA)	239.000
1446	38	ACRE	Park	2.690
1447	1	DU	Res-Low (SFD)	88.000
1447	2	DU	Res-Medium (SFA)	415.000
1448	1	DU	Res-Low (SFD)	87.000
1448	2	DU	Res-Medium (SFA)	103.000
1448	10	TSF	General Commercial	26.170
1448	13	TSF	Restaurant	2.240

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	BO10	*Build Date:*	11/10/2005
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NBTM TAZ	Land Use Code	Units	Description	Quantity
1448	23	TSF	General Office	12.190
1448	24	TSF	Medical Office	0.990
1449	2	DU	Res-Medium (SFA)	95.000
1449	10	TSF	General Commercial	74.900
1449	13	TSF	Restaurant	0.000
1449	15	TSF	Fast Food Restaurant	0.000
1449	23	TSF	General Office	20.020
1450	2	DU	Res-Medium (SFA)	159.000
1450	3	DU	Apartment	3.000
1450	6	ROOM	Motel	16.000
1450	10	TSF	General Commercial	67.590
1450	13	TSF	Restaurant	0.000
1450	23	TSF	General Office	35.750
1451	1	DU	Res-Low (SFD)	22.000
1451	2	DU	Res-Medium (SFA)	110.000
1451	3	DU	Apartment	5.000
1451	6	ROOM	Motel	3.000
1451	7	ROOM	Hotel	22.000
1451	10	TSF	General Commercial	82.750
1451	13	TSF	Restaurant	0.000
1451	15	TSF	Fast Food Restaurant	0.000
1451	23	TSF	General Office	8.000
1452	2	DU	Res-Medium (SFA)	12.000
1452	10	TSF	General Commercial	130.510
1452	13	TSF	Restaurant	0.000
1452	15	TSF	Fast Food Restaurant	0.000
1452	23	TSF	General Office	90.220
1452	37	TSF	Youth Ctr/Service	6.000
1453	10	TSF	General Commercial	111.580
1453	13	TSF	Restaurant	0.000
1453	21	SEAT	Theater	685.000
1453	23	TSF	General Office	119.900
1453	24	TSF	Medical Office	90.710
1453	36	TSF	Church	26.010
1454	1	DU	Res-Low (SFD)	41.000
1454	2	DU	Res-Medium (SFA)	172.000
1454	10	TSF	General Commercial	201.780
1454	11	ACRE	Comm./Recreation	0.850
1454	13	TSF	Restaurant	0.000
1454	15	TSF	Fast Food Restaurant	0.000

Analysis Year:	**2040**	***Reference Number:***	**01232**
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NBTM TAZ	Land Use Code	Units	Description	Quantity
1454	23	TSF	General Office	101.500
1454	37	TSF	Youth Ctr/Service	4.650
1455	1	DU	Res-Low (SFD)	3.000
1455	2	DU	Res-Medium (SFA)	403.000
1455	10	TSF	General Commercial	108.220
1455	13	TSF	Restaurant	9.200
1455	23	TSF	General Office	1.000
1455	26	TSF	Industrial	38.000
1456	1	DU	Res-Low (SFD)	1,040.000
1456	2	DU	Res-Medium (SFA)	102.000
1456	3	DU	Apartment	26.000
1457	1	DU	Res-Low (SFD)	218.000
1457	2	DU	Res-Medium (SFA)	476.000
1457	3	DU	Apartment	103.000
1457	5	DU	Mobile Home	58.000
1457	6	ROOM	Motel	26.000
1457	10	TSF	General Commercial	12.540
1457	15	TSF	Fast Food Restaurant	1.250
1457	20	SLIP	Marina	58.000
1457	28	TSF	Pre-school/Day Care	13.440
1457	29	STU	Elementary/Private School	389.000
1457	36	TSF	Church	10.050
1457	37	TSF	Youth Ctr/Service	17.400
1457	38	ACRE	Park	1.200
1458	1	DU	Res-Low (SFD)	366.000
1458	2	DU	Res-Medium (SFA)	684.000
1458	3	DU	Apartment	173.000
1458	10	TSF	General Commercial	20.810
1458	15	TSF	Fast Food Restaurant	0.000
1458	20	SLIP	Marina	14.000
1458	23	TSF	General Office	29.260
1458	24	TSF	Medical Office	0.000
1458	32	TSF	Library	4.800
1458	36	TSF	Church	2.000
1459	1	DU	Res-Low (SFD)	9.000
1459	2	DU	Res-Medium (SFA)	131.000
1459	3	DU	Apartment	69.000
1459	7	ROOM	Hotel	34.000
1459	10	TSF	General Commercial	196.530
1459	11	ACRE	Comm./Recreation	4.250

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	BO10	*Build Date:*	11/10/2005
Land Use:	bo10	*Build Time:*	8:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

NBTM TAZ	Land Use Code	Units	Description	Quantity
1459	13	TSF	Restaurant	0.000
1459	15	TSF	Fast Food Restaurant	0.000
1459	17	TSF	Yacht Club	0.000
1459	21	SEAT	Theater	350.000
1459	23	TSF	General Office	60.000
1459	33	TSF	Post Office	1.700
1459	37	TSF	Youth Ctr/Service	4.970
1460	1	DU	Res-Low (SFD)	677.000
1460	2	DU	Res-Medium (SFA)	194.000
1460	3	DU	Apartment	51.000
1460	19	CRT	Tennis Club	2.000
1460	38	ACRE	Park	0.830
1461	1	DU	Res-Low (SFD)	194.000
1461	2	DU	Res-Medium (SFA)	271.000
1461	10	TSF	General Commercial	4.990
1461	13	TSF	Restaurant	20.000
1461	17	TSF	Yacht Club	8.290
1461	20	SLIP	Marina	352.000
1461	23	TSF	General Office	12.000
1461	26	TSF	Industrial	5.040
1461	38	ACRE	Park	0.780
1462	1	DU	Res-Low (SFD)	32.000
1463	3	DU	Apartment	520.000
1463	10	TSF	General Commercial	112.450
1463	13	TSF	Restaurant	21.550
1463	16	TSF	Auto Dealer/Sales	34.900
1464	1	DU	Res-Low (SFD)	43.000
1464	2	DU	Res-Medium (SFA)	3,119.000
1464	6	ROOM	Motel	4.000
1464	10	TSF	General Commercial	73.070
1464	13	TSF	Restaurant	16.550
1464	15	TSF	Fast Food Restaurant	5.430
1464	23	TSF	General Office	18.370
1464	24	TSF	Medical Office	2.750
1464	33	TSF	Post Office	1.900
1464	36	TSF	Church	3.000
1464	38	ACRE	Park	1.620
1465	5	DU	Mobile Home	397.000
1465	10	TSF	General Commercial	60.630
1465	13	TSF	Restaurant	18.190

Analysis Year:	**2040**	***Reference Number:***	**01232**
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NBTM TAZ	Land Use Code	Units	Description	Quantity
1465	20	SLIP	Marina	218.000
1465	23	TSF	General Office	30.310
1466	2	DU	Res-Medium (SFA)	149.000
1466	7	ROOM	Hotel	754.000
1466	13	TSF	Restaurant	83.930
1466	19	CRT	Tennis Club	16.000
1466	22	ACRE	Newport Dunes	64.000
1466	23	TSF	General Office	6.000
1466	37	TSF	Youth Ctr/Service	2.690
1466	40	ACRE	Golf Course	2.000
1467	3	DU	Apartment	1,185.000
1468	29	STU	Elementary/Private School	320.000
1469	2	DU	Res-Medium (SFA)	808.000
1469	3	DU	Apartment	225.000
1469	28	TSF	Pre-school/Day Care	6.450
1469	29	STU	Elementary/Private School	294.000
1469	30	STU	Junior/High School	1,801.000
1469	36	TSF	Church	34.960
1469	37	TSF	Youth Ctr/Service	34.970
1469	38	ACRE	Park	8.000
1470	2	DU	Res-Medium (SFA)	511.000
1470	10	TSF	General Commercial	89.777
1470	19	CRT	Tennis Club	19.000
1470	23	TSF	General Office	11.660
1471	1	DU	Res-Low (SFD)	460.000
1471	38	ACRE	Park	2.000
1472	16	TSF	Auto Dealer/Sales	209.750
1473	3	DU	Apartment	300.000
1474	1	DU	Res-Low (SFD)	168.000
1474	2	DU	Res-Medium (SFA)	208.000
1474	3	DU	Apartment	736.000
1474	10	TSF	General Commercial	50.000
1474	13	TSF	Restaurant	6.400
1474	38	ACRE	Park	14.200
1475	25	TSF	R & D	81.730
1475	27	TSF	Mini-Storage/Warehouse	196.420
1475	29	STU	Elementary/Private School	52.000
1475	33	TSF	Post Office	55.200
1475	36	TSF	Church	100.280
1476	2	DU	Res-Medium (SFA)	227.000

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NBTM TAZ	Land Use Code	Units	Description	Quantity
1477	1	DU	Res-Low (SFD)	500.000
1478	2	DU	Res-Medium (SFA)	50.000
1479	1	DU	Res-Low (SFD)	101.000
1479	2	DU	Res-Medium (SFA)	54.000
1480	2	DU	Res-Medium (SFA)	144.000
1480	3	DU	Apartment	80.000
1481	1	DU	Res-Low (SFD)	101.000
1481	2	DU	Res-Medium (SFA)	182.000
1481	10	TSF	General Commercial	2.300
1482	1	DU	Res-Low (SFD)	142.000
1482	2	DU	Res-Medium (SFA)	43.000
1482	3	DU	Apartment	73.000
1482	40	ACRE	Golf Course	181.200
1483	1	DU	Res-Low (SFD)	21.000
1484	7	ROOM	Hotel	425.000
1484	10	TSF	General Commercial	21.700
1484	13	TSF	Restaurant	0.000
1484	23	TSF	General Office	955.030
1485	9	TSF	Regional Commercial	1,559.000
1485	10	TSF	General Commercial	0.000
1485	21	SEAT	Theater	1,700.000
1486	2	DU	Res-Medium (SFA)	0.000
1486	3	DU	Apartment	245.000
1486	10	TSF	General Commercial	144.330
1486	13	TSF	Restaurant	0.000
1486	16	TSF	Auto Dealer/Sales	0.000
1486	23	TSF	General Office	881.000
1486	31	TSF	Cultural/Learning Center	40.000
1487	2	DU	Res-Medium (SFA)	69.000
1487	7	ROOM	Hotel	611.000
1487	10	TSF	General Commercial	7.500
1487	19	CRT	Tennis Club	22.000
1487	23	TSF	General Office	11.630
1487	40	ACRE	Golf Course	99.400
1488	2	DU	Res-Medium (SFA)	122.000
1489	2	DU	Res-Medium (SFA)	228.000
1489	10	TSF	General Commercial	5.000
1490	23	TSF	General Office	115.800
1491	23	TSF	General Office	468.640
1491	24	TSF	Medical Office	351.950

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NBTM TAZ	Land Use Code	Units	Description	Quantity
1492	10	TSF	General Commercial	38.100
1492	13	TSF	Restaurant	0.000
1492	18	TSF	Health Club	0.000
1492	21	SEAT	Theater	2,150.000
1492	23	TSF	General Office	442.110
1493	23	TSF	General Office	484.300
1494	10	TSF	General Commercial	105.000
1494	32	TSF	Library	65.000
1495	1	DU	Res-Low (SFD)	423.000
1495	2	DU	Res-Medium (SFA)	81.000
1495	10	TSF	General Commercial	2.380
1495	17	TSF	Yacht Club	62.020
1495	20	SLIP	Marina	283.000
1495	23	TSF	General Office	186.530
1495	38	ACRE	Park	6.530
1496	1	DU	Res-Low (SFD)	73.000
1496	2	DU	Res-Medium (SFA)	256.000
1496	3	DU	Apartment	152.000
1496	29	STU	Elementary/Private School	12.030
1497	1	DU	Res-Low (SFD)	143.000
1497	2	DU	Res-Medium (SFA)	214.000
1497	3	DU	Apartment	48.000
1498	1	DU	Res-Low (SFD)	234.000
1498	2	DU	Res-Medium (SFA)	0.000
1498	3	DU	Apartment	48.000
1498	10	TSF	General Commercial	92.440
1498	13	TSF	Restaurant	0.000
1498	23	TSF	General Office	23.980
1498	38	ACRE	Park	3.600
1499	1	DU	Res-Low (SFD)	198.000
1500	1	DU	Res-Low (SFD)	178.000
1500	38	ACRE	Park	1.030
1501	1	DU	Res-Low (SFD)	849.000
1501	2	DU	Res-Medium (SFA)	0.000
1501	10	TSF	General Commercial	106.840
1501	13	TSF	Restaurant	0.000
1501	15	TSF	Fast Food Restaurant	0.000
1501	21	SEAT	Theater	500.000
1501	23	TSF	General Office	36.050
1501	24	TSF	Medical Office	0.000

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NBTM TAZ	Land Use Code	Units	Description	Quantity
1501	38	ACRE	Park	2.500
1502	1	DU	Res-Low (SFD)	186.000
1502	2	DU	Res-Medium (SFA)	0.000
1502	10	TSF	General Commercial	104.410
1502	13	TSF	Restaurant	0.000
1502	15	TSF	Fast Food Restaurant	0.000
1502	23	TSF	General Office	33.090
1502	24	TSF	Medical Office	0.000
1503	1	DU	Res-Low (SFD)	52.000
1503	2	DU	Res-Medium (SFA)	0.000
1503	10	TSF	General Commercial	88.020
1503	13	TSF	Restaurant	0.000
1503	15	TSF	Fast Food Restaurant	0.000
1503	18	TSF	Health Club	0.000
1503	23	TSF	General Office	9.970
1503	24	TSF	Medical Office	0.000
1504	1	DU	Res-Low (SFD)	542.000
1504	2	DU	Res-Medium (SFA)	0.000
1504	10	TSF	General Commercial	88.020
1504	13	TSF	Restaurant	0.000
1504	15	TSF	Fast Food Restaurant	0.000
1504	18	TSF	Health Club	0.000
1504	23	TSF	General Office	9.970
1504	24	TSF	Medical Office	0.000
1504	36	TSF	Church	12.340
1505	1	DU	Res-Low (SFD)	843.000
1505	2	DU	Res-Medium (SFA)	0.000
1505	10	TSF	General Commercial	58.900
1505	13	TSF	Restaurant	0.000
1505	15	TSF	Fast Food Restaurant	0.000
1505	23	TSF	General Office	35.000
1505	32	TSF	Library	3.800
1505	33	TSF	Post Office	5.000
1506	1	DU	Res-Low (SFD)	363.000
1506	2	DU	Res-Medium (SFA)	0.000
1506	3	DU	Apartment	6.000
1507	1	DU	Res-Low (SFD)	142.000
1507	38	ACRE	Park	0.780
1508	1	DU	Res-Low (SFD)	193.000
1508	2	DU	Res-Medium (SFA)	137.000

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NBTM TAZ	Land Use Code	Units	Description	Quantity
1508	29	STU	Elementary/Private School	790.000
1508	37	TSF	Youth Ctr/Service	5.850
1510	1	DU	Res-Low (SFD)	200.000
1511	1	DU	Res-Low (SFD)	20.000
1511	10	TSF	General Commercial	70.790
1512	2	DU	Res-Medium (SFA)	246.000
1513	1	DU	Res-Low (SFD)	348.000
1513	4	DU	Elderly Residential	100.000
1513	18	TSF	Health Club	1.000
1513	37	TSF	Youth Ctr/Service	24.070
1514	1	DU	Res-Low (SFD)	41.000
1515	3	DU	Apartment	388.000
1515	28	TSF	Pre-school/Day Care	8.400
1516	2	DU	Res-Medium (SFA)	67.000
1516	4	DU	Elderly Residential	100.000
1516	36	TSF	Church	88.700
1517	3	DU	Apartment	160.000
1517	10	TSF	General Commercial	79.453
1517	23	TSF	General Office	9.750
1517	28	TSF	Pre-school/Day Care	13.390
1517	29	STU	Elementary/Private School	406.000
1517	30	STU	Junior/High School	780.000
1517	36	TSF	Church	31.380
1518	1	DU	Res-Low (SFD)	441.000
1518	2	DU	Res-Medium (SFA)	67.000
1518	38	ACRE	Park	0.950
1519	1	DU	Res-Low (SFD)	471.000
1519	38	ACRE	Park	14.230
1520	1	DU	Res-Low (SFD)	207.000
1521	1	DU	Res-Low (SFD)	580.000
1521	29	STU	Elementary/Private School	498.000
1521	38	ACRE	Park	9.730
1522	1	DU	Res-Low (SFD)	119.000
1522	2	DU	Res-Medium (SFA)	120.000
1522	10	TSF	General Commercial	106.217
1522	23	TSF	General Office	12.900
1523	1	DU	Res-Low (SFD)	212.000
1523	10	TSF	General Commercial	55.000
1525	3	DU	Apartment	1,148.000
1526	1	DU	Res-Low (SFD)	410.000

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NBTM TAZ	Land Use Code	Units	Description	Quantity
1526	36	TSF	Church	44.444
1527	2	DU	Res-Medium (SFA)	0.000
1527	38	ACRE	Park	18.500
1528	28	TSF	Pre-school/Day Care	7.320
1528	36	TSF	Church	26.010
1529	1	DU	Res-Low (SFD)	154.000
1530	1	DU	Res-Low (SFD)	22.000
1530	3	DU	Apartment	284.000
1530	32	TSF	Library	5.800
1530	37	TSF	Youth Ctr/Service	16.869
1530	38	ACRE	Park	14.390
1532	30	STU	Junior/High School	450.000
1534	1	DU	Res-Low (SFD)	147.000
1534	29	STU	Elementary/Private School	600.000
1535	1	DU	Res-Low (SFD)	200.000
1535	2	DU	Res-Medium (SFA)	559.000
1535	3	DU	Apartment	841.000
1536	2	DU	Res-Medium (SFA)	48.000
1536	10	TSF	General Commercial	114.173
1537	1	DU	Res-Low (SFD)	98.000
1537	2	DU	Res-Medium (SFA)	108.000
1538	1	DU	Res-Low (SFD)	144.000
1539	1	DU	Res-Low (SFD)	158.000
1539	7	ROOM	Hotel	250.000
1540	7	ROOM	Hotel	540.000
1541	1	DU	Res-Low (SFD)	55.000
1543	7	ROOM	Hotel	1,210.000
1544	1	DU	Res-Low (SFD)	178.000
1545	1	DU	Res-Low (SFD)	311.000
1547	1	DU	Res-Low (SFD)	212.000
1548	1	DU	Res-Low (SFD)	112.000
1548	2	DU	Res-Medium (SFA)	529.000
1549	1	DU	Res-Low (SFD)	61.000
1550	1	DU	Res-Low (SFD)	179.000
1550	2	DU	Res-Medium (SFA)	322.000
1553	1	DU	Res-Low (SFD)	66.000
1553	2	DU	Res-Medium (SFA)	70.000
1554	1	DU	Res-Low (SFD)	207.000
1554	2	DU	Res-Medium (SFA)	84.000
1555	7	ROOM	Hotel	150.000

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NBTM TAZ	Land Use Code	Units	Description	Quantity
1555	10	TSF	General Commercial	137.500
1556	3	DU	Apartment	1,220.000
1558	3	DU	Apartment	1,052.000
1558	23	TSF	General Office	117.800
1558	26	TSF	Industrial	82.200
1559	1	DU	Res-Low (SFD)	225.000
1559	3	DU	Apartment	238.000
1559	10	TSF	General Commercial	50.000
1559	23	TSF	General Office	117.800
1559	26	TSF	Industrial	82.200
1563	23	TSF	General Office	396.869
1618	1	DU	Res-Low (SFD)	6.000
1671	1	DU	Res-Low (SFD)	138.000
1671	23	TSF	General Office	178.781
1672	1	DU	Res-Low (SFD)	12.000
1673	10	TSF	General Commercial	7.877
1673	23	TSF	General Office	280.212
1674	10	TSF	General Commercial	126.748
1674	23	TSF	General Office	87.077
1675	1	DU	Res-Low (SFD)	156.000
1675	23	TSF	General Office	21.472
1713	34	BED	Hospital	834.000
1714	3	DU	Apartment	673.000
1715	10	TSF	General Commercial	0.000
1715	24	TSF	Medical Office	136.050
1716	24	TSF	Medical Office	220.080
1716	35	BEDS	Nursing/Conv. Home	0.000

Study Area Land Use By OCTAM Taz

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OCTAM TAZ	Land Use Code	Description	Units	Quantity
2327	10	General Commercial	TSF	33.100
2327	15	Fast Food Restaurant	TSF	1.560
2327	23	General Office	TSF	521.859
2327	24	Medical Office	TSF	3.770
2327	40	Golf Course	ACRE	15.690
2328	1	Res-Low (SFD)	DU	306.000
2328	10	General Commercial	TSF	134.625
2328	23	General Office	TSF	567.542
2336	7	Hotel	ROOM	349.000
2336	10	General Commercial	TSF	272.977
2336	13	Restaurant	TSF	0.000
2336	16	Auto Dealer/Sales	TSF	130.000
2336	23	General Office	TSF	2,542.115
2337	10	General Commercial	TSF	352.640
2337	13	Restaurant	TSF	0.000
2337	23	General Office	TSF	781.310
2337	24	Medical Office	TSF	0.000
2337	25	R & D	TSF	0.000
2337	26	Industrial	TSF	121.930
2338	10	General Commercial	TSF	129.300
2338	13	Restaurant	TSF	0.000
2338	15	Fast Food Restaurant	TSF	0.000
2338	23	General Office	TSF	1,123.113
2338	25	R & D	TSF	0.000
2338	26	Industrial	TSF	430.000
2339	23	General Office	TSF	295.784
2339	24	Medical Office	TSF	86.096
2340	7	Hotel	ROOM	164.000
2340	10	General Commercial	TSF	120.000
2340	13	Restaurant	TSF	0.000
2340	23	General Office	TSF	734.641
2341	7	Hotel	ROOM	471.000
2341	10	General Commercial	TSF	16.000
2341	18	Health Club	TSF	0.000
2341	23	General Office	TSF	393.050
2341	37	Youth Ctr/Service	TSF	10.900
2375	1	Res-Low (SFD)	DU	22.000

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OCTAM TAZ	Land Use Code	Description	Units	Quantity
2375	3	Apartment	DU	284.000
2375	32	Library	TSF	5.800
2375	37	Youth Ctr/Service	TSF	16.869
2375	38	Park	ACRE	14.390
2377	30	Junior/High School	STU	450.000
2378	1	Res-Low (SFD)	DU	179.000
2378	2	Res-Medium (SFA)	DU	322.000
2381	2	Res-Medium (SFA)	DU	281.000
2393	1	Res-Low (SFD)	DU	198.000
2399	1	Res-Low (SFD)	DU	225.000
2399	3	Apartment	DU	1,290.000
2399	10	General Commercial	TSF	50.000
2399	23	General Office	TSF	235.600
2399	26	Industrial	TSF	169.400
2400	3	Apartment	DU	1,220.000
2401	1	Res-Low (SFD)	DU	462.000
2401	2	Res-Medium (SFA)	DU	0.000
2401	3	Apartment	DU	293.000
2401	6	Motel	ROOM	90.000
2401	10	General Commercial	TSF	50.030
2401	13	Restaurant	TSF	0.000
2401	15	Fast Food Restaurant	TSF	0.000
2402	2	Res-Medium (SFA)	DU	0.000
2402	3	Apartment	DU	1,834.000
2402	4	Elderly Residential	DU	0.000
2402	5	Mobile Home	DU	0.000
2402	10	General Commercial	TSF	54.410
2402	23	General Office	TSF	296.910
2402	24	Medical Office	TSF	101.230
2402	25	R & D	TSF	0.000
2402	26	Industrial	TSF	893.602
2402	27	Mini-Storage/Warehouse	TSF	0.000
2402	29	Elementary/Private School	STU	622.000
2402	35	Nursing/Conv. Home	BEDS	228.000
2402	38	Park	ACRE	0.170
2403	1	Res-Low (SFD)	DU	98.000
2403	2	Res-Medium (SFA)	DU	0.000
2403	3	Apartment	DU	815.000
2403	10	General Commercial	TSF	0.000
2403	23	General Office	TSF	67.160

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OCTAM TAZ	Land Use Code	Description	Units	Quantity
2403	24	Medical Office	TSF	380.590
2403	26	Industrial	TSF	298.120
2403	34	Hospital	BED	2,001.000
2403	35	Nursing/Conv. Home	BEDS	270.000
2404	1	Res-Low (SFD)	DU	454.000
2404	2	Res-Medium (SFA)	DU	1,329.500
2404	3	Apartment	DU	54.000
2404	10	General Commercial	TSF	10.800
2404	13	Restaurant	TSF	8.400
2404	15	Fast Food Restaurant	TSF	2.700
2404	38	Park	ACRE	15.980
2405	1	Res-Low (SFD)	DU	380.000
2405	2	Res-Medium (SFA)	DU	1,978.000
2405	3	Apartment	DU	8.000
2405	6	Motel	ROOM	19.000
2405	7	Hotel	ROOM	22.000
2405	10	General Commercial	TSF	803.500
2405	11	Comm./Recreation	ACRE	0.850
2405	13	Restaurant	TSF	11.440
2405	15	Fast Food Restaurant	TSF	0.000
2405	21	Theater	SEAT	685.000
2405	23	General Office	TSF	388.580
2405	24	Medical Office	TSF	91.700
2405	26	Industrial	TSF	38.000
2405	36	Church	TSF	26.010
2405	37	Youth Ctr/Service	TSF	10.650
2406	1	Res-Low (SFD)	DU	1,040.000
2406	2	Res-Medium (SFA)	DU	102.000
2406	3	Apartment	DU	26.000
2407	1	Res-Low (SFD)	DU	891.000
2407	2	Res-Medium (SFA)	DU	392.000
2407	3	Apartment	DU	67.000
2407	6	Motel	ROOM	0.000
2407	7	Hotel	ROOM	117.000
2407	10	General Commercial	TSF	342.360
2407	13	Restaurant	TSF	0.000
2407	15	Fast Food Restaurant	TSF	0.000
2407	16	Auto Dealer/Sales	TSF	0.000
2407	18	Health Club	TSF	0.000
2407	21	Theater	SEAT	90.000

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DCTAM TAZ	Land Use Code	Description	Units	Quantity
2407	23	General Office	TSF	419.550
2407	24	Medical Office	TSF	11.290
2407	29	Elementary/Private School	STU	436.000
2407	33	Post Office	TSF	9.900
2407	37	Youth Ctr/Service	TSF	0.900
2407	38	Park	ACRE	3.030
2408	1	Res-Low (SFD)	DU	315.000
2408	2	Res-Medium (SFA)	DU	235.000
2408	10	General Commercial	TSF	8.400
2408	15	Fast Food Restaurant	TSF	1.700
2408	16	Auto Dealer/Sales	TSF	11.400
2408	23	General Office	TSF	17.600
2408	24	Medical Office	TSF	12.000
2408	30	Junior/High School	STU	2,184.000
2408	35	Nursing/Conv. Home	BEDS	68.000
2408	36	Church	TSF	59.700
2408	37	Youth Ctr/Service	TSF	13.400
2408	38	Park	ACRE	0.400
2409	1	Res-Low (SFD)	DU	257.000
2409	3	Apartment	DU	188.000
2409	7	Hotel	ROOM	140.000
2409	10	General Commercial	TSF	482.430
2409	13	Restaurant	TSF	0.000
2409	15	Fast Food Restaurant	TSF	0.000
2409	16	Auto Dealer/Sales	TSF	0.000
2409	17	Yacht Club	TSF	0.000
2409	19	Tennis Club	CRT	0.000
2409	20	Marina	SLIP	130.000
2409	23	General Office	TSF	152.740
2409	24	Medical Office	TSF	0.000
2409	37	Youth Ctr/Service	TSF	22.310
2410	1	Res-Low (SFD)	DU	1,270.000
2410	2	Res-Medium (SFA)	DU	1,485.000
2410	3	Apartment	DU	396.000
2410	5	Mobile Home	DU	58.000
2410	6	Motel	ROOM	26.000
2410	7	Hotel	ROOM	34.000
2410	10	General Commercial	TSF	229.880
2410	11	Comm./Recreation	ACRE	4.250
2410	13	Restaurant	TSF	0.000

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DCTAM TAZ	Land Use Code	Description	Units	Quantity
2410	15	Fast Food Restaurant	TSF	1.250
2410	17	Yacht Club	TSF	0.000
2410	19	Tennis Club	CRT	2.000
2410	20	Marina	SLIP	72.000
2410	21	Theater	SEAT	350.000
2410	23	General Office	TSF	89.260
2410	24	Medical Office	TSF	0.000
2410	28	Pre-school/Day Care	TSF	13.440
2410	29	Elementary/Private School	STU	389.000
2410	32	Library	TSF	4.800
2410	33	Post Office	TSF	1.700
2410	36	Church	TSF	12.050
2410	37	Youth Ctr/Service	TSF	22.370
2410	38	Park	ACRE	2.030
2411	1	Res-Low (SFD)	DU	226.000
2411	2	Res-Medium (SFA)	DU	271.000
2411	3	Apartment	DU	520.000
2411	10	General Commercial	TSF	117.440
2411	13	Restaurant	TSF	41.550
2411	16	Auto Dealer/Sales	TSF	34.900
2411	17	Yacht Club	TSF	8.290
2411	20	Marina	SLIP	352.000
2411	23	General Office	TSF	12.000
2411	26	Industrial	TSF	5.040
2411	38	Park	ACRE	0.780
2412	1	Res-Low (SFD)	DU	43.000
2412	2	Res-Medium (SFA)	DU	3,119.000
2412	6	Motel	ROOM	4.000
2412	10	General Commercial	TSF	73.070
2412	13	Restaurant	TSF	16.550
2412	15	Fast Food Restaurant	TSF	5.430
2412	23	General Office	TSF	18.370
2412	24	Medical Office	TSF	2.750
2412	33	Post Office	TSF	1.900
2412	36	Church	TSF	3.000
2412	38	Park	ACRE	1.620
2413	1	Res-Low (SFD)	DU	1,397.000
2413	2	Res-Medium (SFA)	DU	337.000
2413	3	Apartment	DU	152.000
2413	10	General Commercial	TSF	197.240

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	BO10	*Build Date:*	11/10/2005
Land Use:	bo10	*Build Time:*	8:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

OCTAM TAZ	Land Use Code	Description	Units	Quantity
2413	13	Restaurant	TSF	0.000
2413	15	Fast Food Restaurant	TSF	0.000
2413	17	Yacht Club	TSF	62.020
2413	18	Health Club	TSF	0.000
2413	20	Marina	SLIP	283.000
2413	21	Theater	SEAT	500.000
2413	23	General Office	TSF	232.550
2413	24	Medical Office	TSF	0.000
2413	29	Elementary/Private School	STU	12.030
2413	38	Park	ACRE	9.030
2414	1	Res-Low (SFD)	DU	1,748.000
2414	2	Res-Medium (SFA)	DU	0.000
2414	3	Apartment	DU	6.000
2414	10	General Commercial	TSF	146.920
2414	13	Restaurant	TSF	0.000
2414	15	Fast Food Restaurant	TSF	0.000
2414	18	Health Club	TSF	0.000
2414	23	General Office	TSF	44.970
2414	24	Medical Office	TSF	0.000
2414	32	Library	TSF	3.800
2414	33	Post Office	TSF	5.000
2414	36	Church	TSF	12.340
2415	1	Res-Low (SFD)	DU	761.000
2415	2	Res-Medium (SFA)	DU	214.000
2415	3	Apartment	DU	96.000
2415	10	General Commercial	TSF	196.850
2415	13	Restaurant	TSF	0.000
2415	15	Fast Food Restaurant	TSF	0.000
2415	23	General Office	TSF	57.070
2415	24	Medical Office	TSF	0.000
2415	38	Park	ACRE	3.600
2416	1	Res-Low (SFD)	DU	413.000
2416	2	Res-Medium (SFA)	DU	383.000
2416	10	General Commercial	TSF	70.790
2416	29	Elementary/Private School	STU	790.000
2416	37	Youth Ctr/Service	TSF	5.850
2417	1	Res-Low (SFD)	DU	389.000
2417	4	Elderly Residential	DU	100.000
2417	18	Health Club	TSF	1.000
2417	37	Youth Ctr/Service	TSF	24.070

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	BO10	*Build Date:*	11/10/2005
Land Use:	bo10	*Build Time:*	8:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

OCTAM TAZ	Land Use Code	Description	Units	Quantity
2418	1	Res-Low (SFD)	DU	1,547.000
2418	2	Res-Medium (SFA)	DU	60.000
2418	3	Apartment	DU	1,797.000
2418	10	General Commercial	TSF	176.500
2418	13	Restaurant	TSF	4.400
2418	15	Fast Food Restaurant	TSF	3.000
2418	23	General Office	TSF	343.500
2418	24	Medical Office	TSF	43.200
2418	29	Elementary/Private School	STU	636.000
2418	32	Library	TSF	5.200
2418	36	Church	TSF	64.100
2418	37	Youth Ctr/Service	TSF	18.230
2418	38	Park	ACRE	4.000
2419	1	Res-Low (SFD)	DU	442.000
2419	2	Res-Medium (SFA)	DU	33.000
2419	18	Health Club	TSF	60.330
2419	23	General Office	TSF	67.950
2419	36	Church	TSF	8.730
2419	39	Regional Park	ACRE	45.910
2420	1	Res-Low (SFD)	DU	145.000
2420	2	Res-Medium (SFA)	DU	88.000
2420	7	Hotel	ROOM	300.000
2420	10	General Commercial	TSF	35.000
2420	13	Restaurant	TSF	8.000
2420	23	General Office	TSF	660.000
2420	38	Park	ACRE	3.330
2421	2	Res-Medium (SFA)	DU	511.000
2421	10	General Commercial	TSF	89.777
2421	19	Tennis Club	CRT	19.000
2421	23	General Office	TSF	11.660
2421	29	Elementary/Private School	STU	320.000
2422	2	Res-Medium (SFA)	DU	808.000
2422	3	Apartment	DU	1,410.000
2422	28	Pre-school/Day Care	TSF	6.450
2422	29	Elementary/Private School	STU	294.000
2422	30	Junior/High School	STU	1,801.000
2422	36	Church	TSF	34.960
2422	37	Youth Ctr/Service	TSF	34.970
2422	38	Park	ACRE	8.000
2423	2	Res-Medium (SFA)	DU	149.000

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	BO10	*Build Date:*	11/10/2005
Land Use:	bo10	*Build Time:*	8:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

OCTAM TAZ	Land Use Code	Description	Units	Quantity
2423	5	Mobile Home	DU	397.000
2423	7	Hotel	ROOM	754.000
2423	10	General Commercial	TSF	60.630
2423	13	Restaurant	TSF	102.120
2423	19	Tennis Club	CRT	16.000
2423	20	Marina	SLIP	218.000
2423	22	Newport Dunes	ACRE	64.000
2423	23	General Office	TSF	36.310
2423	37	Youth Ctr/Service	TSF	2.690
2423	40	Golf Course	ACRE	2.000
2424	2	Res-Medium (SFA)	DU	419.000
2424	3	Apartment	DU	245.000
2424	7	Hotel	ROOM	611.000
2424	10	General Commercial	TSF	156.830
2424	13	Restaurant	TSF	0.000
2424	16	Auto Dealer/Sales	TSF	0.000
2424	19	Tennis Club	CRT	22.000
2424	23	General Office	TSF	1,008.430
2424	31	Cultural/Learning Center	TSF	40.000
2424	40	Golf Course	ACRE	99.400
2425	7	Hotel	ROOM	425.000
2425	9	Regional Commercial	TSF	1,559.000
2425	10	General Commercial	TSF	21.700
2425	13	Restaurant	TSF	0.000
2425	21	Theater	SEAT	1,700.000
2425	23	General Office	TSF	955.030
2426	10	General Commercial	TSF	143.100
2426	13	Restaurant	TSF	0.000
2426	18	Health Club	TSF	0.000
2426	21	Theater	SEAT	2,150.000
2426	23	General Office	TSF	926.410
2426	32	Library	TSF	65.000
2427	23	General Office	TSF	468.640
2427	24	Medical Office	TSF	351.950
2428	1	Res-Low (SFD)	DU	168.000
2428	2	Res-Medium (SFA)	DU	208.000
2428	3	Apartment	DU	736.000
2428	10	General Commercial	TSF	50.000
2428	13	Restaurant	TSF	6.400
2428	25	R & D	TSF	81.730

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	BO10	*Build Date:*	11/10/2005
Land Use:	bo10	*Build Time:*	8:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

DCTAM TAZ	Land Use Code	Description	Units	Quantity
2428	27	Mini-Storage/Warehouse	TSF	196.420
2428	29	Elementary/Private School	STU	52.000
2428	33	Post Office	TSF	55.200
2428	36	Church	TSF	100.280
2428	38	Park	ACRE	14.200
2429	3	Apartment	DU	300.000
2429	16	Auto Dealer/Sales	TSF	209.750
2430	1	Res-Low (SFD)	DU	601.000
2430	2	Res-Medium (SFA)	DU	331.000
2431	1	Res-Low (SFD)	DU	460.000
2431	38	Park	ACRE	2.000
2432	1	Res-Low (SFD)	DU	264.000
2432	2	Res-Medium (SFA)	DU	369.000
2432	3	Apartment	DU	153.000
2432	10	General Commercial	TSF	2.300
2432	40	Golf Course	ACRE	181.200
2433	1	Res-Low (SFD)	DU	416.000
2433	2	Res-Medium (SFA)	DU	0.000
2433	3	Apartment	DU	1,148.000
2433	28	Pre-school/Day Care	TSF	7.320
2433	36	Church	TSF	70.454
2433	38	Park	ACRE	18.500
2434	1	Res-Low (SFD)	DU	212.000
2434	10	General Commercial	TSF	55.000
2435	1	Res-Low (SFD)	DU	1,051.000
2435	3	Apartment	DU	388.000
2435	28	Pre-school/Day Care	TSF	8.400
2435	29	Elementary/Private School	STU	498.000
2435	38	Park	ACRE	23.960
2436	1	Res-Low (SFD)	DU	560.000
2436	2	Res-Medium (SFA)	DU	187.000
2436	10	General Commercial	TSF	106.217
2436	23	General Office	TSF	12.900
2436	38	Park	ACRE	0.950
2437	1	Res-Low (SFD)	DU	207.000
2437	2	Res-Medium (SFA)	DU	67.000
2437	3	Apartment	DU	160.000
2437	4	Elderly Residential	DU	100.000
2437	10	General Commercial	TSF	79.453
2437	23	General Office	TSF	9.750

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	BO10	*Build Date:*	11/10/2005
Land Use:	bo10	*Build Time:*	8:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

OCTAM TAZ	Land Use Code	Description	Units	Quantity
2437	28	Pre-school/Day Care	TSF	13.390
2437	29	Elementary/Private School	STU	406.000
2437	30	Junior/High School	STU	780.000
2437	36	Church	TSF	120.080
2438	1	Res-Low (SFD)	DU	354.000
2438	2	Res-Medium (SFA)	DU	559.000
2438	3	Apartment	DU	841.000
2439	1	Res-Low (SFD)	DU	164.000
2439	2	Res-Medium (SFA)	DU	226.000
2439	10	General Commercial	TSF	114.173
2440	1	Res-Low (SFD)	DU	532.000
2440	2	Res-Medium (SFA)	DU	529.000
2440	29	Elementary/Private School	STU	600.000
2441	7	Hotel	ROOM	540.000
2442	1	Res-Low (SFD)	DU	144.000
2443	1	Res-Low (SFD)	DU	158.000
2443	7	Hotel	ROOM	250.000
2444	1	Res-Low (SFD)	DU	142.000
2444	38	Park	ACRE	0.780
2445	1	Res-Low (SFD)	DU	233.000
2445	38	Park	ACRE	1.030
2447	7	Hotel	ROOM	1,210.000
2782	1	Res-Low (SFD)	DU	311.000
2785	1	Res-Low (SFD)	DU	207.000
2785	2	Res-Medium (SFA)	DU	84.000
2785	7	Hotel	ROOM	150.000
2785	10	General Commercial	TSF	137.500
2786	1	Res-Low (SFD)	DU	178.000

Study Area Land Use for City of Newport Beach

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	BO10	*Build Date:*	11/10/2005
Land Use:	bo10	*Build Time:*	8:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

Land Use Code	Description	Units	Quantity
1	Res-Low (SFD)	DU	19,570.000
2	Res-Medium (SFA)	DU	15,076.500
3	Apartment	DU	14,427.000
4	Elderly Residential	DU	200.000
5	Mobile Home	DU	455.000
6	Motel	ROOM	139.000
7	Hotel	ROOM	5,537.000
9	Regional Commercial	TSF	1,559.000
10	General Commercial	TSF	5,120.942
11	Comm./Recreation	ACRE	5.100
13	Restaurant	TSF	198.860
15	Fast Food Restaurant	TSF	15.640
16	Auto Dealer/Sales	TSF	386.050
17	Yacht Club	TSF	70.310
18	Health Club	TSF	61.330
19	Tennis Club	CRT	59.000
20	Marina	SLIP	1,055.000
21	Theater	SEAT	5,475.000
22	Newport Dunes	ACRE	64.000
23	General Office	TSF	13,492.354
24	Medical Office	TSF	1,084.576
25	R & D	TSF	81.730
26	Industrial	TSF	1,956.092
27	Mini-Storage/Warehouse	TSF	196.420
28	Pre-school/Day Care	TSF	49.000
29	Elementary/Private School	STU	5,055.030
30	Junior/High School	STU	5,215.000
31	Cultural/Learning Center	TSF	40.000
32	Library	TSF	84.600
33	Post Office	TSF	73.700
34	Hospital	BED	2,001.000
35	Nursing/Conv. Home	BEDS	566.000
36	Church	TSF	511.704
37	Youth Ctr/Service	TSF	183.209
38	Park	ACRE	127.780
39	Regional Park	ACRE	45.910
40	Golf Course	ACRE	298.290

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APPENDIX X

GENERAL PLAN BUILDOUT WITHOUT PROJECT
SOCIOECONOMIC DATA (SED)

SED From Land Use by NBTM Taz

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	Bo10	*Build Date:*	11/10/2005
Land Use:	Bo10	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment
1373						72	41	222		
1374						72	41	222		
1375						112	63	334		
1376						116	66	356		
1377						166	95	512		
1378						188	108	578		
1379						55	211	1,151		
1380						18	69	375		
1381						25	96	525		
1382						38	145	790		
1383						59	127	679		
1384						25	43	227		
1385						31	377	157		
1386						27	103	561		
1387						22	83	453		
1388						386	58	149		
1389						116	100	505		
1390						17	66	360		
1391						11	44	239		
1392						54	76	398		
1393						144	14	14		
1395						231	199	95		
1396						74	284	1,548		
1397						12	47	257		
1398						5	18	98		
1399						19	73	397		
1400						6	22	119		
1401						23	194	77		
1402						5	21	113		
1403						117	757	1,181		
1404						51	196	1,069		
1405						313	333	1,714		

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	Bo10	*Build Date:*	11/10/2005
Land Use:	Bo10	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment
1406							0	851		
1407						77	70	317		
1408	138			344	220	3	21	4		
1409						187	629	1,767		
1410		84		201	125		2	1		
1411						4	10	0		
1412	57			143	91	1	9	2		
1413		31		75	47	44	210	167		
1415	145			363	233	3	29	13		
1416	188			470	301	4	28	6		
1417	53			133	85	1	8	2		
1418	56			140	90	1	8	2		
1419	164			411	263	3	25	5		
1420	442			1,104	707	9	66	13		
1421	110	391		981	697	373	265	710	636	
1422	466			1,164	745	9	70	14		
1423	253			632	404	5	168	8		
1424		1,373		2,334	1,785		27	14		
1425						18	78	341		
1426	143			359	230	3	54	44		
1427	299	223	68	1,352	814	49	251	473	2,184	
1428	244	144		856	578	638	441	332		
1429	623	68		1,683	1,089	13	105	87	436	
1430	29			71	46	537	291	787		
1431		34		58	44	279	63	218		
1432	195	368		1,364	862	147	192	389		
1433	93	135	270	732	324	16	183	808		
1434							1,634	3,268		
1435	65	27		225	143	49	12	10		
1436		1,302	169	2,382	1,692	17	167	161		
1437								10		
1438						7	26	251	622	
1439		441	59	808	573	136	282	2,321		
1440		267		641	400		5	3		

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	Bo10	*Build Date:*	11/10/2005
Land Use:	Bo10	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment
1441	439	278		1,570	1,064	107	161	41		
1442	41	203		590	370	1	14	3		
1443	119	384		1,182	755	2	29	7		
1444	89	474		1,360	853	2	23	7		
1445	125	458		1,237	537	3	28	8		
1446	118	227		839	529	2	24	6		
1447	79	374		959	415	2	19	6		
1448	78	93		367	162	56	26	40		
1449		86		180	77	137	24	64		
1450		146		305	131	127	46	104		
1451	20	104		259	113	153	50	47		
1452		11		23	10	245	106	245		
1453						246	313	436		
1454	37	155		406	176	377	127	288		
1455	3	363		768	329	217	28	105		
1456	936	115		2,292	1,037	19	143	29		
1457	196	573		1,578	687	38	290	94	389	
1458	329	771		2,282	1,008	49	98	102		
1459	8	180		371	164	372	170	209		
1460	609	221		1,785	803	14	96	24		
1461	175	244		896	394	103	59	99		
1462	29			63	29	1	4	1		
1463		468		796	374	307	40	70		
1464	39	2,807		5,980	2,565	192	104	106		
1465		377		830	377	179	25	120		
1466		142		340	212	346	853	436		
1467		1,126		1,914	1,463		23	11		
1468								48	320	
1469		981		2,206	1,429		342	359	2,095	
1470		485		1,165	728	182	31	82		
1471	437			1,093	699	9	67	13		
1472						315	63	210		
1473		285		485	371		6	3		
1474	160	897		2,062	1,461	109	59	26		

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	Bo10	*Build Date:*	11/10/2005
Land Use:	Bo10	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment
1475						6	388	574	52	
1476		216		518	323		4	2		
1477	475			1,188	760	10	71	14		
1478		48		114	71		1	0		
1479	96	51		363	230	2	15	3		
1480		213		458	304		4	2		
1481	96	173		655	413	6	18	5		
1482	135	110		553	367	21	131	5		
1483	20			50	32	0	3	1		
1484						189	893	2,542		
1485						1,638	458	583		
1486		233		396	303	363	547	2,233		
1487		66		157	98	102	727	343		
1488		116		278	174		2	1		
1489		217		520	325	9	5	3		
1490						14	52	285		
1491						150	1,003	1,468		
1492						142	249	1,136		
1493						57	218	1,190		
1494						189	214	84		
1495	381	73		991	446	99	302	505		
1496	66	367		861	383	1	17	7	12	
1497	129	236		761	337	3	24	6		
1498	211	43		537	245	173	62	82		
1499	178			392	178	4	27	5		
1500	169			423	271	3	26	5		
1501	764	0		1,681	764	217	162	141		
1502	167	0		368	167	195	59	105		
1503	47	0		103	47	161	27	42		
1504	515	0		1,287	824	170	107	68		
1505	801	0		2,002	1,281	127	178	129		
1506	345	6		872	559	7	52	10		
1507	135			337	216	3	21	4		
1508	183	130		771	489	4	71	125	790	

Analysis Year:	2040	***Reference Number:***	01232		
RunId:	Bo10	*Build Date:*	11/10/2005		
Land Use:	Bo10	*Build Time:*	2:00:00 PM		
Network:	Pref04	*Modeler:*	Archie Tan		

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment
1510	190			475	304	4	29	6		
1511	19			48	30	128	16	13		
1512		234		561	351		5	2		
1513	331	100		967	554	7	221	10		
1514	39			97	62	1	6	1		
1515		369		627	479		66	4		
1516		164		293	120		72	89		
1517		152		258	198	144	141	249	1,186	
1518	419	64		1,200	766	8	65	13		
1519	447			1,119	716	9	76	13		
1520	197			492	315	4	29	6		
1521	551			1,378	882	11	88	91	498	
1522	113	114		556	352	195	44	55		
1523	201			504	322	103	40	16		
1525		1,091		1,854	1,418		22	11		
1526	390			974	623	8	94	56		
1527		0		0	0		11	0		
1528							72	26		
1529	146			366	234	3	22	4		
1530	21	270		511	384	0	153	9		
1532								68	450	
1534	140			349	223	3	21	94	600	
1535	190	1,330		3,108	2,139	4	55	19		
1536		46		109	68	206	21	21		
1537	93	103		479	303	2	16	4		
1538	137			342	219	3	21	4		
1539	150			375	240	26	293	117		
1540						49	583	243		
1541	52			131	84	1	8	2		
1543						109	1,307	545		
1544	169			423	271	3	25	5		
1545	295			739	473	6	44	9		
1547	201			504	322	4	30	6		
1548	106	503		1,472	924	2	26	8		

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	Bo10	*Build Date:*	11/10/2005
Land Use:	Bo10	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment
1549	58			145	93	1	9	2		
1550	170	306		1,159	731	3	32	8		
1553	63	67		316	200	1	11	3		
1554	197	80		683	434	4	31	7		
1555						261	187	92		
1556		1,098		1,867	1,427		22	11		
1558		947		1,610	1,231	14	72	462		
1559	203	214		870	602	108	97	469		
1563						46	179	975		
1618	6			14	9	0	1	0		
1671	131			328	210	24	100	443		
1672	11			29	18	0	2	0		
1673						47	128	690		
1674						238	62	237		
1675	148			371	237	5	32	57		
1713							1,168	2,335		
1714		639		1,087	831		13	6		
1715						37	306	122		
1716			0	0		59	495	198		

SED From Land Use by OCTAM Taz

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	Bo10	*Build Date:*	11/10/2005
Land Use:	Bo10	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

OCTAM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment
2327						128	259	1,293		
2328	291			727	465	315	323	1,427		
2336						1,028	1,610	6,583		
2337						726	415	2,225		
2338						364	529	3,634		
2339						58	327	804		
2340						317	529	1,900		
2341						117	757	1,181		
2375	21	270		511	384	0	153	9		
2377								68	450	
2378	170	306		1,159	731	3	32	8		
2381		267		641	400		5	3		
2393	188			470	301	4	28	6		
2399	203	1,161		2,480	1,833	122	169	941		
2400		1,098		1,867	1,427		22	11		
2401	439	278		1,570	1,064	107	161	41		
2402		1,742	228	3,190	2,265	160	475	2,733	622	
2403	93	774	270	1,819	1,155	112	3,798	6,738		
2404	431	1,314		4,197	2,651	56	103	34		
2405	342	1,787		4,503	1,950	1,563	766	1,343		
2406	936	115		2,292	1,037	19	143	29		
2407	846	436		3,118	1,996	698	588	1,262	436	
2408	299	223	68	1,352	814	49	251	473	2,184	
2409	244	179		914	623	917	503	550		
2410	1,143	1,745		6,016	2,662	473	654	429	389	
2411	203	712		1,755	797	410	103	170		
2412	39	2,807		5,980	2,565	192	104	106		
2413	1,257	440		3,636	1,640	478	508	695	12	
2414	1,661	6		4,161	2,664	303	337	208		
2415	685	279		2,058	927	375	172	199		
2416	392	364		1,854	1,174	135	120	147	790	
2417	370	100		1,064	616	8	226	11		

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	Bo10	*Build Date:*	11/10/2005
Land Use:	Bo10	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

OCTAM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment
2418	1,470	1,764		6,713	4,656	419	736	1,145	636	
2419	420	31		1,125	719	53	280	189		
2420	138	84		545	346	189	652	1,771		
2421		485		1,165	728	182	31	130	320	
2422		2,107		4,119	2,893		365	370	2,095	
2423		519		1,169	589	525	877	556		
2424		631		1,351	900	487	1,334	2,865		
2425						1,827	1,351	3,124		
2426						387	681	2,410		
2427						150	1,003	1,468		
2428	160	897		2,062	1,461	114	447	600	52	
2429		285		485	371	315	69	213		
2430	571	314		2,182	1,385	11	92	20		
2431	437			1,093	699	9	67	13		
2432	251	496		1,715	1,116	27	157	13		
2433	395	1,091		2,842	2,050	8	200	93		
2434	201			504	322	103	40	16		
2435	998	369		3,123	2,077	20	230	108	498	
2436	532	178		1,756	1,118	203	109	69		
2437	197	316		1,043	633	148	242	344	1,186	
2438	336	1,330		3,473	2,373	7	77	23		
2439	156	215		905	571	209	48	27		
2440	505	503		2,470	1,562	10	86	110	600	
2441						49	583	243		
2442	137			342	219	3	21	4		
2443	150			375	240	26	293	117		
2444	135			337	216	3	21	4		
2445	221			553	354	4	34	7		
2447						109	1,307	545		
2782	295			739	473	6	44	9		
2785	197	80		683	434	265	218	99		
2786	169			423	271	3	25	5		

SED From Land Use for City of Newport Beach

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	Bo10	*Build Date:*	11/10/2005
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Network:	Pref04	*Modeler:*	Archie Tan

Occupied Single Family Dwelling Units	Occupied Multi - Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment
18,324	28,097	566	100,625	60,919	15,108	25,887	51,971	10,270	

Supplemental SED by NBTM Taz

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	Bo10	*Build Date:*	11/10/2005
Land Use:	Bo10	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment
1414	80	0	0	237	113	2	57	53	4	0
1531	202	237	2	791	559	89	61	43	0	0
1532	21	0	0	66	35	0	0	0	0	0

Supplemental SED by OCTAM Taz

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	Bo10	*Build Date:*	11/10/2005
Land Use:	Bo10	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

OCTAM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment
2377	21	0	0	66	35	0	0	0	0	0
2414	202	237	2	791	559	89	61	43	0	0
2419	80	0	0	237	113	2	57	53	4	0

Supplemental SED for City of Newport Beach

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	Bo10	*Build Date:*	11/10/2005
Land Use:	Bo10	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

Occupied Single Family Dwelling Units	Occupied Multi - Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment
303	237	2	1,093	706	91	118	95	4	0

Final SED by NBTM Taz

Analysis Year:	**2040**	***Reference Number:***	**01232**
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Land Use:	Bo10	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment	Median Income
1373						72	41	222			0
1374						72	41	222			0
1375						112	63	334			0
1376						116	66	356			0
1377						166	95	512			0
1378						188	108	578			0
1379						55	211	1,151			100,096
1380						18	69	375			100,096
1381						25	96	525			100,096
1382						38	145	790			100,096
1383						59	127	679			100,096
1384						25	43	227			100,096
1385						31	377	157			100,096
1386						27	103	561			100,096
1387						22	83	453			100,096
1388						386	58	149			100,096
1389						116	100	505			100,096
1390						17	66	360			100,096
1391						11	44	239			100,096
1392						54	76	398			100,096
1393						144	14	14			100,096
1394											100,096
1395						231	199	95			0
1396						74	284	1,548			0
1397						12	47	257			0
1398						5	18	98			0
1399						19	73	397			0
1400						6	22	119			0
1401						23	194	77			0
1402						5	21	113			0
1403						117	757	1,181			0
1404						51	196	1,069			0
1405						313	333	1,714			0
1406							0	851			0
1407						77	70	317			27,500

Analysis Year:	2040	*Reference Number:*	01232
RunId:	Bo10	*Build Date:*	11/10/2005
Land Use:	Bo10	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment	Median Income
1408	138			344	220	3	21	4			119,951
1409						187	629	1,767			119,951
1410		84		201	125		2	1			119,951
1411						4	10	0			27,500
1412	57			143	91	1	9	2			119,697
1413		31		75	47	44	210	167			119,697
1414	80	0	0	237	113	2	57	53	4	0	119,697
1415	145			363	233	3	29	13			119,697
1416	188			470	301	4	28	6			93,006
1417	53			133	85	1	8	2			119,697
1418	56			140	90	1	8	2			104,110
1419	164			411	263	3	25	5			119,697
1420	442			1,104	707	9	66	13			104,110
1421	110	391		981	697	373	265	710	636		104,110
1422	466			1,164	745	9	70	14			104,110
1423	253			632	404	5	168	8			104,110
1424		1,373		2,334	1,785		27	14			104,110
1425						18	78	341			104,110
1426	143			359	230	3	54	44			104,110
1427	299	223	68	1,352	814	49	251	473	2,184		100,260
1428	244	144		856	578	638	441	332			115,496
1429	623	68		1,683	1,089	13	105	87	436		107,136
1430	29			71	46	537	291	787			107,136
1431		34		58	44	279	63	218			115,496
1432	195	368		1,364	862	147	192	389			107,136
1433	93	135	270	732	324	16	183	808			76,372
1434							1,634	3,268			76,372
1435	65	27		225	143	49	12	10			91,787
1436		1,302	169	2,382	1,692	17	167	161			69,767
1437								10			77,503
1438						7	26	251	622		69,767
1439		441	59	808	573	136	282	2,321			69,767
1440		267		641	400		5	3			71,467
1441	439	278		1,570	1,064	107	161	41			101,940
1442	41	203		590	370	1	14	3			91,787
1443	119	384		1,182	755	2	29	7			91,787
1444	89	474		1,360	853	2	23	7			91,787

Analysis Year:	**2040**	***Reference Number:***	**01232**
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Network:	Pref04	*Modeler:*	Archie Tan

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment	Median Income
1445	125	458		1,237	537	3	28	8			88,082
1446	118	227		839	529	2	24	6			91,787
1447	79	374		959	415	2	19	6			88,082
1448	78	93		367	162	56	26	40			88,082
1449		86		180	77	137	24	64			88,082
1450		146		305	131	127	46	104			88,082
1451	20	104		259	113	153	50	47			88,082
1452		11		23	10	245	106	245			88,082
1453						246	313	436			88,082
1454	37	155		406	176	377	127	288			88,082
1455	3	363		768	329	217	28	105			88,082
1456	936	115		2,292	1,037	19	143	29			129,233
1457	196	573		1,578	687	38	290	94	389		90,227
1458	329	771		2,282	1,008	49	98	102			90,227
1459	8	180		371	164	372	170	209			90,227
1460	609	221		1,785	803	14	96	24			90,227
1461	175	244		896	394	103	59	99			131,252
1462	29			63	29	1	4	1			131,252
1463		468		796	374	307	40	70			131,252
1464	39	2,807		5,980	2,565	192	104	106			98,125
1465		377		830	377	179	25	120			94,839
1466		142		340	212	346	853	436			94,839
1467		1,126		1,914	1,463		23	11			81,284
1468								48	320		118,212
1469		981		2,206	1,429		342	359	2,095		81,284
1470		485		1,165	728	182	31	82			118,212
1471	437			1,093	699	9	67	13			122,550
1472						315	63	210			101,634
1473		285		485	371		6	3			101,634
1474	160	897		2,062	1,461	109	59	26			100,935
1475						6	388	574	52		100,935
1476		216		518	323		4	2			141,139
1477	475			1,188	760	10	71	14			141,139
1478		48		114	71		1	0			141,139
1479	96	51		363	230	2	15	3			141,139
1480		213		458	304		4	2			160,575
1481	96	173		655	413	6	18	5			160,575

Analysis Year:	2040	***Reference Number:***	01232		
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NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment	Median Income
1482	135	110		553	367	21	131	5			160,575
1483	20			50	32	0	3	1			160,575
1484						189	893	2,542			110,553
1485						1,638	458	583			110,553
1486		233		396	303	363	547	2,233			109,129
1487		66		157	98	102	727	343			109,129
1488		116		278	174		2	1			109,129
1489		217		520	325	9	5	3			109,129
1490						14	52	285			109,129
1491						150	1,003	1,468			0
1492						142	249	1,136			0
1493						57	218	1,190			0
1494						189	214	84			0
1495	381	73		991	446	99	302	505			124,795
1496	66	367		861	383	1	17	7	12		124,795
1497	129	236		761	337	3	24	6			137,480
1498	211	43		537	245	173	62	82			137,480
1499	178			392	178	4	27	5			137,480
1500	169			423	271	3	26	5			91,364
1501	764	0		1,681	764	217	162	141			124,795
1502	167	0		368	167	195	59	105			137,480
1503	47	0		103	47	161	27	42			124,795
1504	515	0		1,287	824	170	107	68			107,624
1505	801	0		2,002	1,281	127	178	129			107,624
1506	345	6		872	559	7	52	10			107,624
1507	135			337	216	3	21	4			147,455
1508	183	130		771	489	4	71	125	790		101,649
1510	190			475	304	4	29	6			101,649
1511	19			48	30	128	16	13			101,649
1512		234		561	351		5	2			101,649
1513	331	100		967	554	7	221	10			119,988
1514	39			97	62	1	6	1			119,988
1515		369		627	479		66	4			135,548
1516		164		293	120		72	89			119,658
1517		152		258	198	144	141	249	1,186		119,658
1518	419	64		1,200	766	8	65	13			162,729
1519	447			1,119	716	9	76	13			135,548

Analysis Year:	**2040**	***Reference Number:***	**01232**		
RunId:	Bo10	*Build Date:*	11/10/2005		
Land Use:	Bo10	*Build Time:*	2:00:00 PM		
Network:	Pref04	*Modeler:*	Archie Tan		

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment	Median Income
1520	197			492	315	4	29	6			119,658
1521	551			1,378	882	11	88	91	498		135,548
1522	113	114		556	352	195	44	55			162,729
1523	201			504	322	103	40	16			72,075
1524											72,075
1525		1,091		1,854	1,418		22	11			121,084
1526	390			974	623	8	94	56			121,084
1527		0		0	0		11	0			121,084
1528							72	26			121,084
1529	146			366	234	3	22	4			87,262
1530	21	270		511	384	0	153	9			153,980
1531	202	237	2	791	559	89	61	43	0	0	107,624
1532	21	0	0	66	35	0	0	68	450	0	192,222
1533											192,222
1534	140			349	223	3	21	94	600		159,078
1535	190	1,330		3,108	2,139	4	55	19			87,262
1536		46		109	68	206	21	21			117,606
1537	93	103		479	303	2	16	4			117,606
1538	137			342	219	3	21	4			90,029
1539	150			375	240	26	293	117			94,713
1540						49	583	243			161,000
1541	52			131	84	1	8	2			91,364
1542											181,991
1543						109	1,307	545			147,455
1544	169			423	271	3	25	5			102,361
1545	295			739	473	6	44	9			97,151
1546											159,078
1547	201			504	322	4	30	6			159,078
1548	106	503		1,472	924	2	26	8			159,078
1549	58			145	93	1	9	2			159,078
1550	170	306		1,159	731	3	32	8			88,257
1551											80,785
1552											0
1553	63	67		316	200	1	11	3			117,606
1554	197	80		683	434	4	31	7			74,470
1555						261	187	92			74,470
1556		1,098		1,867	1,427		22	11			45,384

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	Bo10	*Build Date:*	11/10/2005
Land Use:	Bo10	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment	Median Income
1557											45,384
1558		947		1,610	1,231	14	72	462			77,503
1559	203	214		870	602	108	97	469			77,503
1563						46	179	975			27,500
1618	6			14	9	0	1	0			121,084
1671	131			328	210	24	100	443			62,521
1672	11			29	18	0	2	0			62,521
1673						47	128	690			62,521
1674						238	62	237			62,521
1675	148			371	237	5	32	57			62,521
1676											0
1713							1,168	2,335			76,372
1714		639		1,087	831		13	6			76,372
1715						37	306	122			76,372
1716			0	0		59	495	198			76,372

Final SED by OCTAM Taz

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	Bo10	*Build Date:*	11/10/2005
Land Use:	Bo10	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

OCTAM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment	Median Income
2327						384	776	3,878			82,500
2328	1,454			3,634	2,326	1,573	1,616	7,137			312,606
2331											0
2336						16,448	25,765	105,335			1,601,541
2337						4,357	2,490	13,347			0
2338						1,092	1,586	10,902			0
2339						289	1,634	4,021			0
2340						950	1,588	5,701			0
2341						117	757	1,181			0
2375	21	270		511	384	0	153	9			153,980
2377	42	0	0	131	69	0	0	135	900	0	384,444
2378	170	306		1,159	731	3	32	8			88,257
2381	710	814	20	4,347	2,567	289	116	778	429	0	71,467
2393	517	241	31	1,935	1,114	10	60	204	1,464	0	93,006
2399	608	3,483		7,440	5,500	365	506	2,823			232,509
2400		2,196		3,733	2,855		44	22			90,767
2401	439	278		1,570	1,064	107	161	41			101,940
2402		5,227	684	9,570	6,795	480	1,424	8,200	1,866		209,300
2403	559	4,646	1,620	10,914	6,933	675	22,790	40,429			458,235
2404	2,157	6,572		20,984	13,257	282	513	168			458,936
2405	3,420	17,874		45,031	19,499	15,626	7,662	13,435			880,820
2406	936	115		2,292	1,037	19	143	29			129,233
2407	2,539	1,308		9,354	5,987	2,093	1,764	3,786	1,308		321,409
2408	299	223	68	1,352	814	49	251	473	2,184		100,260
2409	488	357		1,828	1,246	1,833	1,006	1,100			230,992
2410	4,572	6,980		24,063	10,649	1,893	2,615	1,714	1,556		360,907
2411	610	2,136		5,266	2,392	1,231	309	509			393,755
2412	39	2,807		5,980	2,565	192	104	106			98,125
2413	5,029	1,760		14,542	6,559	1,912	2,032	2,779	48		499,180
2414	7,448	969	6	19,807	12,891	1,570	1,595	1,003	0	0	430,495
2415	2,740	1,116		8,232	3,709	1,499	686	796			549,919
2416	1,569	1,455		7,416	4,694	541	479	587	3,160		406,597
2417	739	200		2,128	1,233	16	453	22			239,975
2418	11,757	14,113		53,705	37,250	3,348	5,889	9,159	5,088		832,882
2419	2,999	188	0	8,173	4,992	327	2,016	1,448	21	0	718,180

Analysis Year:	2040	*Reference Number:*	01232		
RunId:	Bo10	*Build Date:*	11/10/2005		
Land Use:	Bo10	*Build Time:*	2:00:00 PM		
Network:	Pref04	*Modeler:*	Archie Tan		

OCTAM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment	Median Income
2420	413	251		1,635	1,037	568	1,955	5,314			359,852
2421		971		2,330	1,456	364	62	260	640		236,423
2422		4,214		8,239	5,786		730	741	4,190		162,568
2423		1,037		2,339	1,179	1,050	1,754	1,112			189,678
2424		3,154		6,755	4,498	2,436	6,671	14,323			545,645
2425						3,655	2,701	6,249			221,106
2426						1,162	2,042	7,230			0
2427						150	1,003	1,468			0
2428	319	1,794		4,124	2,921	229	894	1,200	104		201,871
2429		570		969	741	629	137	425			203,269
2430	2,284	1,258		8,728	5,541	46	368	81			564,556
2431	437			1,093	699	9	67	13			122,550
2432	1,003	1,984		6,862	4,464	109	627	52			642,301
2433	1,976	5,453		14,210	10,251	40	999	466			605,421
2434	403			1,007	644	206	80	32			144,151
2435	2,995	1,106		9,368	6,230	60	691	325	1,494		406,645
2436	1,064	355		3,513	2,235	407	218	137			325,457
2437	590	947		3,128	1,898	444	727	1,033	3,558		358,973
2438	673	2,660		6,947	4,747	13	154	47			174,524
2439	467	644		2,714	1,714	626	145	82			352,818
2440	2,527	2,513		12,348	7,812	51	429	551	3,000		795,390
2441						49	583	243			161,000
2442	137			342	219	3	21	4			90,029
2443	150			375	240	26	293	117			94,713
2444	135			337	216	3	21	4			147,455
2445	443			1,107	708	9	68	13			182,727
2446											181,991
2447						109	1,307	545			147,455
2781											0
2782	295			739	473	6	44	9			97,151
2783											80,785
2785	393	160		1,366	869	530	436	198			148,939
2786	169			423	271	3	25	5			102,361

Final SED For City Of Newport Beach

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	Bo10	*Build Date:*	11/10/2005
Land Use:	Bo10	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

Occupied Single Family Dwelling Units	Occupied Multi - Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment	Median Income
18,324	28,097	566	100,625	60,919	15,108	25,887	51,971	10,270		104,233

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APPENDIX Y

GENERAL PLAN BUILDOUT WITHOUT PROJECT TRIP GENERATION

Total Trip Ends By NBTM TAZ

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	Bo10	*Build Date:*	11/10/2005
Land Use:	bo10	*Build Time:*	2:00:00 PM
Network:	pref04	*Modeler:*	Archie Tan

NBTM TAZ	HO Attr	HO Prod	HSch Attr	HSch Prod	HW Attr	HW Prod	OO Attr	OO Prod	OW Attr	OW Prod	Total
1373	563	0	0	0	387	0	395	404	261	265	2,274
1374	563	0	0	0	387	0	395	404	261	265	2,274
1375	869	0	0	0	584	0	607	621	397	403	3,481
1376	902	0	0	0	619	0	631	646	417	424	3,638
1377	1,296	0	0	0	889	0	908	928	599	609	5,229
1378	1,465	0	0	0	1,005	0	1,026	1,049	678	688	5,912
1379	615	0	0	0	1,629	0	603	649	836	857	5,188
1380	201	0	0	0	531	0	197	212	273	279	1,692
1381	281	0	0	0	743	0	275	296	381	391	2,367
1382	422	0	0	0	1,118	0	414	446	574	588	3,562
1383	558	0	0	0	995	0	478	505	537	550	3,623
1384	223	0	0	0	339	0	183	192	188	192	1,317
1385	430	0	0	0	650	0	399	405	361	399	2,645
1386	300	0	0	0	794	0	294	316	407	417	2,528
1387	242	0	0	0	641	0	237	256	329	337	2,042
1388	2,823	0	0	0	682	0	1,802	1,808	733	739	8,586
1389	937	0	0	0	829	0	684	704	519	529	4,202
1390	192	0	0	0	509	0	189	203	261	268	1,623
1391	128	0	0	0	339	0	125	135	174	178	1,079
1392	469	0	0	0	608	0	370	386	347	355	2,534
1393	1,044	0	0	0	198	0	659	659	247	248	3,055
1395	1,770	0	0	0	604	0	1,177	1,181	540	560	5,831
1396	828	0	0	0	2,192	0	812	874	1,124	1,153	6,981
1397	137	0	0	0	363	0	134	145	186	191	1,157
1398	53	0	0	0	139	0	52	55	71	73	443
1399	212	0	0	0	562	0	208	224	288	295	1,789
1400	64	0	0	0	169	0	62	67	87	89	537
1401	272	0	0	0	339	0	236	239	195	215	1,496
1402	60	0	0	0	159	0	59	63	82	84	507
1403	1,340	0	0	0	2,363	0	1,218	1,265	1,279	1,355	8,820
1404	571	0	0	0	1,513	0	560	603	776	796	4,818
1405	2,593	0	0	0	2,714	0	1,952	2,021	1,627	1,660	12,567
1406	85	0	0	0	979	0	170	204	460	460	2,358
1407	624	0	0	0	535	0	454	467	337	344	2,761
1408	102	698	0	48	45	267	114	114	47	21	1,457

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	Bo10	*Build Date:*	11/10/2005
Land Use:	bo10	*Build Time:*	2:00:00 PM
Network:	pref04	*Modeler:*	Archie Tan

NBTM TAZ	HO Attr	HO Prod	HSch Attr	HSch Prod	HW Attr	HW Prod	OO Attr	OO Prod	OW Attr	OW Prod	Total
1409	1,835	0	0	0	2,970	0	1,571	1,642	1,630	1,693	11,341
1410	36	354	0	28	11	152	55	55	18	2	711
1411	34	0	0	0	16	0	24	24	12	13	124
1412	42	289	0	20	19	111	47	47	19	9	602
1413	453	133	0	11	487	57	378	385	293	308	2,503
1414	89	416	3	33	136	140	105	107	82	71	1,181
1415	112	736	0	51	66	282	126	126	58	32	1,589
1416	134	847	0	66	62	365	145	145	64	29	1,857
1417	39	269	0	19	18	103	44	44	18	8	562
1418	41	265	0	20	18	109	45	45	19	9	570
1419	122	832	0	58	54	319	136	136	56	25	1,737
1420	321	2,092	0	155	146	857	351	351	149	68	4,490
1421	3,105	1,981	560	137	1,600	840	2,286	2,314	1,240	1,166	15,228
1422	338	2,205	0	163	154	903	370	370	157	71	4,731
1423	248	1,197	0	88	233	490	279	279	163	130	3,108
1424	570	5,074	0	327	185	2,146	854	855	298	27	10,335
1425	203	0	0	0	502	0	196	210	260	267	1,639
1426	124	679	0	50	130	278	141	143	89	66	1,702
1427	762	2,268	1,922	189	942	990	778	797	589	509	9,744
1428	5,031	1,783	0	120	1,665	699	3,448	3,461	1,543	1,512	19,263
1429	501	3,251	384	236	305	1,319	565	569	269	141	7,540
1430	4,107	137	0	10	1,860	55	2,767	2,799	1,465	1,488	14,687
1431	2,076	135	0	8	647	53	1,358	1,367	608	608	6,860
1432	1,442	2,393	0	191	894	1,045	1,200	1,216	673	580	9,635
1433	385	888	0	102	1,182	402	471	503	618	591	5,142
1434	1,144	0	0	0	5,637	0	1,634	1,765	2,745	2,908	15,832
1435	403	386	0	32	91	174	284	284	109	92	1,855
1436	703	3,923	0	333	527	2,041	911	917	474	231	10,060
1437	1	0	0	0	11	0	2	2	5	5	27
1438	86	0	547	0	326	0	96	106	162	164	1,487
1439	1,518	1,329	0	113	3,195	691	1,485	1,578	1,729	1,669	13,306
1440	102	860	0	90	36	486	149	149	58	5	1,934
1441	1,187	3,075	0	220	428	1,287	1,019	1,021	434	306	8,976
1442	113	924	0	83	46	449	155	155	60	13	1,999
1443	241	1,921	0	165	95	916	323	323	126	28	4,140
1444	254	2,127	0	190	93	1,036	352	352	133	23	4,561
1445	272	2,133	0	173	103	667	366	366	142	28	4,250

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	Bo10	*Build Date:*	11/10/2005
Land Use:	bo10	*Build Time:*	2:00:00 PM
Network:	pref04	*Modeler:*	Archie Tan

NBTM TAZ	HO Attr	HO Prod	HSch Attr	HSch Prod	HW Attr	HW Prod	OO Attr	OO Prod	OW Attr	OW Prod	Total
1446	176	1,356	0	118	71	642	227	228	90	24	2,931
1447	205	1,641	0	134	76	516	281	281	108	19	3,262
1448	493	660	0	51	157	201	373	375	161	129	2,600
1449	1,039	298	0	25	267	96	694	696	285	271	3,671
1450	1,006	507	0	43	333	163	705	709	317	292	4,075
1451	1,178	445	0	36	299	140	797	799	324	304	4,321
1452	1,849	38	0	3	688	12	1,224	1,234	591	600	6,238
1453	1,973	0	0	0	1,144	0	1,383	1,400	817	848	7,565
1454	2,882	698	0	57	930	219	1,939	1,951	873	847	10,395
1455	1,731	1,274	0	107	439	409	1,226	1,230	494	424	7,335
1456	754	5,340	0	321	324	1,285	868	869	342	146	10,248
1457	751	2,858	342	221	563	853	812	816	440	315	7,972
1458	873	4,134	0	319	396	1,250	938	942	412	202	9,467
1459	2,858	662	0	52	882	203	1,926	1,935	847	827	10,192
1460	537	3,425	0	250	249	995	613	614	262	112	7,057
1461	976	1,981	0	125	341	489	794	798	337	259	6,101
1462	22	150	0	9	10	36	24	24	10	4	289
1463	2,440	1,997	0	111	526	462	1,730	1,733	647	557	10,203
1464	2,583	10,535	0	837	748	3,189	2,645	2,649	997	438	24,620
1465	1,460	1,377	0	116	409	467	1,065	1,070	441	368	6,773
1466	3,061	525	0	48	2,398	258	2,473	2,477	1,498	1,800	14,537
1467	442	3,622	0	268	151	1,760	649	650	245	22	7,807
1468	5	0	282	0	55	0	10	12	26	26	415
1469	581	3,318	1,844	309	905	1,732	829	844	596	434	11,390
1470	1,537	2,040	0	163	488	884	1,212	1,212	480	447	8,463
1471	326	2,239	0	153	146	848	364	364	149	68	4,656
1472	2,318	0	0	0	675	0	1,496	1,504	654	661	7,308
1473	118	1,039	0	68	38	445	176	176	62	6	2,127
1474	1,255	4,042	0	289	328	1,762	1,166	1,167	435	229	10,673
1475	291	0	46	0	1,112	0	372	395	551	590	3,358
1476	98	1,010	0	72	29	393	150	150	47	4	1,953
1477	362	2,619	0	166	157	921	412	413	161	73	5,285
1478	21	222	0	16	6	86	33	33	10	1	430
1479	96	769	0	51	39	280	119	119	44	16	1,532
1480	100	1,068	0	64	29	368	156	157	46	4	1,992
1481	187	1,449	0	92	61	501	233	233	77	25	2,857
1482	342	1,345	0	77	205	444	350	350	164	128	3,407

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	Bo10	*Build Date:*	11/10/2005
Land Use:	bo10	*Build Time:*	2:00:00 PM
Network:	pref04	*Modeler:*	Archie Tan

NBTM TAZ	HO Attr	HO Prod	HSch Attr	HSch Prod	HW Attr	HW Prod	OO Attr	OO Prod	OW Attr	OW Prod	Total
1483	16	118	0	7	7	39	18	18	7	3	232
1484	2,062	0	0	0	4,167	0	1,895	1,996	2,211	2,300	14,630
1485	12,083	0	0	0	3,081	0	7,764	7,787	3,211	3,257	37,183
1486	3,205	885	0	55	3,638	364	2,552	2,641	2,161	2,169	17,669
1487	1,158	263	0	22	1,472	119	1,062	1,070	832	961	6,958
1488	49	465	0	39	16	211	73	73	25	2	953
1489	156	869	0	73	42	394	178	178	63	20	1,973
1490	152	0	0	0	403	0	149	161	207	212	1,283
1491	1,727	0	0	0	3,014	0	1,570	1,628	1,634	1,735	11,308
1492	1,259	0	0	0	1,756	0	1,015	1,060	990	1,015	7,094
1493	636	0	0	0	1,684	0	624	671	864	886	5,365
1494	1,476	0	0	0	560	0	996	999	476	497	5,004
1495	1,147	2,244	0	139	1,087	553	1,023	1,044	703	643	8,582
1496	209	1,878	11	121	73	474	299	299	103	18	3,485
1497	203	1,748	0	107	74	418	273	274	95	24	3,216
1498	1,420	1,316	0	75	391	303	1,005	1,009	410	365	6,294
1499	135	953	0	55	59	221	153	154	60	27	1,817
1500	121	756	0	59	57	328	130	131	58	26	1,665
1501	2,057	3,882	0	235	673	946	1,597	1,603	673	536	12,202
1502	1,535	895	0	52	430	207	1,047	1,052	438	410	6,066
1503	1,198	238	0	14	269	58	778	779	305	299	3,938
1504	1,545	2,477	0	180	449	999	1,159	1,162	476	384	8,831
1505	1,420	3,852	0	280	579	1,554	1,195	1,201	540	397	11,018
1506	254	1,680	0	122	115	678	280	280	118	53	3,580
1507	104	762	0	47	45	262	119	119	46	21	1,525
1508	219	1,361	695	108	261	593	273	278	179	123	4,090
1510	137	890	0	67	63	369	150	150	64	29	1,919
1511	939	89	0	7	182	37	599	599	225	223	2,899
1512	96	901	0	79	31	426	144	144	51	5	1,877
1513	377	2,070	0	135	316	676	442	443	235	171	4,866
1514	29	197	0	14	13	76	32	32	13	6	412
1515	194	1,606	0	88	117	576	288	288	115	48	3,320
1516	114	663	0	41	202	150	166	169	124	99	1,728
1517	1,197	611	1,044	36	629	238	880	890	480	464	6,468
1518	359	2,827	0	168	147	929	429	430	156	66	5,511
1519	343	2,415	0	157	157	868	389	389	156	75	4,949
1520	146	996	0	69	65	382	162	163	67	30	2,078

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	Bo10	*Build Date:*	11/10/2005
Land Use:	bo10	*Build Time:*	2:00:00 PM
Network:	pref04	*Modeler:*	Archie Tan

NBTM TAZ	HO Attr	HO Prod	HSch Attr	HSch Prod	HW Attr	HW Prod	OO Attr	OO Prod	OW Attr	OW Prod	Total
1521	428	2,973	438	193	274	1,069	491	494	230	129	6,720
1522	1,548	1,260	0	78	361	427	1,080	1,082	414	373	6,622
1523	859	818	0	70	203	391	600	601	238	202	3,982
1525	471	4,420	0	260	147	1,705	716	716	237	21	8,692
1526	312	1,984	0	136	221	756	353	355	177	109	4,401
1527	6	0	0	0	13	0	7	7	7	8	46
1528	39	0	0	0	113	0	48	49	57	64	371
1529	104	641	0	51	48	284	111	111	49	22	1,423
1530	214	1,401	0	72	216	462	301	301	155	112	3,235
1531	874	1,826	0	111	266	674	715	717	290	208	5,681
1532	19	142	396	9	80	42	30	33	41	36	828
1534	118	823	528	49	150	271	144	148	96	70	2,396
1535	664	5,390	0	435	242	2,584	927	928	353	55	11,579
1536	1,512	191	0	15	290	83	971	972	362	355	4,751
1537	113	897	0	67	45	367	143	143	54	16	1,845
1538	97	607	0	48	45	265	105	105	46	21	1,340
1539	416	681	0	53	515	291	402	407	310	309	3,383
1540	666	0	0	0	1,006	0	617	627	559	617	4,092
1541	37	233	0	18	17	101	40	40	18	8	514
1543	1,492	0	0	0	2,254	0	1,383	1,405	1,252	1,383	9,169
1544	122	795	0	59	56	328	134	134	57	26	1,711
1545	212	1,356	0	103	97	573	231	231	100	45	2,949
1547	157	1,186	0	70	66	391	182	182	68	31	2,335
1548	319	3,170	0	206	103	1,122	464	464	145	26	6,020
1549	45	341	0	20	19	112	52	52	20	9	672
1550	243	1,842	0	162	97	887	310	311	124	32	4,008
1553	75	593	0	44	30	243	95	95	36	11	1,221
1554	168	1,071	0	96	76	527	189	190	84	32	2,432
1555	1,982	0	0	0	621	0	1,305	1,309	579	598	6,394
1556	391	2,704	0	261	148	1,716	554	555	239	21	6,590
1558	539	2,971	0	225	724	1,480	723	741	504	322	8,229
1559	1,049	1,518	0	122	817	728	868	887	567	494	7,050
1563	521	0	0	0	1,380	0	511	550	708	726	4,396
1618	4	29	0	2	2	11	5	5	2	1	60
1671	324	506	0	46	665	254	323	341	363	347	3,171
1672	8	44	0	4	4	22	8	8	4	2	104
1673	471	0	0	0	994	0	426	453	524	537	3,405

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	Bo10	*Build Date:*	11/10/2005
Land Use:	bo10	*Build Time:*	2:00:00 PM
Network:	pref04	*Modeler:*	Archie Tan

NBTM TAZ	HO Attr	HO Prod	HSch Attr	HSch Prod	HW Attr	HW Prod	OO Attr	OO Prod	OW Attr	OW Prod	Total
1674	1,771	0	0	0	618	0	1,157	1,167	546	553	5,811
1675	130	572	0	52	124	288	133	135	88	62	1,584
1676	11,248	0	0	0	39,790	0	6,849	6,836	2,450	2,963	70,136
1713	817	0	0	0	4,028	0	1,168	1,261	1,962	2,078	11,314
1714	248	1,991	0	152	86	999	362	363	139	12	4,352
1715	430	0	0	0	535	0	373	378	309	339	2,364
1716	695	0	0	0	866	0	604	612	499	549	3,825

Total Trip Ends By OCTAM TAZ

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	Bo10	*Build Date:*	11/10/2005
Land Use:	bo10	*Build Time:*	2:00:00 PM
Network:	pref04	*Modeler:*	Archie Tan

OCTAM TAZ	HO Attr	HO Prod	HSch Attr	HSch Prod	HW Attr	HW Prod	OO Attr	OO Prod	OW Attr	OW Prod	Total
2327	1,179	0	0	0	1,931	0	989	1,041	1,058	1,084	7,281
2336	8,865	0	0	0	10,605	0	6,909	7,172	6,166	6,327	46,044
2337	5,658	0	0	0	3,871	0	3,962	4,051	2,612	2,654	22,807
2338	3,250	0	0	0	5,206	0	2,683	2,828	2,862	2,915	19,744
2339	660	0	0	0	1,367	0	617	649	723	756	4,773
2340	2,735	0	0	0	3,158	0	2,123	2,199	1,851	1,903	13,969
2341	1,340	0	0	0	2,363	0	1,218	1,265	1,279	1,355	8,820
2375	214	1,401	0	72	216	462	301	301	155	112	3,235
2377	19	142	396	9	80	42	30	33	41	36	828
2378	243	1,842	0	162	97	887	310	311	124	32	4,008
2381	2,852	5,682	378	609	1,512	3,126	2,352	2,383	1,256	963	21,114
2393	471	3,233	1,288	271	392	1,358	565	574	314	168	8,634
2399	1,589	4,489	0	347	1,552	2,207	1,593	1,631	1,077	821	15,306
2400	391	2,704	0	261	148	1,716	554	555	239	21	6,590
2401	1,187	3,075	0	220	428	1,287	1,019	1,021	434	306	8,976
2402	2,307	5,252	547	447	4,047	2,732	2,491	2,601	2,365	2,064	24,854
2403	3,719	2,879	0	255	12,333	1,402	4,612	4,882	6,271	6,477	42,829
2404	1,188	6,714	0	588	396	3,217	1,341	1,342	519	180	15,486
2405	12,628	7,693	0	630	4,436	2,423	8,987	9,041	4,111	3,762	53,710
2406	754	5,340	0	321	324	1,285	868	869	342	146	10,248
2407	6,051	5,781	384	437	3,058	2,420	4,533	4,583	2,407	2,209	31,862
2408	762	2,268	1,922	189	942	990	778	797	589	509	9,744
2409	7,107	1,918	0	128	2,312	753	4,806	4,828	2,151	2,120	26,123
2410	5,019	11,080	342	842	2,089	3,302	4,289	4,306	1,962	1,455	34,687
2411	3,438	4,127	0	246	877	987	2,549	2,555	993	820	16,593
2412	2,583	10,535	0	837	748	3,189	2,645	2,649	997	438	24,620
2413	4,611	8,242	11	509	2,103	2,031	3,697	3,725	1,784	1,495	28,208
2414	4,094	9,835	0	693	1,408	3,904	3,350	3,360	1,423	1,042	29,111
2415	3,294	4,912	0	288	953	1,149	2,480	2,487	1,003	827	17,393
2416	1,391	3,241	695	260	538	1,424	1,166	1,172	519	379	10,785
2417	406	2,267	0	149	329	751	475	475	249	177	5,278
2418	4,950	13,494	560	940	2,968	5,623	4,521	4,567	2,376	1,803	41,802
2419	858	2,675	3	191	780	1,011	835	845	525	453	8,176
2420	1,973	1,053	0	76	3,027	419	1,739	1,810	1,695	1,716	13,509

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	Bo10	*Build Date:*	11/10/2005
Land Use:	bo10	*Build Time:*	2:00:00 PM
Network:	pref04	*Modeler:*	Archie Tan

OCTAM TAZ	HO Attr	HO Prod	HSch Attr	HSch Prod	HW Attr	HW Prod	OO Attr	OO Prod	OW Attr	OW Prod	Total
2421	1,542	2,040	282	163	543	884	1,221	1,224	506	473	8,878
2422	1,023	6,940	1,844	577	1,056	3,491	1,478	1,493	840	455	19,198
2423	4,521	1,903	0	164	2,807	725	3,538	3,547	1,938	2,167	21,310
2424	4,720	2,482	0	189	5,569	1,089	4,014	4,123	3,287	3,364	28,837
2425	14,145	0	0	0	7,248	0	9,659	9,784	5,421	5,557	51,813
2426	3,371	0	0	0	4,000	0	2,634	2,730	2,330	2,398	17,463
2427	1,727	0	0	0	3,014	0	1,570	1,628	1,634	1,735	11,308
2428	1,546	4,042	46	289	1,441	1,762	1,538	1,562	986	820	14,031
2429	2,435	1,039	0	68	714	445	1,671	1,680	716	666	9,435
2430	578	4,621	0	305	231	1,680	715	715	261	94	9,201
2431	326	2,239	0	153	146	848	364	364	149	68	4,656
2432	645	3,980	0	240	301	1,352	758	758	294	160	8,489
2433	831	6,433	0	398	495	2,471	1,128	1,132	480	203	13,571
2434	859	818	0	70	203	391	600	601	238	202	3,982
2435	965	6,994	438	437	549	2,513	1,167	1,171	502	252	14,989
2436	1,907	4,087	0	246	509	1,356	1,509	1,512	570	439	12,133
2437	1,456	2,270	1,044	146	896	769	1,208	1,222	671	592	10,275
2438	768	6,031	0	486	290	2,868	1,039	1,039	403	77	13,002
2439	1,699	1,682	0	127	364	693	1,209	1,210	452	382	7,817
2440	640	5,520	528	346	338	1,896	843	847	329	136	11,422
2441	666	0	0	0	1,006	0	617	627	559	617	4,092
2442	97	607	0	48	45	265	105	105	46	21	1,340
2443	416	681	0	53	515	291	402	407	310	309	3,383
2444	104	762	0	47	45	262	119	119	46	21	1,525
2445	158	989	0	77	74	429	171	171	75	34	2,179
2447	1,492	0	0	0	2,254	0	1,383	1,405	1,252	1,383	9,169
2782	212	1,356	0	103	97	573	231	231	100	45	2,949
2785	2,150	1,071	0	96	697	527	1,494	1,498	663	630	8,826
2786	122	795	0	59	56	328	134	134	57	26	1,711

Total Trip Ends For City Of Newport Beach

Analysis Year: 2040 *Reference Number:* 01232
RunId: Without Project *Build Date:* 10/12/2005
Land Use: *Build Time:* 2:00:00 PM
Network: *Modeler:* Archie Tan

HO Attr	HO Prod	HSch Attr	HSch Prod	HW Attr	HW Prod	OO Attr	OO Prod	OW Attr	OW Prod	Total
148,526	195,168	9,041	14,241	112,693	74,938	123,330	125,391	77,664	71,257	952,249

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APPENDIX Z

WITH PROJECT AND CONSTRAINED ROADWAY SYSTEM ASSUMPTIONS
LETTERS

41 Corporate Park, Suite 300 Irvine, CA 92606 949.660.1994 main 949.660.1911 fax www.urbanxroads.com

August 26, 2005

Mr. Elwood Tescher
EIP ASSOCIATES
12301 Wilshire Boulevard, Suite 430
Los Angeles, CA 90025

Subject: Preferred Alternative Circulation Element (Roadway) System Assumptions

Dear Mr. Tescher:

The General Plan Preferred Alternative that will be analyzed in the environmental impact report (EIR) will consist of a combination of a Preferred Land Use alternative and a Preferred Alternative Circulation Element (Roadway) system alternative. This letter provides our recommendation regarding the Preferred Alternative Circulation Element roadway system.

For the traffic analysis of the land use alternatives developed by the General Plan Advisory Committee (GPAC), the General Plan Update Committee approved the use of a "constrained network" as an assumption in the traffic model. This constrained network was developed in response to visioning process input that residents want to minimize further widening and extension of the arterial roadway system, as well as staff and consultant information on roadway improvements that are uncertain due to political or funding issues. Key roadway changes reflected in the constrained network (versus the Currently Adopted General Plan Circulation Element) include:

- No extension of the SR-55 Freeway
- No widening of Coast Highway through Mariner's Mile
- No extension of 19th Street across the Santa Ana River
- No widening of Jamboree Road north of Ford Road

- No grade separation at MacArthur Boulevard/Jamboree Road
- No extension of 17th Street
- No extension of 15th Street to Coast Highway

For the EIR project description, our opinion is that the most prudent approach is to reflect a relatively constrained future system that reflects political and financial realities. However, it is also desirable to include future roadway infrastructure that is likely to be needed to serve future traffic demand. If desired, elimination of these improvements can be adequately analyzed through additional sensitivity analysis, after the model runs using the preferred roadway system are complete.

Based on the aforementioned criteria, it is recommended that the Preferred Alternative Circulation Element roadway system analyzed in the EIR be largely consistent with the constrained network that was used to evaluate the preliminary alternatives, with the following exceptions:

- The 19th Street / Hamilton Avenue connection / crossing of the Santa Ana River should be included.
- Widening of Coast Highway to 6 through lanes through Mariner's Mile (Newport Boulevard to Dover Drive) should be included.

Future traffic deficiencies that would require local roadway widening above and beyond the currently adopted Circulation Element roadway system can be expected in the absence of these roadway additions / widenings. It is our opinion that, if necessary, the overall analysis can still be structured in a manner that addresses the elimination of these improvements in a manner that adequately addresses the environmental analysis requirements associated with the General Plan update. This will allow the decision-making process to explicitly consider the need for these specific improvements.

Urban Crossroads, Inc. is pleased to provide this letter summarizing our guidance related to the General Plan update process. Please feel free to contact me at (949) 660-1994 x210 if you wish to discuss this matter further.

Sincerely,

Carleton Waters, P.E.
Principal

CW:mg
JN:01232-20

Attachment

41 Corporate Park, Suite 300 Irvine, CA 92606 949.660.1994 main 949.660.1911 fax www.urbanxroads.com

January 20, 2005

Mr. Elwood Tescher
EIP ASSOCIATES
12301 Wilshire Boulevard, Suite 430
Los Angeles, CA 90025

Subject: Roadway Network Assumptions

Mr. Tescher:

This letter has been prepared to document the roadway system changes for Baseline conditions for the City of Newport Beach General Plan Update model runs. Urban Crossroads, Inc. staff has been reviewing the City of Newport Beach Memorandum (January 5, 2005) in conjunction with meeting notes from Carleton Waters' January 5 meeting with City of Newport Beach Engineering Department staff, and the email provided on December 29, 2004 by Patricia Temple.

There are several roadway system improvements that have been identified as "uncertain" that will not be included in the new Currently Adopted General Plan Baseline scenario. We have summarized the findings of this review and are requesting your final decisions on the remaining issues. We have numbered each uncertain segment according to pages 24 and 25 of the Newport Beach Circulation Element for ease of reference. The notes in italics after entries provide additional information from the meeting notes.

FROM CITY MEMO (JANUARY 5, 2005)

N/A-Extension of SR 55 to south of 17th Street
2-Widening of Coast Highway through Mariner's Mile

11-Widening of Jamboree Road from Eastbluff/Ford Road to SR 73
5-Grade separation at the MacArthur Boulevard/Jamboree Road intersection *(grade separation that "shall be considered" – has been considered via studies. No approval or adoption as a result).*
28-19th Street extension/ bridge
24,25-Bluff Road *(Bluff is in except for Min. Alt)*
27-17th Street extension
21,22,23-15th Street extension to Coast Highway

FROM PATTY TEMPLE'S EMAIL (DECEMBER 29, 2004)

12-Bayview Way extension to MacArthur Boulevard (build 4 lanes) *(of interest to TCA as HOV ramp location)*
20-Widen Dover Drive from Cliff to Westcliff (widen to 6 lanes) *(not in baseline from Cliff to Coast, but shown as Major on current plan)*
13-Widen MacArthur Boulevard from San Miguel to Coast Highway (widen to 6 lanes) *(Rich and Carleton felt this should be included)*

FROM MEETING (JANUARY 5, 2005) BETWEEN CARLETON WATERS AND CITY OF NEWPORT BEACH ENGINEERING DEPARTMENT STAFF

26-16th from Dover to Seagull (widen to 4 lanes) *(not in, no demand, ok by us)*
55-Jamboree & Bayview (intersection improvements associated with Bayview extension to MacArthur)

SUMMARY

Our recommendation is to eliminate all of these uncertain improvements with the exception of #13 (widen MacArthur Boulevard from San Miguel to Coast Highway to 6

lanes). Please provide direction on these uncertain improvements at your earliest convenience. Urban Crossroads, Inc. is pleased to provide this letter report for your use. Please do not hesitate to give us a call if you have any questions.

Sincerely,

URBAN CROSSROADS, INC.

Carleton Waters, P.E.
Principal

CW:MW:mg
JN:01232-09

Attachments

xc:
Ms. Sharon Wood, CITY OF NEWPORT BEACH
Mr. Rich Edmonston, CITY OF NEWPORT BEACH
Ms. Tamara Campbell, CITY OF NEWPORT BEACH
Ms. Harriet Lai Ross, EIP ASSOCIATES
Ms. Linda Tatum, EIP ASSOCIATES

APPENDIX AA

GENERAL PLAN BUILDOUT WITHOUT PROJECT SCENARIO INTERSECTION CAPACITY UTILIZATION (ICU) WORKSHEETS (EXISTING LANES)

1a. Bluff & Coast Hw.

General Plan Without Project w/ 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	180	.056*	120	.038*
SBT	0	0	0		0	
SBR	2	3200	315	.098	380	.119
EBL	2	3200	633	.198*	563	.176*
EBT	3	4800	2687	.560	1967	.410
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	2070	.431*	3000	.625*
WBR	1	1600	210	.131	300	.188

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION	.685	.839

1b. 15th St. & Coast Hw.

General Plan Without Project w/ 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	180	.056*	120	.038*
SBT	0	0	0		0	
SBR	2	3200	315	.098	380	.119
EBL	2	3200	740	.231*	690	.216*
EBT	3	4800	3140	.654	2410	.502
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	2165	.451*	3073	.640*
WBR	1	1600	220	.138	307	.192

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION	.738	.894

2. Superior & Placentia

General Plan Without Project

	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	130	.081*
NBT	2	3200	960	.300*	450	.141
NBR	1	1600	50	.031	30	.019
SBL	1	1600	70	.044*	50	.031
SBT	2	3200	300	.094	730	.228*
SBR	d	1600	20	.013	10	.006
EBL	1	1600	10	.006	10	.006
EBT	1	1600	480	.300*	370	.231*
EBR	1	1600	160	.100	230	.144
WBL	0.5		10	{.006}*	20	{.012}*
WBT	1.5	3200	370	.134	540	.213
WBR	0		50		120	
TOTAL CAPACITY UTILIZATION				.650		.552

3. Superior & Coast Hw.

General Plan Without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		190		400	
NBT	1.5	4800	500	.171*	220	.158*
NBR	0		130		140	
SBL	1.5		160		230	
SBT	1.5	4800	160	.067*	400	.131*
SBR	2	3200	20	.006	420	.131
EBL	2	3200	510	.159	70	.022*
EBT	3	4800	2790	.581*	1450	.302
EBR	d	1600	250	.156	300	.188
WBL	1	1600	110	.069*	250	.156
WBT	4	6400	560	.088	2790	.436*
WBR	d	1600	230	.144	200	.125

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .888 .747

4. Newport & Hospital

General Plan Without Project

	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	250	.156*
NBT	3	4800	2140	.446*	1200	.250
NBR	1	1600	10	.006	80	.050
SBL	1	1600	50	.031*	20	.013
SBT	3	4800	1410	.294	2050	.427*
SBR	d	1600	230	.144	190	.119
EBL	2	3200	140	.044	150	.047
EBT	1	1600	360	.225*	280	.175*
EBR	1	1600	100	.063	20	.013
WBL	1	1600	70	.044*	250	.156*
WBT	2	3200	290	.103	270	.113
WBR	0	0	40		90	

TOTAL CAPACITY UTILIZATION .746 .914

5. Newport & Via Lido

General Plan Without Project

	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	3	4800	1790	.373*	1010	.210*
NBR	1	1600	20	.013	30	.019
SBL	2	3200	540	.169*	590	.184*
SBT	3	4800	750	.156	1550	.323
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	30	.019*	10	.006*
WBT	0	0	0		0	
WBR	2	3200	390	.122	510	.159

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .561 .400

6. Newport & 32nd

General Plan Without Project

	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	110	.069
NBT	2	3200	1030	.322*	830	.259*
NBR	d	1600	20	.013	30	.019
SBL	1	1600	60	.038	80	.050
SBT	2	3200	800	.291*	1370	.513*
SBR	0	0	130		270	
EBL	1.5		460		160	
EBT	0.5	3200	80	.169*	90	.078*
EBR	1	1600	20	.013	20	.013
WBL	0.5		50		30	
WBT	1.5	3200	60	.034*	70	.031*
WBR	f		200		220	

Note: Assumes N/S Split Phasing
Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .816 .881

7. Riverside & Coast Hw.

General Plan Without Project

	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	.019*
NBR	d	1600	0	.000	10	.006
SBL	0	0	110		110	{.069}*
SBT	1	1600	10	.075*	10	.075
SBR	1	1600	350	.219	400	.250
EBL	1	1600	200	.125	350	.219*
EBT	2	3200	2780	.872*	2180	.684
EBR	0	0	10		10	
WBL	1	1600	10	.006*	10	.006
WBT	3	4800	1670	.348	2930	.610*
WBR	1	1600	40	.025	50	.031

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

TOTAL CAPACITY UTILIZATION .978 .917

8. Tustin & Coast Hw.

General Plan Without Project

	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		70	
SBT	1	1600	0	.031*	0	.056*
SBR	0	0	20		20	
EBL	1	1600	70	.044	100	.063
EBT	2	3200	2810	.881*	2230	.700*
EBR	0	0	10		10	
WBL	0	0	0		0	
WBT	3	4800	1790	.373	3050	.635
WBR	1	1600	60	.038	150	.094

TOTAL CAPACITY UTILIZATION .912 .756

9. MacArthur & Campus

General Plan Without Project

	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	290	.181*
NBT	4	6400	1460	.228*	1510	.236
NBR	1	1600	110	.069	80	.050
SBL	1	1600	260	.163*	160	.100
SBT	4	6400	1120	.175	1330	.208*
SBR	1	1600	500	.313	910	.569
EBL	2	3200	770	.241*	510	.159*
EBT	3	4800	1010	.210	650	.135
EBR	d	1600	200	.125	130	.081
WBL	2	3200	50	.016	160	.050
WBT	3	4800	620	.129*	1460	.304*
WBR	f		70		190	
Right Turn Adjustment					SBR	.361*
TOTAL CAPACITY UTILIZATION				.761		1.213

10. MacArthur & Birch

General Plan Without Project

	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	160	.100*
NBT	3	4800	1320	.275*	1040	.217
NBR	1	1600	120	.075	60	.038
SBL	1	1600	240	.150*	90	.056
SBT	4	6400	830	.173	1230	.234*
SBR	0	0	290	.181	270	
EBL	1.5		480		420	
EBT	1.5	4800	560	.225*	490	.202*
EBR	0		40		60	
WBL	1	1600	40	.025	140	.088
WBT	2	3200	310	.097*	980	.306*
WBR	f		10		340	
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION				.747		.842

11. Von Karman & Campus

General Plan Without Project

	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	10	.006*
NBT	2	3200	830	.259*	590	.184
NBR	f		40		50	
SBL	1	1600	40	.025*	160	.100
SBT	2	3200	620	.225	1050	.419*
SBR	0	0	100		290	
EBL	1	1600	370	.231*	240	.150*
EBT	2	3200	690	.216	920	.288
EBR	1	1600	50	.031	60	.038
WBL	1	1600	70	.044	40	.025
WBT	2	3200	450	.181*	1010	.359*
WBR	0	0	130		140	
TOTAL CAPACITY UTILIZATION				.696		.934

12. MacArthur & Von Karman

General Plan Without Project

	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	60	.038*
NBT	3	4800	1470	.306*	900	.188
NBR	1	1600	600	.375	190	.119
SBL	1	1600	60	.038*	120	.075
SBT	3	4800	600	.125	1240	.258*
SBR	1	1600	190	.119	110	.069
EBL	1	1600	40	.025*	160	.100
EBT	2	3200	160	.050	300	.094*
EBR	f		40		120	
WBL	2	3200	170	.053	850	.266*
WBT	1	1600	220	.138*	210	.131
WBR	f		70		100	
Right Turn Adjustment			NBR	.069*		
TOTAL CAPACITY UTILIZATION				.576		.656

13. Jamboree & Campus

General Plan Without Project

	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	150	.047*
NBT	4	6400	1930	.347*	1930	.402
NBR	0	0	290		730	.456
SBL	2	3200	640	.200*	480	.150
SBT	3	4800	1800	.450	2570	.592*
SBR	0	0	360		270	
EBL	2	3200	180	.056	680	.213*
EBT	2	3200	290	.091*	830	.259
EBR	f		30		30	
WBL	2	3200	870	.272*	340	.106
WBT	2	3200	860	.269	660	.206*
WBR	1	1600	130	.081	530	.331
Right Turn Adjustment					WBR	.125*
TOTAL CAPACITY UTILIZATION				.910		1.183

14. Jamboree & Birch

General Plan Without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	450	.281*	150	.094*
NBT	3	4800	1940	.421	1890	.400
NBR	0	0	80		30	
SBL	1	1600	10	.006	90	.056
SBT	3	4800	2040	.425*	2010	.419*
SBR	f		930		380	
EBL	1.5		210		710	
EBT	0.5	3200	90	.094*	20	.228*
EBR	f		10		470	
WBL	0	0	80		60	
WBT	1	1600	70	.200*	80	.094*
WBR	0	0	170		10	
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION				1.000		.835

15. Campus & Bristol (N)

General Plan Without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	530	.166	600	.188*
NBT	3	4800	3190	.665*	1690	.352
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6400	470	.073	1840	.288*
SBR	2	3200	400	.125	1280	.400
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	300	.094	550	.172
WBT	4	6400	1780	.320*	2930	.477*
WBR	0	0	270		120	
Right Turn Adjustment					SBR	.112*
TOTAL CAPACITY UTILIZATION				.985		1.065

16. Birch & Bristol (N)

General Plan Without Project

	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	1380	.431*	470	.147
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1.5	6400	190	.067	840	.372*
SBR	2.5		240		1540	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		460	.288	550	
WBT	3.5	8000	1700	.354*	1730	.308*
WBR	0		820	.513	180	
Right Turn Adjustment			WBR	.159*		
TOTAL CAPACITY UTILIZATION				.944		.736

17. Campus/Irvine & Bristol (S)

General Plan Without Project

	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	5	8000	2370	.362*	1770	.267*
NBR	0	0	530		370	
SBL	1	1600	100	.063*	310	.194*
SBT	3	4800	680	.142	2080	.433
SBR	0	0	0		0	
EBL	1.5		1350	{.481}*	540	
EBT	2.5	6400	1730	.481	1300	.288*
EBR	2	3200	660	.206	620	.194
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
TOTAL CAPACITY UTILIZATION				.906		.749

18. Birch & Bristol (S)

General Plan Without Project

	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	2.5	6400	520	.139*	300	.094
NBR	1.5		370		310	.097
SBL	2	3200	230	.072*	460	.144
SBT	2	3200	420	.131	920	.288*
SBR	0	0	0		0	
EBL	1.5		970	{.304}*	290	
EBT	3.5	8000	1250	.304	1430	.231*
EBR	0		210		130	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
TOTAL CAPACITY UTILIZATION				.515		.519

19. Irvine & Mesa

General Plan Without Project

	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	2050	.641*	910	.284
NBR	d	1600	620	.388	160	.100
SBL	1	1600	10	.006*	10	.006
SBT	2	3200	1030	.322	2240	.700*
SBR	d	1600	60	.038	210	.131
EBL	1	1600	340	.213	90	.056
EBT	1	1600	340	.244*	80	.181*
EBR	0	0	50		210	
WBL	1	1600	160	.100*	450	.281*
WBT	1	1600	60	.038	600	.375
WBR	1	1600	10	.006	10	.006

TOTAL CAPACITY UTILIZATION .991 1.193

20. Irvine & University

General Plan Without Project

	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	180	.113*
NBT	2	3200	2430	.759*	1070	.334
NBR	1	1600	60	.038	30	.019
SBL	1	1600	90	.056*	40	.025
SBT	2	3200	1010	.316	2640	.825*
SBR	1	1600	120	.075	440	.275
EBL	1	1600	530	.331*	150	.094*
EBT	2	3200	110	.034	30	.009
EBR	d	1600	210	.131	180	.113
WBL	1	1600	20	.013	20	.013
WBT	1	1600	30	.019*	80	.050*
WBR	d	1600	20	.013	50	.031

TOTAL CAPACITY UTILIZATION 1.165 1.082

21. Irvine & Santiago

General Plan Without Project

	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	140	.088*
NBT	2	3200	1490	.469*	1100	.350
NBR	0	0	10		20	
SBL	1	1600	30	.019*	110	.069
SBT	2	3200	950	.297	1810	.566*
SBR	d	1600	40	.025	120	.075
EBL	0	0	160	{.100}*	60	{.037}*
EBT	1	1600	40	.125	70	.081
EBR	d	1600	120	.075	140	.088
WBL	0	0	20		10	
WBT	1	1600	80	.063*	100	.069*
WBR	d	1600	140	.088	70	.044
Right Turn Adjustment			WBR	.025*		
TOTAL CAPACITY UTILIZATION				.676		.760

22. Irvine & Highland

General Plan Without Project

	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	1590	.497*	1330	.416
NBR	d	1600	10	.006	20	.013
SBL	1	1600	20	.013*	20	.013
SBT	2	3200	1150	.359	1670	.522*
SBR	d	1600	20	.013	70	.044
EBL	0	0	80	{.050}*	20	{.012}*
EBT	1	1600	10	.056	20	.025
EBR	d	1600	120	.075	80	.050
WBL	0	0	20		10	
WBT	1	1600	30	.031*	40	.031*
WBR	d	1600	60	.038	10	.006
Right Turn Adjustment			Multi	.013*	EBR	.013*
TOTAL CAPACITY UTILIZATION				.604		.653

23. Irvine & Dover

General Plan Without Project

	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	50	.031
NBT	2	3200	1270	.397*	1060	.331*
NBR	d	1600	20	.013	20	.013
SBL	1	1600	150	.094*	240	.150*
SBT	2	3200	970	.303	1420	.444
SBR	d	1600	20	.013	60	.038
EBL	1	1600	100	.063	40	.025*
EBT	1	1600	190	.156*	120	.156
EBR	0	0	60		130	
WBL	1	1600	20	.013*	40	.025
WBT	1	1600	160	.100	270	.169*
WBR	1	1600	340	.213	280	.175
Right Turn Adjustment			WBR	.107*	WBR	.006*
TOTAL CAPACITY UTILIZATION				.767		.681

24. Irvine & Westcliff

General Plan Without Project

	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	280	.088*
NBT	2	3200	900	.281*	630	.197
NBR	d	1600	30	.019	10	.006
SBL	2	3200	330	.103*	130	.041
SBT	2	3200	650	.203	820	.256*
SBR	d	1600	180	.113	490	.306
EBL	2	3200	400	.125*	360	.113*
EBT	2	3200	430	.159	520	.212
EBR	0	0	80		160	
WBL	1	1600	30	.019	90	.056
WBT	2	3200	380	.134*	860	.297*
WBR	0	0	50		90	
Right Turn Adjustment					SBR	.050*
TOTAL CAPACITY UTILIZATION				.643		.804

25. Dover & Westcliff

General Plan Without Project

	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*	860	.269*
NBT	2	3200	450	.141	700	.219
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1600	430	.269*	340	.213*
SBR	1	1600	50	.031	30	.019
EBL	2	3200	80	.025*	150	.047*
EBT	0	0	0		0	
EBR	f		620		930	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
TOTAL CAPACITY UTILIZATION				.375		.529

26. Dover & 16th

General Plan Without Project

	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*	210	.131
NBT	2	3200	750	.234	1300	.406*
NBR	d	1600	20	.013	60	.038
SBL	1	1600	50	.031	50	.031*
SBT	2	3200	1120	.350*	930	.291
SBR	d	1600	30	.019	50	.031
EBL	0	0	10		20	
EBT	1	1600	10	.013*	30	.031*
EBR	d	1600	260	.163	220	.138
WBL	1	1600	40	.025*	40	.025*
WBT	1	1600	10	.006	30	.019
WBR	1	1600	50	.031	50	.031
Right Turn Adjustment			EBR	.150*	EBR	.107*
TOTAL CAPACITY UTILIZATION				.601		.600

27. Dover & Coast Hw.

General Plan Without Project

	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	60	.038*	90	.056*
NBR	1	1600	60	.038	50	.031
SBL	3	4800	1080	.225*	1010	.210*
SBT	1	1600	60	.038	60	.038
SBR	1	1600	80	.050	110	.069
EBL	2	3200	190	.059	140	.044*
EBT	3	4800	2440	.510*	2040	.429
EBR	0	0	10		20	
WBL	1	1600	40	.025*	60	.038
WBT	3	4800	1750	.365	2980	.621*
WBR	f		690		1150	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .798 .931

28. Bayside & Coast Hw.

General Plan Without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2.5		420		280	
NBT	0.5	4800	30	.117*	20	.067*
NBR	0		110		20	
SBL	1	1600	50	.031*	140	.088*
SBT	1	1600	20	.013	20	.013
SBR	d	1600	50	.031	120	.075
EBL	1	1600	90	.056	140	.088*
EBT	3	4800	3290	.685*	2280	.475
EBR	1	1600	360	.225	620	.388
WBL	1	1600	80	.050*	50	.031
WBT	4	6400	1850	.311	3830	.606*
WBR	0	0	140		50	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .883 .849

29. MacArthur & Jamboree

General Plan Without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	210	.066	240	.075*
NBT	3	4800	1920	.400*	830	.173
NBR	1	1600	600	.375	550	.344
SBL	2	3200	130	.041*	260	.081
SBT	3	4800	500	.104	1600	.333*
SBR	f		120		540	
EBL	2	3200	690	.216	220	.069
EBT	3	4800	1770	.369*	1380	.288*
EBR	f		130		50	
WBL	2	3200	360	.113*	910	.284*
WBT	3	4800	1030	.215	1540	.321
WBR	f		170		160	

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .923 .980

30. Jamboree & Bristol (N)

General Plan Without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	1230	.384	890	.278*
NBT	3	4800	3240	.675*	2500	.521
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2.5	6400	680	.213	1450	.375*
SBR	1.5		690	.216	950	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .675 .653

31. Bayview Place & Bristol (S)

General Plan Without Project

	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	2	3200	80	.025	360	.113
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	4	6400	3670	.573*	3240	.506*
EBR	1	1600	120	.075	10	.006
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.025*	NBR	.113*
TOTAL CAPACITY UTILIZATION				.598		.619

32. Jamboree & Bristol (S)

General Plan Without Project

	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	5	8000	2110	.271*	2320	.304
NBR	0	0	60		110	
SBL	0	0	0		0	
SBT	3	4800	650	.135	1480	.308*
SBR	0	0	0		0	
EBL	1.5		2190	.684*	1080	{.546}*
EBT	1.5	4800	560	.350	1540	.546
EBR	2	3200	1010	.316	1000	.313
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
TOTAL CAPACITY UTILIZATION				.955		.854

33. Jamboree & Bayview Way

General Plan Without Project

	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	70	.044
NBT	4	6400	1990	.323*	2190	.355*
NBR	0	0	80		80	
SBL	1	1600	110	.069*	150	.094*
SBT	4	6400	1400	.219	2260	.353
SBR	1	1600	170	.106	80	.050
EBL	2	3200	40	.013*	90	.028*
EBT	1	1600	10	.006	10	.006
EBR	1	1600	40	.025	180	.113
WBL	1	1600	10	.006	40	.025
WBT	1	1600	10	.006*	10	.006*
WBR	1	1600	60	.038	140	.088
Right Turn Adjustment			Multi	.044*	Multi	.186*
TOTAL CAPACITY UTILIZATION				.455		.669

34. Jamboree & Eastbluff/Univ.

General Plan Without Project

	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	50	.031
NBT	3	4800	1640	.342*	1900	.396*
NBR	1	1600	240	.150	350	.219
SBL	2	3200	130	.041*	190	.059*
SBT	3	4800	1040	.217	1910	.398
SBR	1	1600	280	.175	390	.244
EBL	1.5		520		210	
EBT	0.5	3200	110	.197*	110	.100*
EBR	1	1600	10	.006	10	.006
WBL	1.5		330	.103*	340	.106*
WBT	1.5	4800	120	.075	110	.069
WBR	f		170		210	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION				.683		.661

35. Jamboree & Bison

General Plan Without Project

	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	3	4800	1630	.340*	1850	.385*
NBR	d	1600	310	.194	260	.163
SBL	2	3200	90	.028*	190	.059*
SBT	3	4800	1230	.256	1770	.369
SBR	1	1600	50	.031	90	.056
EBL	1	1600	110	.069*	40	.025*
EBT	0	0	0		0	
EBR	1	1600	80	.050	20	.013
WBL	2	3200	270	.084*	470	.147*
WBT	0	0	0		0	
WBR	2	3200	240	.075	190	.059

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .521 .616

36. Jamboree & Eastbluff/Ford

General Plan Without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	370	.116*	400	.125*
NBT	3	4800	1730	.404	2040	.513
NBR	0	0	210		420	
SBL	1	1600	50	.031	60	.038
SBT	3	4800	1620	.338*	2250	.469*
SBR	1	1600	60	.038	100	.063
EBL	1	1600	160	.100	50	.031
EBT	1	1600	210	.131*	130	.081*
EBR	f		430		370	
WBL	1.5		480		250	
WBT	1.5	4800	530	.210*	150	.083*
WBR	1	1600	90	.056	30	.019

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .795 .758

37. Jamboree & San Joaquin Hills

General Plan Without Project

	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	1390	.290*	2030	.423*
NBR	f		160		150	
SBL	2	3200	610	.191*	580	.181*
SBT	3	4800	1720	.358	2350	.490
SBR	1	1600	40	.025	200	.125
EBL	1.5		280	.088*	90	.028*
EBT	1.5	4800	50	.031	30	.019
EBR	1	1600	50	.031	40	.025
WBL	2	3200	90	.028*	250	.078*
WBT	1	1600	10	.006	50	.031
WBR	f		440		680	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .597 .710

38. Jamboree & Santa Barbara

General Plan Without Project

	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	1640	.342*	1940	.404*
NBR	1	1600	180	.113	90	.056
SBL	2	3200	390	.122*	290	.091*
SBT	3	4800	1370	.285	2070	.431
SBR	1	1600	10	.006	30	.019
EBL	1	1600	60	.038*	20	.013
EBT	1	1600	10	.025	10	.019*
EBR	0	0	30		20	
WBL	1.5		80		470	
WBT	0.5	3200	10	.028*	20	.153*
WBR	1	1600	60	.038	390	.244
Right Turn Adjustment			WBR	.010*	WBR	.091*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .540 .758

39. Jamboree & Coast Hw.

General Plan Without Project

	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	570	.206*	380	.159*
NBR	0	0	90		130	
SBL	1	1600	180	.113*	130	.081*
SBT	2	3200	280	.088	640	.200
SBR	f		920		1830	
EBL	3	4800	1310	.273*	910	.190*
EBT	4	6400	2110	.333	1570	.247
EBR	0	0	20		10	
WBL	2	3200	90	.028	210	.066
WBT	4	6400	1150	.180*	2260	.353*
WBR	f		130		130	
TOTAL CAPACITY UTILIZATION				.772		.783

40. Santa Cruz & San Joaquin H.

General Plan Without Project

	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	390	.122
NBT	1	1600	10	.031*	10	.131*
NBR	0	0	40		200	
SBL	1	1600	20	.013*	10	.006*
SBT	1	1600	10	.006	10	.006
SBR	1	1600	70	.044	60	.038
EBL	1	1600	60	.038	100	.063*
EBT	3	4800	460	.142*	400	.125
EBR	0	0	220		240	.150
WBL	1	1600	230	.144*	30	.019
WBT	3	4800	350	.079	520	.115*
WBR	0	0	30		30	
Right Turn Adjustment			SBR	.028*	SBR	.023*
TOTAL CAPACITY UTILIZATION				.358		.338

41. Santa Rosa & San Joaquin H.

General Plan Without Project

	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	150	.094*
NBT	1	1600	10	.006*	30	.019
NBR	1	1600	170	.106	720	.450
SBL	1	1600	110	.069*	100	.063
SBT	1	1600	20	.013	10	.006*
SBR	1	1600	30	.019	50	.031
EBL	1	1600	40	.025	50	.031
EBT	3	4800	320	.085*	610	.148*
EBR	0	0	90		100	
WBL	2	3200	750	.234*	420	.131*
WBT	3	4800	550	.138	260	.073
WBR	0	0	110		90	
Right Turn Adjustment					Multi	.307*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .394 .686

42. Newport Center & Coast Hw.

General Plan Without Project

	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	30	.009*	290	.091*
SBT	0	0	0		0	
SBR	f		90		820	
EBL	2	3200	560	.175*	340	.106*
EBT	3	4800	1970	.410	1720	.358
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1360	.283*	2030	.423*
WBR	f		170		150	

TOTAL CAPACITY UTILIZATION .467 .620

44. Avocado & San Miguel

General Plan Without Project

	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*	60	.038
NBT	1	1600	150	.094	30	.019*
NBR	1	1600	70	.044	630	.394
SBL	1	1600	40	.025	250	.156*
SBT	1	1600	50	.031*	170	.106
SBR	1	1600	20	.013	10	.006
EBL	1	1600	10	.006*	10	.006
EBT	2	3200	130	.047	680	.244*
EBR	0	0	20		100	
WBL	2	3200	550	.172	390	.122*
WBT	2	3200	500	.225*	610	.209
WBR	0	0	220		60	
Right Turn Adjustment					NBR	.253*
Note: Assumes Right-Turn Overlap for SBR NBR						
TOTAL CAPACITY UTILIZATION				.350		.794

45. Avocado & Coast Hw.

General Plan Without Project

	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*	150	.094*
NBT	1	1600	40	.025	110	.069
NBR	1	1600	260	.163	160	.100
SBL	1.5		80	.050	340	
SBT	0.5	3200	90	.056*	150	.153*
SBR	1	1600	40	.025	310	.194
EBL	1	1600	300	.188*	160	.100
EBT	3	4800	1670	.348	1790	.373*
EBR	d	1600	70	.044	80	.050
WBL	1	1600	140	.088	190	.119*
WBT	3	4800	1570	.327*	1790	.373
WBR	1	1600	130	.081	70	.044
Right Turn Adjustment			NBR	.100*	Multi	.047*
Note: Assumes N/S Split Phasing						
TOTAL CAPACITY UTILIZATION				.734		.786

46. SR-73 NB Ramps & Bison

General Plan Without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		180	{.108}*	230	.072*
NBT	0	4800	0	.108	0	
NBR	1.5		340		90	.056
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	20	.013	10	.006*
EBT	2	3200	1300	.406*	720	.225
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	140	.044	730	.228*
WBR	1	1600	260	.163	850	.531
Right Turn Adjustment					WBR	.303*
TOTAL CAPACITY UTILIZATION				.514		.609

47. SR-73 SB Ramps & Bison

General Plan Without Project

	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	980	.306*	370	.116*
SBT	0	0	0		0	
SBR	f		10		10	
EBL	0	0	0		0	
EBT	2	3200	310	.097*	320	.100*
EBR	1	1600	70	.044	90	.056
WBL	2	3200	50	.016*	330	.103*
WBT	2	3200	290	.091	620	.194
WBR	0	0	0		0	
TOTAL CAPACITY UTILIZATION				.419		.319

48. MacArthur & Bison

General Plan Without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	380	.119	260	.081*
NBT	4	6400	3700	.578*	2680	.419
NBR	f		220		140	
SBL	2	3200	70	.022*	30	.009
SBT	4	6400	2670	.417	3060	.478*
SBR	1	1600	390	.244	430	.269
EBL	2	3200	280	.088*	340	.106*
EBT	2	3200	260	.081	210	.066
EBR	f		200		110	
WBL	2	3200	170	.053	230	.072
WBT	2	3200	270	.084*	410	.128*
WBR	1	1600	10	.006	60	.038

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .772 .793

49. MacArthur & Ford/Bonita Cyn

General Plan Without Project

	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*	80	.025
NBT	4	6400	2070	.323	2420	.378*
NBR	f		130		540	
SBL	2	3200	390	.122	1060	.331*
SBT	4	6400	2950	.461*	2440	.381
SBR	f		10		60	
EBL	2	3200	30	.009*	10	.003
EBT	2	3200	370	.116	650	.203*
EBR	1	1600	90	.056	110	.069
WBL	2	3200	400	.125	270	.084*
WBT	2	3200	890	.278*	370	.116
WBR	f		1700		750	

TOTAL CAPACITY UTILIZATION .792 0.996

50. MacArthur & San Joaquin H.

General Plan Without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	70	.022	20	.006
NBT	3	4800	1540	.321*	1800	.375*
NBR	1	1600	10	.006	20	.013
SBL	2	3200	600	.188*	940	.294*
SBT	3	4800	1780	.371	1870	.390
SBR	f		1070		430	
EBL	2	3200	190	.059*	1040	.325*
EBT	3	4800	310	.073	620	.150
EBR	0	0	40		100	
WBL	1	1600	20	.013	20	.013
WBT	2	3200	680	.213*	370	.116*
WBR	f		1010		540	

TOTAL CAPACITY UTILIZATION .781 1.110

51. MacArthur & San Miguel

General Plan Without Project

	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	190	.059*
NBT	3	4800	1530	.319*	890	.185
NBR	1	1600	350	.219	460	.288
SBL	2	3200	10	.003*	10	.003
SBT	3	4800	1100	.229	1420	.296*
SBR	1	1600	760	.475	560	.350
EBL	2	3200	70	.022	940	.294*
EBT	2	3200	100	.053*	500	.203
EBR	0	0	70		150	
WBL	2	3200	310	.097*	280	.088
WBT	2	3200	340	.106	310	.097*
WBR	d	1600	20	.013	40	.025

Right Turn Adjustment SBR .169*
Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .641 .746

52. MacArthur & Coast Hw.

General Plan Without Project

	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	540	.169*	720	.225*
SBT	0	0	0		0	
SBR	f		380		770	
EBL	2	3200	890	.278*	650	.203*
EBT	3	4800	1090	.227	1540	.321
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1340	.279*	1660	.346*
WBR	f		820		530	

TOTAL CAPACITY UTILIZATION .726 .774

53. SR-73 NB Ramps & Bonita Cyn

General Plan Without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	390	.122*	20	.006*
NBT	0	0	0		0	
NBR	1	1600	620	.388	200	.125
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	800	.250*	1220	.381*
EBR	1	1600	10	.006	10	.006
WBL	1	1600	710	.444*	390	.244*
WBT	2	3200	1270	.397	1190	.372
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.266*	NBR	.119*

TOTAL CAPACITY UTILIZATION 1.082 .750

54. SR-73 SB Ramps & Bonita Cyn

General Plan Without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	190	.059*	170	.053*
NBT	0	0	0		0	
NBR	1	1600	220	.138	350	.219
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	530	.166	800	.250*
EBR	1	1600	160	.100	600	.375
WBL	2	3200	140	.044	230	.072*
WBT	3	4800	1530	.319*	990	.206
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.079*	Multi	.291*
TOTAL CAPACITY UTILIZATION				.457		.666

55. Spyglass Hill & San Miguel

General Plan Without Project

	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	.050	30	.038
NBR	d	1600	170	.106	190	.119
SBL	0	0	40		20	
SBT	1	1600	40	.050*	30	.031*
SBR	1	1600	40	.025	40	.025
EBL	1	1600	50	.031	70	.044
EBT	2	3200	350	.109*	510	.159*
EBR	d	1600	30	.019	50	.031
WBL	1	1600	90	.056*	130	.081*
WBT	2	3200	380	.119	440	.138
WBR	d	1600	30	.019	40	.025
Right Turn Adjustment			NBR	.056*	NBR	.081*
TOTAL CAPACITY UTILIZATION				.296		.371

56. San Miguel & San Joaquin H.

General Plan Without Project

	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	260	.131*	570	.288*
NBR	0	0	160		350	
SBL	1	1600	70	.044*	150	.094*
SBT	2	3200	470	.147	330	.103
SBR	1	1600	380	.238	150	.094
EBL	2	3200	290	.091*	470	.147
EBT	3	4800	620	.131	910	.192*
EBR	0	0	10		10	
WBL	1	1600	390	.244	260	.163*
WBT	3	4800	1320	.296*	680	.156
WBR	0	0	100		70	

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .562 .737

57. Goldenrod & Coast Hw.

General Plan Without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	112	.070*	84	.053*
NBT	1	1600	0	.015	0	.013
NBR	0	0	24		21	
SBL	0	0	61		36	
SBT	1	1600	0	.076*	0	.039*
SBR	0	0	60		27	
EBL	1	1600	30	.019*	33	.021
EBT	2	3200	1003	.313	1869	.584*
EBR	d	1600	43	.027	53	.033
WBL	1	1600	42	.026	22	.014*
WBT	2	3200	2633	.823*	1658	.518
WBR	d	1600	13	.008	13	.008

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .988 .690

58. Marguerite & San Joaquin H.

General Plan Without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		350		250	
NBT	0.5	3200	50	.125*	60	.097*
NBR	1	1600	20	.013	70	.044
SBL	1	1600	50	.031	70	.044
SBT	1	1600	40	.050*	50	.056*
SBR	0	0	40		40	
EBL	1	1600	20	.013*	40	.025
EBT	2	3200	460	.144	950	.297*
EBR	1	1600	150	.094	440	.275
WBL	1	1600	20	.013	110	.069*
WBT	3	4800	1150	.240*	710	.148
WBR	d	1600	80	.050	40	.025

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

TOTAL CAPACITY UTILIZATION .428 .519

59. Marguerite & Coast Hw.

General Plan Without Project

	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	90	.056
NBT	1	1600	180	.163*	200	.156*
NBR	0	0	80		50	
SBL	1	1600	190	.119*	280	.175*
SBT	1	1600	70	.069	120	.094
SBR	0	0	40		30	
EBL	1	1600	70	.044*	70	.044
EBT	2	3200	1360	.425	1850	.578*
EBR	1	1600	40	.025	80	.050
WBL	1	1600	60	.038	140	.088*
WBT	2	3200	2010	.644*	1520	.500
WBR	0	0	50		80	

TOTAL CAPACITY UTILIZATION .970 0.997

60. Spyglass H. & San Joaquin H.

General Plan Without Project

	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	50	.031
NBT	1	1600	10	.019*	10	.025*
NBR	0	0	20		30	
SBL	1	1600	70	.044*	40	.025*
SBT	1	1600	10	.006	10	.006
SBR	d	1600	250	.156	150	.094
EBL	1	1600	80	.050*	280	.175*
EBT	2	3200	660	.206	950	.297
EBR	1	1600	20	.013	60	.038
WBL	1	1600	10	.006	10	.006
WBT	2	3200	1180	.369*	670	.209*
WBR	d	1600	70	.044	90	.056
Right Turn Adjustment			SBR	.131*	SBR	.075*
TOTAL CAPACITY UTILIZATION				.613		.509

61. Poppy & Coast Hw.

General Plan Without Project

	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	10	.013	10	.050*
NBR	0	0	10		70	
SBL	0	0	70		130	{.081}*
SBT	1	1600	10	.056*	10	.094
SBR	0	0	10		10	
EBL	1	1600	10	.006*	30	.019
EBT	2	3200	1480	.466	1920	.606*
EBR	0	0	10		20	
WBL	1	1600	20	.013	30	.019*
WBT	2	3200	1990	.634*	1660	.531
WBR	0	0	40		40	
TOTAL CAPACITY UTILIZATION				.702		.756

62. Newport Coast & SR-73 NB

General Plan Without Project

	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	1500	.469*	970	.303*
NBR	f		490		330	
SBL	0	0	0		0	
SBT	2	3200	600	.188	870	.272
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		430		270	
WBT	0	3200	0	.166*	0	.088*
WBR	0.5		100		10	

TOTAL CAPACITY UTILIZATION .635 .391

64. Newport Coast & San Joaquin

General Plan Without Project

	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	110	.034*
NBT	3	4800	1630	.340*	990	.206
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	1020	.213	1130	.235*
SBR	1	1600	270	.169	460	.288
EBL	1	1600	450	.281*	250	.156*
EBT	0	0	0		0	
EBR	2	3200	170	.053	180	.056
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

Right Turn Adjustment SBR .053*
Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .621 .478

65. Newport Coast & Coast Hw.

General Plan Without Project

	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	10	.006*	10	.006*
NBR	1	1600	10	.006	10	.006
SBL	2	3200	390	.122*	1120	.350*
SBT	1	1600	10	.006	10	.006
SBR	f		240		350	
EBL	1	1600	390	.244*	200	.125*
EBT	3	4800	1030	.215	1650	.344
EBR	1	1600	10	.006	10	.006
WBL	1	1600	10	.006	10	.006
WBT	3	4800	1580	.329*	1210	.252*
WBR	f		1100		500	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION	.701	.733

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APPENDIX BB

GENERAL PLAN BUILDOUT WITHOUT PROJECT SCENARIO
INTERSECTION CAPACITY UTILIZATION (ICU) WORKSHEETS
(WITH IMPROVEMENTS)

LOSD

4. Newport & Hospital

General Plan Without Project w/ Imp

	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	250	.078*
NBT	3	4800	2140	.446*	1200	.250
NBR	1	1600	10	.006	80	.050
SBL	1	1600	50	.031*	20	.013
SBT	3	4800	1410	.294	2050	.427*
SBR	d	1600	230	.144	190	.119
EBL	2	3200	140	.044	150	.047
EBT	1	1600	360	.225*	280	.175*
EBR	1	1600	100	.063	20	.013
WBL	1	1600	70	.044*	250	.156*
WBT	2	3200	290	.103	270	.113
WBR	0	0	40		90	
TOTAL CAPACITY UTILIZATION				.746		.836

BB3

7. Riverside & Coast Hw. LOSE

General Plan Without Project w/ Imp

	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	.019*
NBR	d	1600	0	.000	10	.006
SBL	0.5		110		110	{.069}*
SBT	0.5	1600	10	.075*	10	.075
SBR	1	1600	350	.219	400	.250
EBL	1	1600	200	.125	350	.219*
EBT	3	4800	2780	.581*	2180	.456
EBR	0	0	10		10	
WBL	1	1600	10	.006*	10	.006
WBT	3	4800	1670	.356	2930	.621*
WBR	0	0	40		50	

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

TOTAL CAPACITY UTILIZATION **.687** **.928**

LOSD

7. Riverside & Coast Hw.

General Plan Without Project w/ Imp

	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	.019*
NBR	d	1600	0	.000	10	.006
SBL	0.5		110		110	{.069}*
SBT	0.5	1600	10	.075*	10	.075
SBR	1	1600	350	.219	400	.250
EBL	2	3200	200	.063	350	.109*
EBT	3	4800	2780	.581*	2180	.456
EBR	0	0	10		10	
WBL	1	1600	10	.006*	10	.006
WBT	3	4800	1670	.356	2930	.621*
WBR	0	0	40		50	
Right Turn Adjustment			SBR	.081*	SBR	.065*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .749 .883

8. Tustin & Coast Hw. LOSD

LOS D

General Plan Without Project w/ 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	1	1600	0	.006	0	.006
NBR	0	0	10		10	
SBL	0	0	30		70	
SBT	1	1600	0	.031*	0	.056*
SBR	0	0	20		20	
EBL	1	1600	70	.044	100	.063*
EBT	3	4800	2810	.588*	2230	.467
EBR	0	0	10		10	
WBL	0	0	0		0	
WBT	3	4800	1790	.373	3050	.635*
WBR	1	1600	60	.038	150	.094

TOTAL CAPACITY UTILIZATION .619 .754

LOS E

9. MacArthur & Campus

General Plan Without Project w/ Imp

	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	290	.181*
NBT	4	6400	1460	.228*	1510	.236
NBR	1	1600	110	.069	80	.050
SBL	1	1600	260	.163*	160	.100
SBT	3.5	8000	1120	.203	1330	.277*
SBR	1.5		500		910	.284
EBL	2	3200	770	.241*	510	.159*
EBT	3	4800	1010	.210	650	.135
EBR	d	1600	200	.125	130	.081
WBL	2	3200	50	.016	160	.050
WBT	3	4800	620	.129*	1460	.304*
WBR	f		70		190	
Right Turn Adjustment					SBR	.007*
TOTAL CAPACITY UTILIZATION				.761		.928

BB 6

LOSD

9. MacArthur & Campus

General Plan Without Project w/ Imp

	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	290	.091*
NBT	4	6400	1460	.228*	1510	.236
NBR	1	1600	110	.069	80	.050
SBL	1	1600	260	.163*	160	.100
SBT	3.5	8000	1120	.203	1330	.277*
SBR	1.5		500		910	.284
EBL	2	3200	770	.241*	510	.159*
EBT	3	4800	1010	.210	650	.135
EBR	d	1600	200	.125	130	.081
WBL	2	3200	50	.016	160	.050
WBT	3	4800	620	.129*	1460	.304*
WBR	f		70		190	
Right Turn Adjustment					SBR	.007*
TOTAL CAPACITY UTILIZATION				.761		.838

BB 7

11. Von Karman & Campus

LOSD Alt 1

General Plan Without Project w/ Imp

	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	10	.006*
NBT	2	3200	830	.272*	590	.200
NBR	0	0	40		50	
SBL	1	1600	40	.025*	160	.100
SBT	2	3200	620	.225	1050	.419*
SBR	0	0	100		290	
EBL	2	3200	370	.116*	240	.075*
EBT	2	3200	690	.231	920	.306
EBR	0	0	50		60	
WBL	1	1600	70	.044	40	.025
WBT	2	3200	450	.181*	1010	.359*
WBR	0	0	130		140	
TOTAL CAPACITY UTILIZATION				.594		.859

11. Von Karman & Campus LOSD Alt 2

General Plan Without Project w/ Imp

	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	10	.006*
NBT	2	3200	830	.272*	590	.200
NBR	0	0	40		50	
SBL	1	1600	40	.025*	160	.100
SBT	2	3200	620	.225	1050	.419*
SBR	0	0	100		290	
EBL	1	1600	370	.231*	240	.150*
EBT	2	3200	690	.231	920	.306
EBR	0	0	50		60	
WBL	1	1600	70	.044	40	.025
WBT	3	4800	450	.121*	1010	.240*
WBR	0	0	130		140	
TOTAL CAPACITY UTILIZATION				.649		.815

LOS D Alt 3

11. Von Karman & Campus

General Plan Without Project w/ Imp

	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	10	.006*
NBT	2	3200	830	.259*	590	.184
NBR	f		40		50	
SBL	1	1600	40	.025*	160	.100
SBT	2	3200	620	.194	1050	.328*
SBR	1	1600	100	.063	290	.181
EBL	1	1600	370	.231*	240	.150*
EBT	2	3200	690	.216	920	.288
EBR	1	1600	50	.031	60	.038
WBL	1	1600	70	.044	40	.025
WBT	2	3200	450	.181*	1010	.359*
WBR	0	0	130		140	
TOTAL CAPACITY UTILIZATION				.696		.843

LOSD Alt 4

11. Von Karman & Campus

General Plan Without Project w/ Imp

	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	10	.006*
NBT	2	3200	830	.259*	590	.184
NBR	f		40		50	
SBL	1	1600	40	.025*	160	.100
SBT	3	4800	620	.150	1050	.279*
SBR	0	0	100		290	
EBL	1	1600	370	.231*	240	.150*
EBT	2	3200	690	.216	920	.288
EBR	1	1600	50	.031	60	.038
WBL	1	1600	70	.044	40	.025
WBT	2	3200	450	.181*	1010	.359*
WBR	0	0	130		140	
TOTAL CAPACITY UTILIZATION				.696		.794

LOS E

13. Jamboree & Campus

General Plan Without Project w/ Imp

	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	150	.047*
NBT	4	6400	1930	.302*	1930	.302
NBR	1	1600	290	.181	730	.456
SBL	2	3200	640	.200*	480	.150
SBT	4	6400	1800	.338	2570	.444*
SBR	0	0	360		270	
EBL	2	3200	180	.056	680	.213*
EBT	2	3200	290	.100*	830	.269
EBR	0	0	30		30	
WBL	2	3200	870	.272*	340	.106
WBT	2	3200	860	.269	660	.206*
WBR	1	1600	130	.081	530	.331
Right Turn Adjustment					NBR	.009*
Note: Assumes Right-Turn Overlap for WBR					NBR	
TOTAL CAPACITY UTILIZATION				**.874**		**.919**

LOS D

13. Jamboree & Campus

General Plan Without Project w/ Imp

	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	150	.047*
NBT	4	6400	1930	.302*	1930	.302
NBR	1	1600	290	.181	730	.456
SBL	2	3200	640	.200*	480	.150
SBT	4	6400	1800	.338	2570	.444*
SBR	0	0	360		270	
EBL	2	3200	180	.056	680	.213
EBT	2	3200	290	.100*	830	.269*
EBR	0	0	30		30	
WBL	2	3200	870	.272*	340	.106*
WBT	3	4800	860	.179	660	.138
WBR	1	1600	130	.081	530	.331
Right Turn Adjustment					Multi	.028*
Note: Assumes Right-Turn Overlap for WBR NBR						
TOTAL CAPACITY UTILIZATION				**.874**		**.894**

BB 13

14. Jamboree & Birch LOSD

General Plan Without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	450	.281*	150	.094
NBT	3	4800	1940	.421	1890	.400*
NBR	0	0	80		30	
SBL	1	1600	10	.006	90	.056*
SBT	4	6400	2040	.319*	2010	.314
SBR	f		930		380	
EBL	1.5		210		710	
EBT	0.5	3200	90	.094*	20	.228*
EBR	f		10		470	
WBL	0	0	80		60	
WBT	1	1600	70	.200*	80	.094*
WBR	0	0	170		10	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .894 .778

BB 14a

14. Jamboree & Birch

General Plan Without Project w/ Imp

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	450	.141*	150	.047*
NBT	3	4800	1940	.421	1890	.400
NBR	0	0	80		30	
SBL	1	1600	10	.006	90	.056
SBT	3	4800	2040	.425*	2010	.419*
SBR	f		930		380	
EBL	1.5		210		710	
EBT	0.5	3200	90	.094*	20	.228*
EBR	f		10		470	
WBL	0	0	80		60	
WBT	1	1600	70	.200*	80	.094*
WBR	0	0	170		10	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION	.860	.788

BB 14b

BB 14C

15. Campus & Bristol (N)

LOS E

General Plan Without Project w/ Imp

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	530	.166	600	.188*
NBT	3	4800	3190	.665*	1690	.352
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6400	470	.073	1840	.288*
SBR	2	3200	400	.125	1280	.400
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	300	.094	550	.172
WBT	5	8000	1780	.256*	2930	.381*
WBR	0	0	270		120	
Right Turn Adjustment					SBR	.112*
TOTAL CAPACITY UTILIZATION				.921		.969

BB 15

LOS D AIE 1

15. Campus & Bristol (N)

General Plan Without Project w/ Imp

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	530	.166	600	.188*
NBT	4	6400	3190	.498*	1690	.264
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6400	470	.073	1840	.288*
SBR	f		400		1280	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	300	.094	550	.172
WBT	5	8000	1780	.256*	2930	.381*
WBR	0	0	270		120	
TOTAL CAPACITY UTILIZATION				.754		.857

15. Campus & Bristol (N) LOSD Alt 2

General Plan Without Project w/ Imp

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	530	.166	600	.188*
NBT	4	6400	3190	.498*	1690	.264
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6400	470	.073	1840	.288*
SBR	3	4800	400	.083	1280	.267
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	300	.094	550	.172
WBT	5	8000	1780	.256*	2930	.381*
WBR	0	0	270		120	
TOTAL CAPACITY UTILIZATION				.754		.857

LOSPAlt 1

16. Birch & Bristol (N)

General Plan Without Project w/ Imp

	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	3	4800	1380	.288*	470	.098
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1.5	6400	190	.067	840	.372*
SBR	2.5		240		1540	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		460	.288	550	
WBT	3.5	8000	1700	.354*	1730	.308*
WBR	0		820	.513	180	
Right Turn Adjustment			WBR	.159*		
TOTAL CAPACITY UTILIZATION				.801		.736

BB 18

LOSD Alt 2

16. Birch & Bristol (N)

General Plan Without Project w/ Imp

	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	1380	.431*	470	.147
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1.5	6400	190	.067	840	.372*
SBR	2.5		240		1540	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	460	.288	550	.344
WBT	2.5	6400	1700	.394*	1730	.360*
WBR	1.5		820		180	.113
TOTAL CAPACITY UTILIZATION				.825		.788

17. Campus/Irvine & Bristol (S) LOSD

General Plan Without Project w/ 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	5	8000	2370	.362*	1770	.267*
NBR	0	0	530		370	
SBL	1	1600	100	.063*	310	.194*
SBT	3	4800	680	.142	2080	.433
SBR	0	0	0		0	
EBL	2	3200	1350	.422*	540	.169
EBT	2.5	6400	1730	.373	1300	.300*
EBR	1.5		660		620	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
TOTAL CAPACITY UTILIZATION				.847		.761

Funded Imp

19. Irvine & Mesa

General Plan Without Project w/ Imp

	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	3	4800	2050	.427*	910	.190
NBR	d	1600	620	.388	160	.100
SBL	1	1600	10	.006*	10	.006
SBT	3	4800	1030	.215	2240	.467*
SBR	d	1600	60	.038	210	.131
EBL	1	1600	340	.213	90	.056*
EBT	1	1600	340	.213*	80	.050
EBR	1	1600	50	.031	210	.131
WBL	2	3200	160	.050*	450	.141
WBT	1	1600	60	.044	600	.381*
WBR	0	0	10		10	
TOTAL CAPACITY UTILIZATION				.696		.935

LOSD Alt1

19. Irvine & Mesa

General Plan Without Project w/ Imp

	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	3	4800	2050	.427*	910	.190
NBR	d	1600	620	.388	160	.100
SBL	1	1600	10	.006*	10	.006
SBT	3	4800	1030	.215	2240	.467*
SBR	d	1600	60	.038	210	.131
EBL	1	1600	340	.213	90	.056
EBT	1	1600	340	.213*	80	.050*
EBR	1	1600	50	.031	210	.131
WBL	1	1600	160	.100*	450	.281*
WBT	2	3200	60	.022	600	.191
WBR	0	0	10		10	
Right Turn Adjustment					EBR	.050*
Note: Assumes Right-Turn Overlap for EBR						
TOTAL CAPACITY UTILIZATION				.746		.879

LOSDAlt 2

19. Irvine & Mesa

General Plan Without Project w/ Imp

	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	3	4800	2050	.427*	910	.190
NBR	d	1600	620	.388	160	.100
SBL	1	1600	10	.006*	10	.006
SBT	3	4800	1030	.215	2240	.467*
SBR	d	1600	60	.038	210	.131
EBL	1	1600	340	.213	90	.056
EBT	1	1600	340	.244*	80	.181*
EBR	0	0	50		210	
WBL	2	3200	160	.050*	582	.182*
WBT	1	1600	60	.044	459	.293
WBR	0	0	10		10	
TOTAL CAPACITY UTILIZATION				.727		.861

BB 23

20. Irvine & University LOS D

General Plan Without Project w/ Imp

	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	180	.113*
NBT	3	4800	2430	.519*	1070	.229
NBR	0	0	60		30	
SBL	1	1600	90	.056*	40	.025
SBT	3	4800	1010	.210	2640	.550*
SBR	1	1600	120	.075	440	.275
EBL	1.5		530		150	
EBT	0.5	3200	110	.200*	30	.056*
EBR	1	1600	210	.131	180	.113
WBL	1	1600	20	.013	20	.013
WBT	1	1600	30	.019*	80	.050*
WBR	d	1600	20	.013	50	.031
Right Turn Adjustment					EBR	.057*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION	.794	.826

27. Dover & Coast Hw. LOS D

General Plan Without Project w/ Imp

	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	60	.038*	90	.056*
NBR	1	1600	60	.038	50	.031
SBL	3	4800	1080	.225*	1010	.210*
SBT	1	1600	60	.038	60	.038
SBR	1	1600	80	.050	110	.069
EBL	2	3200	190	.059	140	.044*
EBT	3	4800	2440	.510*	2040	.429
EBR	0	0	10		20	
WBL	1	1600	40	.025*	60	.038
WBT	4	6400	1750	.273	2980	.466*
WBR	f		690		1150	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION	.798	.776

BB 25

LOSD Alt 1

29. MacArthur & Jamboree

General Plan Without Project w/ Imp

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	210	.066	240	.075*
NBT	3	4800	1920	.400*	830	.173
NBR	1	1600	600	.375	550	.344
SBL	2	3200	130	.041*	260	.081
SBT	3	4800	500	.104	1600	.333*
SBR	f		120		540	
EBL	2	3200	690	.216	220	.069
EBT	3	4800	1770	.369*	1380	.288*
EBR	f		130		50	
WBL	3	4800	360	.075*	910	.190*
WBT	3	4800	1030	.215	1540	.321
WBR	f		170		160	

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION	.885	.886

BB 26

29. MacArthur & Jamboree LOS D Alt 2

General Plan Without Project w/ Imp

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	210	.066	240	.075*
NBT	3	4800	1920	.400*	830	.173
NBR	1	1600	600	.375	550	.344
SBL	2	3200	130	.041*	260	.081
SBT	3	4800	500	.104	1600	.333*
SBR	f		120		540	
EBL	2	3200	690	.216*	220	.069
EBT	4	6400	1770	.277	1380	.216*
EBR	f		130		50	
WBL	3	4800	360	.075	910	.190*
WBT	3	4800	1030	.215*	1540	.321
WBR	f		170		160	

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .872 .814

LoS D Alt 3A

29. MacArthur & Jamboree

General Plan Without Project w/ Imp

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	210	.066*	240	.075*
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	130	.041	260	.081
SBT	3	4800	500	.104*	1600	.333*
SBR	1	1600	120	.075	540	.338
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	1	1600	130	.081	50	.031
WBL	2	3200	360	.113	910	.284
WBT	3	4800	1030	.215*	1540	.321*
WBR	1	1600	170	.106	160	.100
Right Turn Adjustment					SBR	.005*
TOTAL CAPACITY UTILIZATION				**.385**		**.734**

LOS DAlt 3 B

29. MacArthur & Jamboree

General Plan Without Project w/ 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	3	4800	1920	.400*	830	.173*
NBR	1	1600	600	.375	550	.344
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3200	690	.216	220	.069
EBT	3	4800	1770	.369*	1380	.288*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.171*
TOTAL CAPACITY UTILIZATION				.769		.632

BB 29

LOS E

32. Jamboree & Bristol (S)

General Plan Without Project w/ 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	6	9600	2110	.226*	2320	.253*
NBR	0	0	60		110	
SBL	0	0	0		0	
SBT	4	6400	650	.102	1480	.231
SBR	0	0	0		0	
EBL	1.5		2190	.684*	1080	{.546}*
EBT	1.5	4800	560	.350	1540	.546
EBR	2	3200	1010	.316	1000	.313
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .910 .799

BB 30

LOSD

32. Jamboree & Bristol (S)

General Plan Without Project w/ 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	5	8000	2110	.271*	2320	.304
NBR	0	0	60		110	
SBL	0	0	0		0	
SBT	3	4800	650	.135	1480	.308*
SBR	0	0	0		0	
EBL	2.5		2190	.456*	1080	.338
EBT	1.5	6400	560	.350	1540	.481*
EBR	2	3200	1010	.316	1000	.313
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
TOTAL CAPACITY UTILIZATION				.727		.789

49. MacArthur & Ford/Bonita Cyn

General Plan Without Project w/ Imp

	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*	80	.025
NBT	4	6400	2070	.323	2420	.378*
NBR	1	1600	130	.081	540	.338
SBL	3	4800	390	.081	1060	.221*
SBT	4	6400	2950	.461*	2440	.381
SBR	f		10		60	
EBL	2	3200	30	.009*	10	.003
EBT	2	3200	370	.116	650	.203*
EBR	1	1600	90	.056	110	.069
WBL	2	3200	400	.125	270	.084*
WBT	2	3200	890	.278*	370	.116
WBR	f		1700		750	
TOTAL CAPACITY UTILIZATION				.792		.886

LOSE Alt 1

50. MacArthur & San Joaquin H.

General Plan Without Project w/ Imp

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	70	.022*	20	.006
NBT	4	6400	1540	.242	1800	.284*
NBR	0	0	10		20	
SBL	3	4800	600	.125	940	.196*
SBT	3	4800	1780	.371*	1870	.390
SBR	f		1070		430	
EBL	2	3200	190	.059*	1040	.325*
EBT	3	4800	310	.073	620	.150
EBR	0	0	40		100	
WBL	1	1600	20	.013	20	.013
WBT	2	3200	680	.213*	370	.116*
WBR	f		1010		540	
TOTAL CAPACITY UTILIZATION				.665		.921

BB 33

LOSE Alt 2

50. MacArthur & San Joaquin H.

General Plan Without Project w/ Imp

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	70	.022	20	.006
NBT	4	6400	1540	.242*	1800	.284*
NBR	0	0	10		20	
SBL	2	3200	600	.188*	940	.294*
SBT	3	4800	1780	.371	1870	.390
SBR	f		1070		430	
EBL	3	4800	190	.040*	1040	.217*
EBT	3	4800	310	.073	620	.150
EBR	0	0	40		100	
WBL	1	1600	20	.013	20	.013
WBT	2	3200	680	.213*	370	.116*
WBR	f		1010		540	
TOTAL CAPACITY UTILIZATION				.683		.911

BB 34

LOS D

50. MacArthur & San Joaquin H.

General Plan Without Project w/ Imp

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	70	.022	20	.006
NBT	3	4800	1540	.321*	1800	.375*
NBR	1	1600	10	.006	20	.013
SBL	3	4800	600	.125*	940	.196*
SBT	3	4800	1780	.371	1870	.390
SBR	f		1070		430	
EBL	3	4800	190	.040*	1040	.217*
EBT	3	4800	310	.073	620	.150
EBR	0	0	40		100	
WBL	1	1600	20	.013	20	.013
WBT	2	3200	680	.213*	370	.116*
WBR	f		1010		540	
TOTAL CAPACITY UTILIZATION				.699		.904

BB 35

LOSD

53. SR-73 NB Ramps & Bonita Cyn

General Plan Without Project w/ Imp

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	390	.122*	20	.006*
NBT	0	0	0		0	
NBR	1	1600	620	.388	200	.125
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	800	.250*	1220	.381*
EBR	1	1600	10	.006	10	.006
WBL	2	3200	710	.222*	390	.122*
WBT	2	3200	1270	.397	1190	.372
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.266*	NBR	.119*
TOTAL CAPACITY UTILIZATION				**.860**		**.628**

57. Goldenrod & Coast Hw. LOSD

General Plan Without Project w/ Imp

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	112	.070*	84	.053*
NBT	1	1600	0	.015	0	.013
NBR	0	0	24		21	
SBL	0	0	61		36	
SBT	1	1600	0	.076*	0	.039*
SBR	0	0	60		27	
EBL	1	1600	30	.019*	33	.021
EBT	2	3200	1003	.313	1869	.584*
EBR	d	1600	43	.027	53	.033
WBL	1	1600	42	.026	22	.014*
WBT	3	4800	2633	.551*	1658	.348
WBR	0	0	13		13	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .716 .690

LOSD

59. Marguerite & Coast Hw.

General Plan Without Project w/ Imp

	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	90	.056
NBT	1	1600	180	.163*	200	.156*
NBR	0	0	80		50	
SBL	1	1600	190	.119*	280	.175*
SBT	1	1600	70	.069	120	.094
SBR	0	0	40		30	
EBL	1	1600	70	.044*	70	.044
EBT	3	4800	1360	.292	1850	.402*
EBR	0	0	40		80	
WBL	1	1600	60	.038	140	.088*
WBT	3	4800	2010	.429*	1520	.333
WBR	0	0	50		80	
TOTAL CAPACITY UTILIZATION				.755		.821

APPENDIX CC

GENERAL PLAN BUILDOUT WITHOUT PROJECT
FREEWAY MAINLINE ANALYSIS

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: 405 Fw. to Bear St.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	10718	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2912	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	4175	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	4175	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

CC 3

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: 405 Fw. to Bear St.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	5646	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1534	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	2199	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2199	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	57.1	mi/h
Number of lanes, N	3	
Density, D	38.5	pc/mi/ln
Level of service, LOS	E	

Overall results are not computed when free-flow speed is less than 55 mph.

CC 4

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: 405 Fw. to Bear St.
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	10718	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2912	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	2505	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2505	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	5	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

CC 5

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: 405 Fw. to Bear St.
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	5646	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1534	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1319	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1319	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	5	
Density, D	20.3	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

CC 6

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: 405 Fw. to Bear St.
Jurisdiction:
Analysis Year: General Plan NP w/ Add'l Imps
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	10718	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2912	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	2087	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	6	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2087	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	59.8	mi/h
Number of lanes, N	6	
Density, D	34.9	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

CC 7

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: 405 Fw. to Bear St.
Jurisdiction:
Analysis Year: General Plan NP w/ Add'l Imps
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	5646	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1534	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1100	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	6	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1100	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	6	
Density, D	16.9	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Southbound
From/To: 405 Fw. to Bear St.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	3457	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	939	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1346	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1346	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	3	
Density, D	20.7	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

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HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Southbound
From/To: 405 Fw. to Bear St.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	9137	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2483	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	3559	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	3559	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

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HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Southbound
From/To: 405 Fw. to Bear St.
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	3457	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	939	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1010	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1010	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	4	
Density, D	15.5	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Southbound
From/To: 405 Fw. to Bear St.
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	9137	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2483	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	2669	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2669	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	4	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Southbound
From/To: 405 Fw. to Bear St.
Jurisdiction:
Analysis Year: General Plan NP w/ Add'l Imps
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	3457	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	939	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	673	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	6	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	673	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	6	
Density, D	10.4	pc/mi/ln
Level of service, LOS	A	

Overall results are not computed when free-flow speed is less than 55 mph.

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HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Southbound
From/To: 405 Fw. to Bear St.
Jurisdiction:
Analysis Year: General Plan NP w/ Add'l Imps
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	9137	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2483	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1779	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	6	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1779	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	64.1	mi/h
Number of lanes, N	6	
Density, D	27.8	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

CC 14

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Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: Bear St. to 55 Fw.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	12544	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	3409	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	4886	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	4886	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: Bear St. to 55 Fw.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	6607	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1795	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	2573	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2573	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

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Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: Bear St. to 55 Fw.
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	12544	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	3409	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	2931	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2931	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	5	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: Bear St. to 55 Fw.
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	6607	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1795	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1544	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1544	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	5	
Density, D	23.8	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: Bear St. to 55 Fw.
Jurisdiction:
Analysis Year: General Plan NP w/ Add'l Imps
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	12544	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	3409	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	2443	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	6	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2443	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	6	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: Bear St. to 55 Fw.
Jurisdiction:
Analysis Year: General Plan NP w/ Add'l Imps
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	6607	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1795	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1287	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	6	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1287	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	6	
Density, D	19.8	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Southbound
From/To: Bear St. to 55 Fw.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	4046	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1099	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1576	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1576	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	64.9	mi/h
Number of lanes, N	3	
Density, D	24.3	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

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HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Southbound
From/To: Bear St. to 55 Fw.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	10694	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2906	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	4165	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	4165	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

CC 22

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Southbound
From/To: Bear St. to 55 Fw.
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	4046	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1099	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	946	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	946	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	5	
Density, D	14.6	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Southbound
From/To: Bear St. to 55 Fw.
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	10694	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2906	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	2499	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2499	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	5	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

CC 24

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Southbound
From/To: Bear St. to 55 Fw.
Jurisdiction:
Analysis Year: General Plan NP w/ Add'l Imps
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	4046	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1099	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	788	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	6	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	788	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	6	
Density, D	12.1	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

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HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Southbound
From/To: Bear St. to 55 Fw.
Jurisdiction:
Analysis Year: General Plan NP w/ Add'l Imps
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	10694	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2906	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	2083	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	6	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2083	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	59.9	mi/h
Number of lanes, N	6	
Density, D	34.8	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

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HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: 55 Fw. to Jamboree Rd.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	10718	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2912	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	4175	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	4175	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

CC 27

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: 55 Fw. to Jamboree Rd.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	5646	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1534	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	2199	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2199	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	57.1	mi/h
Number of lanes, N	3	
Density, D	38.5	pc/mi/ln
Level of service, LOS	E	

Overall results are not computed when free-flow speed is less than 55 mph.

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HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: 55 Fw. to Jamboree Rd.
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	10718	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2912	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	2505	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2505	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	5	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: 55 Fw. to Jamboree Rd.
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	5646	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1534	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1319	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1319	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	5	
Density, D	20.3	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: 55 Fw. to Jamboree Rd.
Jurisdiction:
Analysis Year: General Plan NP w/ Add'l Imps
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	10718	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2912	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	2087	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	6	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2087	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	59.8	mi/h
Number of lanes, N	6	
Density, D	34.9	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

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HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: 55 Fw. to Jamboree Rd.
Jurisdiction:
Analysis Year: General Plan NP w/ Add'l Imps
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	5646	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1534	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1100	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	6	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1100	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	6	
Density, D	16.9	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Southbound
From/To: 55 Fw. to Jamboree Rd.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	3457	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	939	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1346	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1346	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	3	
Density, D	20.7	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Southbound
From/To: 55 Fw. to Jamboree Rd.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	9137	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2483	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	3559	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	3559	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Southbound
From/To: 55 Fw. to Jamboree Rd.
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	3457	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	939	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	808	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	808	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	5	
Density, D	12.4	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

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HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Southbound
From/To: 55 Fw. to Jamboree Rd.
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	9137	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2483	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	2135	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2135	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	58.7	mi/h
Number of lanes, N	5	
Density, D	36.4	pc/mi/ln
Level of service, LOS	E	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Southbound
From/To: 55 Fw. to Jamboree Rd.
Jurisdiction:
Analysis Year: General Plan NP w/ Add'l Imps
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	3457	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	939	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	673	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	6	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	673	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	6	
Density, D	10.4	pc/mi/ln
Level of service, LOS	A	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Southbound
From/To: 55 Fw. to Jamboree Rd.
Jurisdiction:
Analysis Year: General Plan NP w/ Add'l Imps
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	9137	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2483	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1779	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	6	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1779	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	64.1	mi/h
Number of lanes, N	6	
Density, D	27.8	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: Jamboree to Bonita Canyon
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	7701	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2093	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	2999	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2999	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

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HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: Jamboree to Bonita Canyon
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	4057	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1102	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1580	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1580	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	64.9	mi/h
Number of lanes, N	3	
Density, D	24.3	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: Jamboree to Bonita Canyon
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	7701	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2093	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1800	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1800	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	63.9	mi/h
Number of lanes, N	5	
Density, D	28.2	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

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Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: Jamboree to Bonita Canyon
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	4057	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1102	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	948	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	948	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	5	
Density, D	14.6	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

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HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Southbound
From/To: Jamboree to Bonita Canyon
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	2484	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	675	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	967	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	967	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	3	
Density, D	14.9	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Southbound
From/To: Jamboree to Bonita Canyon
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	6565	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1784	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	2557	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2557	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

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Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Southbound
From/To: Jamboree to Bonita Canyon
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	2484	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	675	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	580	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	580	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	5	
Density, D	8.9	pc/mi/ln
Level of service, LOS	A	

Overall results are not computed when free-flow speed is less than 55 mph.

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Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Southbound
From/To: Jamboree to Bonita Canyon
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	6565	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1784	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1534	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1534	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	5	
Density, D	23.6	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

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E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: Bonita Canyon to Newport Coast
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	10797	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2934	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	3154	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	3154	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	4	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

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Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: Bonita Canyon to Newport Coast
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	5687	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1545	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1661	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1661	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	64.7	mi/h
Number of lanes, N	4	
Density, D	25.7	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: Bonita Canyon to Newport Coast
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	10797	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2934	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	2103	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	6	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2103	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	59.5	mi/h
Number of lanes, N	6	
Density, D	35.4	pc/mi/ln
Level of service, LOS	E	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: Bonita Canyon to Newport Coast
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	5687	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1545	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1108	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	6	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1108	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	6	
Density, D	17.0	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: Bonita Canyon to Newport Coast
Jurisdiction:
Analysis Year: General Plan NP w/ Add'l Imps
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	10797	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2934	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1802	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	7	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1802	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	63.9	mi/h
Number of lanes, N	7	
Density, D	28.2	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

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HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: Bonita Canyon to Newport Coast
Jurisdiction:
Analysis Year: General Plan NP w/ Add'l Imps
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	5687	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1545	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	949	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	7	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	949	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	7	
Density, D	14.6	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

CC 52

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Southbound
From/To: Bonita Canyon to Newport Coast
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	3483	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	946	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1017	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1017	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	4	
Density, D	15.6	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

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HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Southbound
From/To: Bonita Canyon to Newport Coast
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	9205	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2501	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	2689	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2689	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	4	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

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HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Southbound
From/To: Bonita Canyon to Newport Coast
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	3483	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	946	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	678	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	6	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	678	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	6	
Density, D	10.4	pc/mi/ln
Level of service, LOS	A	

Overall results are not computed when free-flow speed is less than 55 mph.

CC55

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Southbound
From/To: Bonita Canyon to Newport Coast
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	9205	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2501	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1793	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	6	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1793	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	64.0	mi/h
Number of lanes, N	6	
Density, D	28.0	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

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E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: Newport Coast to Toll Plaza
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	10083	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2740	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	3927	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	3927	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

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HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: Newport Coast to Toll Plaza
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	5311	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1443	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	2069	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2069	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	60.2	mi/h
Number of lanes, N	3	
Density, D	34.4	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

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HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: Newport Coast to Toll Plaza
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	10083	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2740	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	2356	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2356	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	5	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

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E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: Newport Coast to Toll Plaza
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	5311	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1443	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1241	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1241	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	5	
Density, D	19.1	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

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E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: Newport Coast to Toll Plaza
Jurisdiction:
Analysis Year: General Plan NP w/ Add'l Imps
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	5311	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1443	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1034	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	6	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1034	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	6	
Density, D	15.9	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: Newport Coast to Toll Plaza
Jurisdiction:
Analysis Year: General Plan NP w/ Add'l Imps
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	10083	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2740	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1964	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	6	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1964	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	62.0	mi/h
Number of lanes, N	6	
Density, D	31.7	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Southbound
From/To: Newport Coast to Toll Plaza
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	3252	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	884	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1267	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1267	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	3	
Density, D	19.5	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	Archie Lee Tan
Agency or Company:	Urban Crossroads
Date Performed:	12/20/2005
Analysis Time Period:	PM
Freeway/Direction:	SR-73/Southbound
From/To:	Newport Coast to Toll Plaza
Jurisdiction:	
Analysis Year:	General Plan No Project
Description:	Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	8596	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2336	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	3348	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	3348	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

CC 64

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Southbound
From/To: Newport Coast to Toll Plaza
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	3252	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	884	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	633	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	6	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	633	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	6	
Density, D	9.7	pc/mi/ln
Level of service, LOS	A	

Overall results are not computed when free-flow speed is less than 55 mph.

CC 65

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Southbound
From/To: Newport Coast to Toll Plaza
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	8596	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2336	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1674	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	6	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1674	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	64.7	mi/h
Number of lanes, N	6	
Density, D	25.9	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

CC 66

APPENDIX DD

GENERAL PLAN BUILDOUT WITHOUT PROJECT
FREEWAY RAMP ANALYSIS

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: Bristol St.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	10718	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	45.0	mph
Volume on ramp	2360	vph
Length of first accel/decel lane	0	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	10718	2360		vph

DD3

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2912	641	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	12524	2758	pcph

Estimation of V12 Diverge Areas

L = 0.00 (Equation 25-8 or 25-9)
EQ

P = 0.436 Using Equation 8
FD

$v_{12} = v_R + (v_F - v_R) P_{FD} = 5924$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	10020	9400	Yes
v_{12}	5924	4400	Yes
$v_{FO} = v_F - v_R$	7262	9400	No
v_R	2758	2100	Yes

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D = 55.2$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable, $D_S = 0.546$

Space mean speed in ramp influence area, $S_R = 52$ mph

Space mean speed in outer lanes, $S_0 = 67.2$ mph

Space mean speed for all vehicles, $S = 57.6$ mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: Bristol St.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	5646	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	45.0	mph
Volume on ramp	900	vph
Length of first accel/decel lane	0	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	5646	900		vph

DD5

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1534	245	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	6597	1052	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.436 Using Equation 8

$v_{12} = v_R + (v - v_F) P_{FD}$ = 3038 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	5608	9400	No
v_{12}	3038	4400	No
$v_{FO} = v - v_R$	4556	9400	No
v_R	1052	2100	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ = 30.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, D_S = 0.393

Space mean speed in ramp influence area, S_R = 56 mph

Space mean speed in outer lanes, S_0 = 70.2 mph

Space mean speed for all vehicles, S = 61.7 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: Bristol St.
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	8932	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	2	
Free-Flow speed on ramp	45.0	mph
Volume on ramp	2360	vph
Length of first accel/decel lane	310	ft
Length of second accel/decel lane	0	ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	8932	2360		vph

DD 7

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2427	641	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	10437	2758	pcph

Estimation of V12 Diverge Areas

L = 0.00 (Equation 25-8 or 25-9)
EQ

P = 0.260 Using Equation 0
FD

$v_{12} = v_R + (v_F - v_R) P_{FD} = 4212$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	8350	9400	No
v_{12}	4212	4400	No
$v_{FO} = v_F - v_R$	5592	9400	No
v_R	2758	4100	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D = 34.9$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, $D_S = 0.546$

Space mean speed in ramp influence area, $S_R = 52$ mph

Space mean speed in outer lanes, $S_0 = 67.1$ mph

Space mean speed for all vehicles, $S = 58.8$ mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: Bristol St.
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	4705	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	2	
Free-Flow speed on ramp	45.0	mph
Volume on ramp	900	vph
Length of first accel/decel lane	310	ft
Length of second accel/decel lane	0	ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Ramp	Adjacent	
Volume, V (vph)	4705	900			vph

DD 9

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1279	245	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	5498	1052	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.260 Using Equation 0

$v_{12} = v_R + (v - v_F) P_{FD}$ = 2065 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	4949	9400	No
v_{12}	2065	4400	No
$v_{FO} = v - v_R$	3897	9400	No
v_R	1052	4100	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ = 16.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, D_S = 0.393

Space mean speed in ramp influence area, S_R = 56 mph

Space mean speed in outer lanes, S_0 = 69.6 mph

Space mean speed for all vehicles, S = 63.2 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Southbound
Junction: Bristol St.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	3457	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	2	
Free-Flow speed on ramp	45.0	mph
Volume on ramp	1430	vph
Length of first accel/decel lane	2725	ft
Length of second accel/decel lane	0	ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3457	1430		vph

DD 11

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	939	389	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	4039	1671	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.260 Using Equation 0

$v_{12} = v_R + (v - v_F) P_{FD}$ = 2182 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	3636	9400	No
v_{12}	2182	4400	No
$v_{FO} = v - v_R$	1965	9400	No
v_R	1671	4100	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = -26.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable, D_S = 0.448

Space mean speed in ramp influence area, S_R = 55 mph

Space mean speed in outer lanes, S_0 = 71.3 mph

Space mean speed for all vehicles, S = 60.3 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Southbound
Junction: Bristol St.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	9137	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	2	
Free-Flow speed on ramp	45.0	mph
Volume on ramp	660	vph
Length of first accel/decel lane	2725	ft
Length of second accel/decel lane	0	ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	9137	660		vph

DD 13

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2483	179	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	10676	771	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.260 Using Equation 0

$v_{12} = v_R + (v - v_F) P_{FD}$ = 2791 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	8541	9400	No
v_{12}	2791	4400	No
$v_{FO} = v - v_R$	7770	9400	No
v_R	771	4100	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\ v_{12} - 0.009\ L_D$ = -20.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable, D_S = 0.367

Space mean speed in ramp influence area, S_R = 57 mph

Space mean speed in outer lanes, S_0 = 64.0 mph

Space mean speed for all vehicles, S = 61.4 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: Jamboree Rd.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	7701	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	15.0	mph
Volume on ramp	460	vph
Length of first accel/decel lane	120	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7701	460	DD15	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2093	125	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8998	537	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = 0.240 Using Equation 4
FM

$v_{12} = v_F (P_{FM}) =$ 1559 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	7035	9400	No
v_{R12}	2096	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A =$ 20.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, $M_S = 0.349$

Space mean speed in ramp influence area, $S_R = 57.0$ mph

Space mean speed in outer lanes, $S_0 = 57.5$ mph

Space mean speed for all vehicles, $S = 57.3$ mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: Jamboree Rd.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	4057	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	15.0	mph
Volume on ramp	860	vph
Length of first accel/decel lane	120	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4057	860	DD17	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1102	234	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	4741	1005	pcph

Estimation of V12 Merge Areas

L_{EQ} = 0.00 (Equation 25-2 or 25-3)

P_{FM} = 0.181 Using Equation 4

$v_{12} = v_F (P_{FM})$ = 671 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	4703	9400	No
v_{R12}	1676	4600	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 17.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, M_S = 0.338

Space mean speed in ramp influence area, S_R = 57.2 mph

Space mean speed in outer lanes, S_0 = 61.4 mph

Space mean speed for all vehicles, S = 59.8 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Southbound
Junction: Jamboree Rd.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	3457	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	40.0	mph
Volume on ramp	620	vph
Length of first accel/decel lane	1700	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3457	620	DD19	vph

eak-hour factor, PHF	0.92	0.92	
eak 15-min volume, v15	939	168	v
rucks and buses	5	5	%
ecreational vehicles	0	0	%
errain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
rucks and buses PCE, ET	2.5	2.5	
ecreational vehicle PCE, ER	2.0	2.0	
leavy vehicle adjustment, fHV	0.930	0.930	
river population factor, fP	1.00	1.00	
low rate, vp	4039	724	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = 0.601 Using Equation 4
FM

v = v (P) = 1894 pc/h
12 F FM

Capacity Checks

	Actual	Maximum	LOS F?
v FO	3875	9400	No
v R12	2618	4600	No

Level of Service Determination (if not F)

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 14.9 pc/mi/ln
R R 12 A

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, M = 0.238
S

Space mean speed in ramp influence area, S = 59.5 mph
R

Space mean speed in outer lanes, S = 64.5 mph
0

Space mean speed for all vehicles, S = 61.1 mph

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Phone: Fax:
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Junction: Jamboree Rd.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	9137	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	40.0	mph
Volume on ramp	1650	vph
Length of first accel/decel lane	1700	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	9137	1650	DD 21	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2483	448	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	10676	1928	pcph

Estimation of V12 Merge Areas

L_{EQ} = 0.00 (Equation 25-2 or 25-3)

P_{FM} = 0.451 Using Equation 4

$v_{12} = v_F (P_{FM})$ = 3685 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	10104	9400	Yes
v_{R12}	5613	4600	Yes

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 37.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable, M_S = 1.253

Space mean speed in ramp influence area, S_R = 36.2 mph

Space mean speed in outer lanes, S_0 = 58.7 mph

Space mean speed for all vehicles, S = 43.6 mph

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Freeway/dir or travel: SR-73/Southbound
Junction: Jamboree Rd.
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	2881	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	40.0	mph
Volume on ramp	620	vph
Length of first accel/decel lane	1580	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2881	620		vph

DD 23

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	783	168	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	3366	724	pcph

Estimation of V12 Merge Areas

L_{EQ} = 0.00 (Equation 25-2 or 25-3)

P_{FM} = 0.568 Using Equation 4

$v_{12} = v_F (P_{FM})$ = 1491 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	3350	9400	No
v_{R12}	2215	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\, v_{R12} + 0.0078\, v_A - 0.00627\, L$ = 12.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, M_S = 0.230

Space mean speed in ramp influence area, S_R = 59.7 mph

Space mean speed in outer lanes, S_0 = 64.8 mph

Space mean speed for all vehicles, S = 61.3 mph

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Merge Analysis

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Date performed: 12/12/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Southbound
Junction: Jamboree Rd.
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	7614	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	40.0	mph
Volume on ramp	1650	vph
Length of first accel/decel lane	1580	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7614	1650		vph

DD 25

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2069	448	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8897	1928	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = 0.417 Using Equation 4
FM

v = v (P) = 2669 pc/h
12 F FM

Capacity Checks

	Actual	Maximum	LOS F?
v FO	8325	9400	No
v R12	4597	4600	No

Level of Service Determination (if not F)

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 30.5 pc/mi/ln
R R 12 A

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, M = 0.581
S

Space mean speed in ramp influence area, S = 51.6 mph
R

Space mean speed in outer lanes, S = 60.1 mph
0

Space mean speed for all vehicles, S = 55.1 mph

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Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: MacArthur Bl.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	7701	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	2	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	960	vph
Length of first accel/decel lane	1480	ft
Length of second accel/decel lane	0	ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7701	960	DD 27	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2093	261	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8998	1122	pcph

Estimation of V12 Diverge Areas

L = 0.00 (Equation 25-8 or 25-9)
EQ

P = 0.260 Using Equation 0
FD

$v_{12} = v_R + (v_F - v_R) P_{FD} = 2702$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	7199	9400	No
v_{12}	2702	4400	No
$v_{FO} = v_F - v_R$	6077	9400	No
v_R	1122	3800	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D = 0.8$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable, $D_S = 0.594$

Space mean speed in ramp influence area, $S_R = 51$ mph

Space mean speed in outer lanes, $S_0 = 66.4$ mph

Space mean speed for all vehicles, $S = 59.8$ mph

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hone: Fax:
-mail:

Diverge Analysis

nalyst: Archie Tan
gency/Co.: Urban Crossroads
)ate performed: 12/13/2005
nalysis time period: PM
reeway/dir or travel: SR-73/Northbound
unction: MacArthur Bl.
urisdiction:
nalysis Year: General Plan No Project
)escription: Newport Beach General Plan Update

Freeway Data

ype of analysis	Diverge	
lumber of lanes in freeway	5	
ree-flow speed on freeway	65.0	mph
olume on freeway	4057	vph

Off Ramp Data

ide of freeway	Right	
lumber of lanes in ramp	2	
ree-Flow speed on ramp	30.0	mph
olume on ramp	490	vph
ength of first accel/decel lane	1480	ft
ength of second accel/decel lane	0	ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4057	490	DD29	vph

eak-hour factor, PHF	0.92	0.92	
eak 15-min volume, v15	1102	133	v
rucks and buses	5	5	%
:ecreational vehicles	0	0	%
errain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
rucks and buses PCE, ET	2.5	2.5	
:ecreational vehicle PCE, ER	2.0	2.0	
leavy vehicle adjustment, fHV	0.930	0.930	
)river population factor, fP	1.00	1.00	
low rate, vp	4741	573	pcph

Estimation of V12 Diverge Areas

L = 0.00 (Equation 25-8 or 25-9)
EQ

P = 0.260 Using Equation 0
FD

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 1533 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	4267	9400	No
v_{12}	1533	4400	No
$v_{FO} = v_F - v_R$	3694	9400	No
v_R	573	3800	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ = -9.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable, D_S = 0.545

Space mean speed in ramp influence area, S_R = 52 mph

Space mean speed in outer lanes, S_0 = 69.9 mph

Space mean speed for all vehicles, S = 62.4 mph

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Phone: Fax:
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Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: MacArthur Bl.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	7701	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	50.0	mph
Volume on ramp	2520	vph
Length of first accel/decel lane	340	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7701	2520	DD31	vph

eak-hour factor, PHF	0.92	0.92	
eak 15-min volume, v15	2093	685	v
ucks and buses	5	5	%
ecreational vehicles	0	0	%
errain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
ucks and buses PCE, ET	2.5	2.5	
ecreational vehicle PCE, ER	2.0	2.0	
eavy vehicle adjustment, fHV	0.930	0.930	
river population factor, fP	1.00	1.00	
low rate, vp	8998	2945	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = Using Equation 4
FM

v = v (P) = pc/h
12 F FM

Capacity Checks

	Actual	Maximum	LOS F?
v FO	9443	9400	Yes
v R12		4600	Yes

Level of Service Determination (if not F)

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = pc/mi/ln
R R 12 A

Level of service for ramp-freeway junction areas of influence

Speed Estimation

Intermediate speed variable, M = 0.382
S

Space mean speed in ramp influence area, S = mph
R

Space mean speed in outer lanes, S = 59.2 mph
0

Space mean speed for all vehicles, S = 57.9 mph

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Phone: Fax:
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Merge Analysis

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Date performed: 12/12/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: MacArthur Bl.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	4057	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	50.0	mph
Volume on ramp	2200	vph
Length of first accel/decel lane	340	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4057	2200		vph

DD33

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1102	598	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	4741	2571	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = Using Equation 4
FM

v = v (P) = pc/h
12 F FM

Capacity Checks

	Actual	Maximum	LOS F?
v FO	6269	9400	No
v R12		4600	Yes

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = pc/mi/ln

Level of service for ramp-freeway junction areas of influence

Speed Estimation

Intermediate speed variable, M_S = 0.336

Space mean speed in ramp influence area, S_R = mph

Space mean speed in outer lanes, S_0 = 60.6 mph

Space mean speed for all vehicles, S = 59.2 mph

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Merge Analysis

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Date performed: 12/12/2005
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Freeway/dir or travel: SR-73/Northbound
Junction: MacArthur Bl.
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	6418	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	2	
Free-flow speed on ramp	50.0	mph
Volume on ramp	2520	vph
Length of first accel/decel lane	340	ft
Length of second accel/decel lane	0	ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6418	2520	DD 35	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1744	685	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	7499	2945	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ
P = 0.209 Using Equation 0
FM
v = v (P) = 1144 pc/h
12 F FM

Capacity Checks

	Actual	Maximum	LOS F?
v FO	8420	9400	No
v R12	4089	4600	No

Level of Service Determination (if not F)

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 31.8 pc/mi/ln
R R 12 A
Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, M = 0.486
S
Space mean speed in ramp influence area, S = 53.8 mph
R
Space mean speed in outer lanes, S = 59.0 mph
0
Space mean speed for all vehicles, S = 56.4 mph

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Merge Analysis

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Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: MacArthur Bl.
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	3381	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	2	
Free-flow speed on ramp	50.0	mph
Volume on ramp	2200	vph
Length of first accel/decel lane	340	ft
Length of second accel/decel lane	0	ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3381	2200	DD 37	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	919	598	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	3951	2571	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ
P = 0.209 Using Equation 0
FM
$v_{12} = v_F (P_{FM}) =$ 644 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	5653	9400	No
v_{R12}	3215	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A =$ 25.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, $M_S = 0.350$

Space mean speed in ramp influence area, $S_R = 56.9$ mph

Space mean speed in outer lanes, $S_0 = 62.4$ mph

Space mean speed for all vehicles, $S = 59.2$ mph

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Phone: Fax:
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Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Southbound
Junction: MacArthur Bl.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	2484	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	2200	vph
Length of first accel/decel lane	1340	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2484	2200	DD 39	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	675	598	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	2902	2571	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.436 Using Equation 8

$v_{12} = v_R + (v - v_F) P_{FD}$ = 2715 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	2902	9400	No
v_{12}	2715	4400	No
$v_{FO} = v_F - v_R$	331	9400	No
v_R	2571	2000	Yes

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 15.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable, D_S = 0.724

Space mean speed in ramp influence area, S_R = 48 mph

Space mean speed in outer lanes, S_0 = 71.3 mph

Space mean speed for all vehicles, S = 49.4 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Southbound
Junction: MacArthur Bl.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	6565	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	2240	vph
Length of first accel/decel lane	1340	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6565	2240	DD 41	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1784	609	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	7671	2617	pcph

Estimation of V12 Diverge Areas

L = 0.00 (Equation 25-8 or 25-9)
EQ

P = 0.436 Using Equation 8
FD

$v_{12} = v_R + (v_F - v_R) P_{FD} = 4152$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	6137	9400	No
v_{12}	4152	4400	No
$v_{FO} = v_F - v_R$	3520	9400	No
v_R	2617	2000	Yes

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D = 27.9$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable, $D_S = 0.729$

Space mean speed in ramp influence area, $S_R = 48$ mph

Space mean speed in outer lanes, $S_0 = 71.3$ mph

Space mean speed for all vehicles, $S = 53.9$ mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Southbound
Junction: MacArthur Bl.
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	2484	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	2	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	2200	vph
Length of first accel/decel lane	1340	ft
Length of second accel/decel lane	0	ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2484	2200		vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	675	598	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	2902	2571	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.260 Using Equation 0

$v_{12} = v_R + (v - v_F) P_{FD}$ = 2657 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	2902	9400	No
v_{12}	2657	4400	No
$v_{FO} = v - v_R$	331	9400	No
v_R	2571	3800	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 3.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable, D_S = 0.724

Space mean speed in ramp influence area, S_R = 48 mph

Space mean speed in outer lanes, S_0 = 71.3 mph

Space mean speed for all vehicles, S = 49.7 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Southbound
Junction: MacArthur Bl.
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	6565	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	2	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	2240	vph
Length of first accel/decel lane	1340	ft
Length of second accel/decel lane	0	ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6565	2240	DD 45	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1784	609	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	7671	2617	pcph

Estimation of V12 Diverge Areas

L = 0.00 (Equation 25-8 or 25-9)
EQ

P = 0.260 Using Equation 0
FD

$v_{12} = v_R + (v_F - v_R) P_{FD} = 3532$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	6137	9400	No
v_{12}	3532	4400	No
$v_{FO} = v_F - v_R$	3520	9400	No
v_R	2617	3800	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D = 10.5$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, $D_S = 0.729$

Space mean speed in ramp influence area, $S_R = 48$ mph

Space mean speed in outer lanes, $S_0 = 70.1$ mph

Space mean speed for all vehicles, $S = 55.6$ mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: University Dr.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	7701	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	20.0	mph
Volume on ramp	1300	vph
Length of first accel/decel lane	200	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7701	1300	DD 47	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2093	353	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8998	1519	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = 0.139 Using Equation 4
FM

$v_{12} = v_{F} (P_{FM}) =$ 906 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	8017	9400	No
v_{R12}	2425	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_{R} + 0.0078\ v_{12} - 0.00627\ L_{A} =$ 22.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence, C

Speed Estimation

Intermediate speed variable, $M_S = 0.357$

Space mean speed in ramp influence area, $S_R = 56.8$ mph

Space mean speed in outer lanes, $S_0 = 55.5$ mph

Space mean speed for all vehicles, $S = 55.9$ mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: University Dr.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	4057	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	20.0	mph
Volume on ramp	1430	vph
Length of first accel/decel lane	200	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4057	1430	DD 49	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1102	389	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	4741	1671	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = 0.120 Using Equation 4
FM

v = v (P) = 445 pc/h
12 F FM

Capacity Checks

	Actual	Maximum	LOS F?
v FO	5369	9400	No
v R12	2116	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\, v_{R12} + 0.0078\, v_A - 0.00627\, L$ = 20.0- pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, M_S = 0.345

Space mean speed in ramp influence area, S_R = 57.1 mph

Space mean speed in outer lanes, S_0 = 60.9 mph

Space mean speed for all vehicles, S = 59.4 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Southbound
Junction: University Dr.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	2484	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	810	vph
Length of first accel/decel lane	1400	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2484	810	DD51	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	675	220	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	2902	946	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.436 Using Equation 8

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 1799 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	2902	9400	No
v_{12}	1799	4400	No
$v_{FO} = v_F - v_R$	1956	9400	No
v_R	946	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ = 7.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable, D_S = 0.513

Space mean speed in ramp influence area, S_R = 53 mph

Space mean speed in outer lanes, S_0 = 71.3 mph

Space mean speed for all vehicles, S = 58.9 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

'hone: Fax:
:-mail:

Diverge Analysis

\nalyst: Archie Tan
\gency/Co.: Urban Crossroads
)ate performed: 12/13/2005
\nalysis time period: PM
:reeway/dir or travel: SR-73/Southbound
lunction: University Dr.
lurisdiction:
\nalysis Year: General Plan No Project
)escription: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	6565	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	840	vph
Length of first accel/decel lane	1400	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6565	840	DD53	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1784	228	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	7671	982	pcph

Estimation of V12 Diverge Areas

L = 0.00 (Equation 25-8 or 25-9)
EQ

P = 0.436 Using Equation 8
FD

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3230 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	6137	9400	No
v_{12}	3230	4400	No
$v_{FO} = v_F - v_R$	5155	9400	No
v_R	982	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ = 19.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, D_S = 0.516

Space mean speed in ramp influence area, S_R = 53 mph

Space mean speed in outer lanes, S_0 = 69.5 mph

Space mean speed for all vehicles, S = 59.8 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: Bison Av.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	7701	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	520	vph
Length of first accel/decel lane	0	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7701	520	DD55	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2093	141	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8998	608	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.436 Using Equation 8

$v_{12} = v_R + (v - v_F) P_{FD}$ = 3482 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	7199	9400	No
v_{12}	3482	4400	No
$v_{FO} = v - v_R$	6591	9400	No
v_R	608	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 34.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, D_S = 0.548

Space mean speed in ramp influence area, S_R = 52 mph

Space mean speed in outer lanes, S_0 = 68.0 mph

Space mean speed for all vehicles, S = 59.4 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: Bison Av.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	4057	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	320	vph
Length of first accel/decel lane	0	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4057	320	DD 57	vph

'eak-hour factor, PHF	0.92	0.92	
'eak 15-min volume, v15	1102	87	v
'rucks and buses	5	5	%
'ecreational vehicles	0	0	%
'errain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
'rucks and buses PCE, ET	2.5	2.5	
'ecreational vehicle PCE, ER	2.0	2.0	
'eavy vehicle adjustment, fHV	0.930	0.930	
)river population factor, fP	1.00	1.00	
'low rate, vp	4741	374	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.436 Using Equation 8

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2071 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	4267	9400	No
v_{12}	2071	4400	No
$v_{FO} = v_F - v_R$	3893	9400	No
v_R	374	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ = 22.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, D_S = 0.527

Space mean speed in ramp influence area, S_R = 53 mph

Space mean speed in outer lanes, S_0 = 70.9 mph

Space mean speed for all vehicles, S = 60.9 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

hone: Fax:
-mail:

Merge Analysis

nalyst: Archie Tan
gency/Co.: Urban Crossroads
)ate performed: 12/12/2005
nalysis time period: AM
reeway/dir or travel: SR-73/Northbound
unction: Bison Av.
urisdiction:
nalysis Year: General Plan No Project
)escription: Newport Beach General Plan Update

Freeway Data

ype of analysis	Merge	
Number of lanes in freeway	5	
ree-flow speed on freeway	65.0	mph
olume on freeway	7701	vph

On Ramp Data

ide of freeway	Right	
Number of lanes in ramp	1	
ree-flow speed on ramp	40.0	mph
olume on ramp	280	vph
ength of first accel/decel lane	250	ft
ength of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

oes adjacent ramp exist?	No	
olume on adjacent Ramp		vph
osition of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7701	280	DD59	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2093	76	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8998	327	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = 0.247 Using Equation 4
FM

$v_{12} = v_F (P_{FM}) =$ 1602 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	6825	9400	No
v_{R12}	1929	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\, v_{R12} + 0.0078\, v_A - 0.00627\, L =$ 18.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, $M_S = 0.328$

Space mean speed in ramp influence area, $S_R = 57.5$ mph

Space mean speed in outer lanes, $S_0 = 57.6$ mph

Space mean speed for all vehicles, $S = 57.5$ mph

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Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: Bison Av.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	4057	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	40.0	mph
Volume on ramp	860	vph
Length of first accel/decel lane	250	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4057	860	DD 61	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1102	234	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	4741	1005	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = 0.162 Using Equation 4
FM

$v_{12} = v_F (P_{FM}) =$ 599 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	4703	9400	No
v_{R12}	1604	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A =$ 16.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, $M_S = 0.320$

Space mean speed in ramp influence area, $S_R = 57.6$ mph

Space mean speed in outer lanes, $S_0 = 61.2$ mph

Space mean speed for all vehicles, $S = 59.9$ mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Southbound
Junction: Bison Av.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	2484	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	990	vph
Length of first accel/decel lane	0	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2484	990	DD 63	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	675	269	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	2902	1157	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.436 Using Equation 8

$v_{12} = v_R + (v - v_F) P_{FD}$ = 1918 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	2902	9400	No
v_{12}	1918	4400	No
$v_{FO} = v - v_R$	1745	9400	No
v_R	1157	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 20.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, D_S = 0.597

Space mean speed in ramp influence area, S_R = 51 mph

Space mean speed in outer lanes, S_0 = 71.3 mph

Space mean speed for all vehicles, S = 56.7 mph

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Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Southbound
Junction: Bison Av.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	6565	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	380	vph
Length of first accel/decel lane	0	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6565	380	DD 65	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1784	103	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	7671	444	pcph

Estimation of V12 Diverge Areas

L = 0.00 (Equation 25-8 or 25-9)
EQ

P = 0.436 Using Equation 8
FD

$v_{12} = v_R + (v_F - v_R) P_{FD} = 2926$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	6137	9400	No
v_{12}	2926	4400	No
$v_{FO} = v_F - v_R$	5693	9400	No
v_R	444	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D = 29.4$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, $D_S = 0.533$

Space mean speed in ramp influence area, $S_R = 53$ mph

Space mean speed in outer lanes, $S_0 = 68.9$ mph

Space mean speed for all vehicles, $S = 60.1$ mph

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Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Southbound
Junction: Bison Av.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	2484	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	120	vph
Length of first accel/decel lane	740	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2484	120	DD67	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	675	33	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	2902	140	pcph

Estimation of V12 Merge Areas

L_{EQ} = 0.00 (Equation 25-2 or 25-3)

P_{FM} = 0.436 Using Equation 4

$v_{12} = v_F (P_{FM})$ = 987 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	2404	9400	No
v_{R12}	1127	4600	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 9.6 pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable, M_S = 0.281

Space mean speed in ramp influence area, S_R = 58.5 mph

Space mean speed in outer lanes, S_0 = 64.5 mph

Space mean speed for all vehicles, S = 61.6 mph

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Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Southbound
Junction: Bison Av.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	6565	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	320	vph
Length of first accel/decel lane	740	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6565	320	DD 69	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1784	87	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	7671	374	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = 0.407 Using Equation 4
FM

$v_{12} = v_F (P_{FM}) =$ 2231 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	5859	9400	No
v_{R12}	2605	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A =$ 21.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, $M_S = 0.322$

Space mean speed in ramp influence area, $S_R = 57.6$ mph

Space mean speed in outer lanes, $S_0 = 60.9$ mph

Space mean speed for all vehicles, $S = 59.4$ mph

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Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: Bonita Canyon Dr.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	8998	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	1010	vph
Length of first accel/decel lane	1250	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	8998	1010	DD 71	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2445	274	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	10514	1180	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.436 Using Equation 8

$v_{12} = v_R + (v - v_F) P_{FD}$ = 4333 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	8412	9400	No
v_{12}	4333	4400	No
$v_{FO} = v - v_R$	7232	9400	No
v_R	1180	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 30.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, D_S = 0.599

Space mean speed in ramp influence area, S_R = 51 mph

Space mean speed in outer lanes, S_0 = 67.3 mph

Space mean speed for all vehicles, S = 57.9 mph

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Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: Bonita Canyon Dr.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	4740	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	220	vph
Length of first accel/decel lane	1250	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4740	220	DD73	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1288	60	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	5539	257	pcph

Estimation of V12 Diverge Areas

L = 0.00 (Equation 25-8 or 25-9)
EQ

P = 0.436 Using Equation 8
FD

$v_{12} = v_R + (v_F - v_R) P_{FD} = 2198$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	4709	9400	No
v_{12}	2198	4400	No
$v_{FO} = v_F - v_R$	4452	9400	No
v_R	257	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D = 11.9$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, $D_S = 0.516$

Space mean speed in ramp influence area, $S_R = 53$ mph

Space mean speed in outer lanes, $S_0 = 70.3$ mph

Space mean speed for all vehicles, $S = 61.1$ mph

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Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: Bonita Canyon Dr.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	7701	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	25.0	mph
Volume on ramp	720	vph
Length of first accel/decel lane	2440	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7701	720	DD 75	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2093	196	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8998	841	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = 1.000 Using Equation 4
FM

$v_{12} = v_F (P_{FM}) = 6498$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	7339	9400	No
v_{R12}	7339	4600	Yes

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 47.0$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable, $M_S = 6.202$

Space mean speed in ramp influence area, $S_R =$ mph

Space mean speed in outer lanes, $S_0 = 65.0$ mph

Space mean speed for all vehicles, $S =$ mph

DD76

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hone: Fax:
-mail:

Merge Analysis

nalyst: Archie Tan
gency/Co.: Urban Crossroads
)ate performed: 12/12/2005
nalysis time period: PM
reeway/dir or travel: SR-73/Northbound
unction: Bonita Canyon Dr.
urisdiction:
nalysis Year: General Plan No Project
)escription: Newport Beach General Plan Update

Freeway Data

ype of analysis	Merge	
Number of lanes in freeway	5	
ree-flow speed on freeway	65.0	mph
olume on freeway	4057	vph

On Ramp Data

ide of freeway	Right	
Number of lanes in ramp	1	
ree-flow speed on ramp	25.0	mph
olume on ramp	400	vph
ength of first accel/decel lane	2440	ft
ength of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4057	400	DD77	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1102	109	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	4741	467	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = 1.000 Using Equation 4
FM

$v_{12} = v_F (P_{FM}) =$ 3698 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	4165	9400	No
v_{R12}	4165	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_{R} + 0.0078\ v_{12} - 0.00627\ L_A =$ 22.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, $M_S = 0.450$

Space mean speed in ramp influence area, $S_R = 54.6$ mph

Space mean speed in outer lanes, $S_0 = 65.0$ mph

Space mean speed for all vehicles, $S = 54.6$ mph

DD 78

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: Bonita Canyon Dr.
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	7701	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	25.0	mph
Volume on ramp	720	vph
Length of first accel/decel lane	1040	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7701	720	DD 79	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2093	196	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8998	841	pcph

Estimation of V12 Merge Areas

L_{EQ} = 0.00 (Equation 25-2 or 25-3)

P_{FM} = 0.577 Using Equation 4

$v_{12} = v_F (P_{FM})$ = 3746 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	7339	9400	No
v_{R12}	4587	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 34.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, M_S = 0.652

Space mean speed in ramp influence area, S_R = 50.0 mph

Space mean speed in outer lanes, S_0 = 61.8 mph

Space mean speed for all vehicles, S = 53.9 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: Bonita Canyon Dr.
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	4057	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	25.0	mph
Volume on ramp	400	vph
Length of first accel/decel lane	1040	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4057	400	DD 81	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1102	109	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	4741	467	pcph

Estimation of V12 Merge Areas

L_{EQ} = 0.00 (Equation 25-2 or 25-3)

P_{FM} = 0.623 Using Equation 4

$v_{12} = v_F (P_{FM})$ = 2305 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	4165	9400	No
v_{R12}	2772	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 20.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, M_S = 0.331

Space mean speed in ramp influence area, S_R = 57.4 mph

Space mean speed in outer lanes, S_0 = 64.3 mph

Space mean speed for all vehicles, S = 59.5 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Southbound
Junction: Bonita Canyon Dr.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	2484	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	410	vph
Length of first accel/decel lane	0	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2484	410	DD 83	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	675	111	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	2902	479	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.436 Using Equation 8

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 1535 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	2902	9400	No
v_{12}	1535	4400	No
$v_{FO} = v_F - v_R$	2423	9400	No
v_R	479	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ = 17.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, D_S = 0.536

Space mean speed in ramp influence area, S_R = 53 mph

Space mean speed in outer lanes, S_0 = 71.3 mph

Space mean speed for all vehicles, S = 60.1 mph

DD84

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Southbound
Junction: Bonita Canyon Dr.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	6565	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	520	vph
Length of first accel/decel lane	0	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6565	520	DD 85	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1784	141	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	7671	608	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.436 Using Equation 8

$v_{12} = v_R + (v - v_F) P_{FD}$ = 3019 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	6137	9400	No
v_{12}	3019	4400	No
$v_{FO} = v - v_R$	5529	9400	No
v_R	608	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ = 30.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, D_S = 0.548

Space mean speed in ramp influence area, S_R = 52 mph

Space mean speed in outer lanes, S_0 = 69.1 mph

Space mean speed for all vehicles, S = 59.7 mph

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Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Southbound
Junction: Bonita Canyon Dr.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	2484	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	300	vph
Length of first accel/decel lane	400	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2484	300	DD 87	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	675	82	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	2902	351	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = 0.301 Using Equation 4
FM

$v_{12} = v_F (P_{FM}) =$ 682 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	2615	9400	No
v_{R12}	1033	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A =$ 10.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, $M_S = 0.304$

Space mean speed in ramp influence area, $S_R = 58.0$ mph

Space mean speed in outer lanes, $S_0 = 64.0$ mph

Space mean speed for all vehicles, $S = 61.5$ mph

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Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Southbound
Junction: Bonita Canyon Dr.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	6565	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	830	vph
Length of first accel/decel lane	400	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6565	830	DD 89	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1784	226	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	7671	970	pcph

Estimation of V12 Merge Areas

L_{EQ} = 0.00 (Equation 25-2 or 25-3)

P_{FM} = 0.224 Using Equation 4

$v_{12} = v_F (P_{FM})$ = 1229 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	6455	9400	No
v_{R12}	2199	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 19.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, M_S = 0.328

Space mean speed in ramp influence area, S_R = 57.5 mph

Space mean speed in outer lanes, S_0 = 59.1 mph

Space mean speed for all vehicles, S = 58.6 mph

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Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: Newport Coast Dr.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	10083	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	530	vph
Length of first accel/decel lane	0	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	10083	530	DD 91	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2740	144	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	11782	619	pcph

Estimation of V12 Diverge Areas

L = 0.00 (Equation 25-8 or 25-9)
EQ

P = 0.436 Using Equation 8
FD

$v_{12} = v_R + (v_F - v_R) P_{FD} = 4459$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	9426	9400	Yes
v_{12}	4459	4400	Yes
$v_{FO} = v_F - v_R$	8807	9400	No
v_R	619	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D = 42.6$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable, $D_S = 0.549$

Space mean speed in ramp influence area, $S_R = 52$ mph

Space mean speed in outer lanes, $S_0 = 65.5$ mph

Space mean speed for all vehicles, $S = 58.6$ mph

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Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: Newport Coast Dr.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	5311	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	280	vph
Length of first accel/decel lane	0	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	5311	280	DD 93	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1443	76	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	6206	327	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.436 Using Equation 8

$v_{12} = v_R + (v - v_F) P_{FD}$ = 2485 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	5276	9400	No
v_{12}	2485	4400	No
$v_{FO} = v - v_R$	4949	9400	No
v_R	327	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 25.6 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, D_S = 0.522

Space mean speed in ramp influence area, S_R = 53 mph

Space mean speed in outer lanes, S_0 = 69.8 mph

Space mean speed for all vehicles, S = 60.7 mph

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Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: Newport Coast Dr.
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	8403	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	530	vph
Length of first accel/decel lane	190	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	8403	530		vph

DD95

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2283	144	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	9819	619	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.436 Using Equation 8

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3774 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	7856	9400	No
v_{12}	3774	4400	No
$v_{FO} = v_F - v_R$	7237	9400	No
v_R	619	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ = 35.0- pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, D_S = 0.549

Space mean speed in ramp influence area, S_R = 52 mph

Space mean speed in outer lanes, S_0 = 67.2 mph

Space mean speed for all vehicles, S = 59.2 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: Newport Coast Dr.
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	4426	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	280	vph
Length of first accel/decel lane	190	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4426	280	DD 97	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1203	76	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	5172	327	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.436 Using Equation 8

$v_{12} = v_R + (v - v_F) P_{FD}$ = 2214 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	4655	9400	No
v_{12}	2214	4400	No
$v_{FO} = v - v_R$	4328	9400	No
v_R	327	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 21.6 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, D_S = 0.522

Space mean speed in ramp influence area, S_R = 53 mph

Space mean speed in outer lanes, S_0 = 70.4 mph

Space mean speed for all vehicles, S = 60.9 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: Newport Coast Dr.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	10083	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	25.0	mph
Volume on ramp	490	vph
Length of first accel/decel lane	1250	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	10083	490	DD99	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2740	133	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	11782	573	pcph

Estimation of V12 Merge Areas

L_{EQ} = 0.00 (Equation 25-2 or 25-3)

P_{FM} = 0.704 Using Equation 4

$v_{12} = v_F (P_{FM})$ = 6532 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	9855	9400	Yes
v_{R12}	7105	4600	Yes

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\, v_{R12} + 0.0078\, v_{R12} - 0.00627\, L_A$ = 52.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable, M_S = 5.009

Space mean speed in ramp influence area, S_R = mph

Space mean speed in outer lanes, S_0 = 61.8 mph

Space mean speed for all vehicles, S = 221.6 mph

DD 100

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: Newport Coast Dr.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	5311	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	25.0	mph
Volume on ramp	330	vph
Length of first accel/decel lane	1250	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	5311	330	DD 101	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1443	90	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	6206	386	pcph

Estimation of V12 Merge Areas

L_{EQ} = 0.00 (Equation 25-2 or 25-3)

P_{FM} = 0.727 Using Equation 4

$v_{12} = v_F (P_{FM})$ = 3429 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	5103	9400	No
v_{R12}	3815	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 27.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, M_S = 0.435

Space mean speed in ramp influence area, S_R = 55.0 mph

Space mean speed in outer lanes, S_0 = 64.5 mph

Space mean speed for all vehicles, S = 57.1 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: Newport Coast Dr.
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	8403	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	25.0	mph
Volume on ramp	490	vph
Length of first accel/decel lane	880	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	8403	490	DD 103	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2283	133	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	9819	573	pcph

Estimation of V12 Merge Areas

L_{EQ} = 0.00 (Equation 25-2 or 25-3)

P_{FM} = 0.539 Using Equation 4

$v_{12} = v_F (P_{FM})$ = 3942 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	7892	9400	No
v_{R12}	4515	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 34.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, M_S = 0.633

Space mean speed in ramp influence area, S_R = 50.4 mph

Space mean speed in outer lanes, S_0 = 60.7 mph

Space mean speed for all vehicles, S = 54.4 mph

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Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: Newport Coast Dr.
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	4426	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	25.0	mph
Volume on ramp	330	vph
Length of first accel/decel lane	880	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4426	330	DD 106	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1203	90	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	5172	386	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = 0.562 Using Equation 4
FM

$v_{12} = v_F (P_{FM}) =$ 2268 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	4421	9400	No
v_{R12}	2654	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 20.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, M_S = 0.332

Space mean speed in ramp influence area, S_R = 57.4 mph

Space mean speed in outer lanes, S_0 = 63.6 mph

Space mean speed for all vehicles, S = 59.7 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Southbound
Junction: Newport Coast Dr.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	2903	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	680	vph
Length of first accel/decel lane	0	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2903	680	DD 107	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	789	185	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Level
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	3392	795	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.436 Using Equation 8

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 1927 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	3392	9400	No
v_{12}	1927	4400	No
$v_{FO} = v_F - v_R$	2597	9400	No
v_R	795	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ = 20.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, D_S = 0.565

Space mean speed in ramp influence area, S_R = 52 mph

Space mean speed in outer lanes, S_0 = 71.3 mph

Space mean speed for all vehicles, S = 58.9 mph

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Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Southbound
Junction: Newport Coast Dr.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	7671	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	1060	vph
Length of first accel/decel lane	0	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7671	1060	DD 109	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2085	288	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Level
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8963	1239	pcph

Estimation of V12 Diverge Areas

L = 0.00 (Equation 25-8 or 25-9)
EQ

P = 0.436 Using Equation 8
FD

$v_{12} = v_R + (v_F - v_R) P_{FD} = 3825$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	7171	9400	No
v_{12}	3825	4400	No
$v_{FO} = v_F - v_R$	5932	9400	No
v_R	1239	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D = 37.1$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence E

Speed Estimation

Intermediate speed variable, $D_S = 0.605$

Space mean speed in ramp influence area, $S_R = 51$ mph

Space mean speed in outer lanes, $S_0 = 68.7$ mph

Space mean speed for all vehicles, $S = 58.0$ mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Southbound
Junction: Newport Coast Dr.
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	2903	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	680	vph
Length of first accel/decel lane	240	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2903	680	DD 111	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	789	185	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Level
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	3392	795	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.436 Using Equation 8

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 1927 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	3392	9400	No
v_{12}	1927	4400	No
$v_{FO} = v_F - v_R$	2597	9400	No
v_R	795	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ = 18.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, D_S = 0.565

Space mean speed in ramp influence area, S_R = 52 mph

Space mean speed in outer lanes, S_0 = 71.3 mph

Space mean speed for all vehicles, S = 58.9 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Southbound
Junction: Newport Coast Dr.
Jurisdiction:
Analysis Year: General Plan No Project w/ Imp
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	7671	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	1060	vph
Length of first accel/decel lane	240	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7671	1060	DD 113	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2085	288	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Level
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8963	1239	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.436 Using Equation 8

$v_{12} = v_R + (v - v_F) P_{FD}$ = 3825 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	7171	9400	No
v_{12}	3825	4400	No
$v_{FO} = v_F - v_R$	5932	9400	No
v_R	1239	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\ v_{12} - 0.009\ L_D$ = 35.0- pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, D_S = 0.605

Space mean speed in ramp influence area, S_R = 51 mph

Space mean speed in outer lanes, S_0 = 68.7 mph

Space mean speed for all vehicles, S = 58.0 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Southbound
Junction: Newport Coast Dr.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	3153	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	30.0	mph
Volume on ramp	440	vph
Length of first accel/decel lane	360	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3153	440	DD 115	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	857	120	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Level
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	3684	514	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = 0.287 Using Equation 4
FM

$v_{12} = v_F (P_{FM}) =$ 826 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	3388	9400	No
v_{R12}	1340	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 13.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, M_S = 0.314

Space mean speed in ramp influence area, S_R = 57.8 mph

Space mean speed in outer lanes, S_0 = 63.1 mph

Space mean speed for all vehicles, S = 60.9 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Southbound
Junction: Newport Coast Dr.
Jurisdiction:
Analysis Year: General Plan No Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	7671	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	30.0	mph
Volume on ramp	580	vph
Length of first accel/decel lane	360	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7671	580	PD117	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2085	158	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Level
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8963	678	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = 0.267 Using Equation 4
FM

$v_{12} = v_F (P_{FM}) =$ 1725 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	7141	9400	No
v_{R12}	2403	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A =$ 21.6 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, $M_S = 0.343$

Space mean speed in ramp influence area, $S_R = 57.1$ mph

Space mean speed in outer lanes, $S_0 = 58.1$ mph

Space mean speed for all vehicles, $S = 57.7$ mph

APPENDIX EE

GENERAL PLAN BUILDOUT WITH PROJECT LAND USE

compare

	LU_Code	Real Quantity	Surrogate Quantity	OccupancyRate			
1516	2	67	67	0.95			
1516	4	100	100	1			
1516	36	53.2	53.2	1			
1517	3	160	160	0.95			
1517	10	74	74	0.9			
1517	23	9.75	9.75	0.9			
1517	28	13.39	13.39	1			
1517	29	406	406	1			
1517	30	780	780	1			
1517	36	31.38	31.38	1			
1518	1	441	441	0.95			
1518	2	67	67	0.95			
1518	38	0.95	0.95	1			
1519	1	471	471	0.95			
1519	38	14.23	14.23	1			
1520	1	207	207	0.95			
1521	1	580	580	0.95			
1521	29	498	498	1			
1521	38	9.73	9.73	1			
1522	1	119	119	0.95			
1522	2	120	120	0.95			
1522	10	80	80	0.9			
1522	23	12.9	12.9	0.9			
1408	1	145	145	0.95			
1409	7	300	300	0.9			
1409	10	35	35	0.9			
1409	13	8	8	0.9			
1409	23	660	660	0.9			
1409	38	3.33	3.33	1			
1410	2	88	88	0.95			
1411	10	1.38	1.38	0.9			
1411	40	15.69	15.69	1			
1412	1	60	60	0.95			
1413	2	33	33	0.95			
1413	18	60.33	60.33	1			
1413	23	67.95	67.95	0.9			
1413	39	45.91	45.91	1			
1415	1	153	153	0.95			
1415	36	8.73	8.73	1			
1416	1	198	198	0.95			
1417	1	56	56	0.95			
1418	1	59	59	0.95			
1419	1	173	173	0.95			
1420	1	465	465	0.95			
1421	1	116	116	0.95			
1421	2	60	60	0.95			
1421	3	352	352	0.95			
1421	10	179.8	179.8	0.9			
1421	13	4.4	4.4	0.9			
1421	15	3	3	0.9			
1421	23	109.8	109.8	0.9			

EE 30

compare

	LU_Code	Real Quantity	Surrogate Quantity	OccupancyRate			
1421	24	109.8	109.8	0.9			
1421	29	636	636	1			
1421	32	5.2	5.2	1			
1422	1	490	490	0.95			
1423	1	266	266	0.95			
1423	37	18.23	18.23	1			
1423	38	4	4	1			
1424	3	1445	1445	0.95			
1373	10	36.46	36.46	0.9			
1373	23	85.073	85.073	0.9			
1373	24	0	0	0.9			
1373	25	0	0	0.9			
1373	26	0	0	0.9			
1374	10	42.231	42.231	0.9			
1374	23	84.463	84.463	0.9			
1374	24	0	0	0.9			
1374	25	0	0	0.9			
1374	26	0	0	0.9			
1375	10	61.518	61.518	0.9			
1375	13	0	0	0.9			
1375	23	123.035	123.035	0.9			
1375	24	0	0	0.9			
1375	25	0	0	0.9			
1375	26	0	0	0.9			
1376	10	67.464	67.464	0.9			
1376	23	134.927	134.927	0.9			
1376	24	0	0	0.9			
1376	25	0	0	0.9			
1376	26	0	0	0.9			
1377	7	107	107	0.9			
1377	10	74.583	74.583	0.9			
1377	23	179.7	179.7	0.9			
1377	24	0	0	0.9			
1377	25	0	0	0.9			
1377	26	0	0	0.9			
1378	7	122	122	0.9			
1378	10	85.378	85.378	0.9			
1378	23	243.936	243.936	0.9			
1378	24	0	0	0.9			
1378	25	0	0	0.9			
1378	26	0	0	0.9			
1425	3	130	130	0.9			
1425	24	94.9	94.9	0.9			
1425	36	24.1	24.1	1			
1426	1	119	119	0.95			
1426	36	40	40	1			
1427	1	315	315	0.95			
1427	2	235	235	0.95			
1427	10	8.4	8.4	0.9			
1427	15	1.7	1.7	0.9			
1427	16	11.4	11.4	1			

EE3b

compare

	LU_Code	Real Quantity	Surrogate Quantity	OccupancyRate			
1427	23	17.6	17.6	0.9			
1427	24	12	12	0.9			
1427	30	2184	2184	1			
1427	35	68	68	1			
1427	36	59.7	59.7	1			
1427	37	13.4	13.4	1			
1427	38	0.4	0.4	1			
1428	1	257	257	0.95			
1428	3	152	152	0.95			
1428	7	140	140	0.9			
1428	10	332.52	332.52	0.9			
1428	13	0	0	0.9			
1428	15	0	0	0.9			
1428	16	0	0	1			
1428	19	0	0	1			
1428	20	130	130	1			
1428	23	75.09	75.09	0.9			
1428	24	0	0	0.9			
1428	37	22.31	22.31	1			
1523	1	149	149	0.95			
1523	10	54	54	0.9			
1525	3	1112	1112	0.95			
1526	36	44.444	44.444	1			
1526	1	410	410	0.95			
1618	1	6	6	0.95			
1527	2	0	0	0.95			
1527	38	18.5	18.5	1			
1536	10	114.173	114.173	0.9			
1429	1	656	656	0.95			
1429	2	13	13	0.95			
1429	3	59	59	0.95			
1429	21	90	90	1			
1429	29	436	436	1			
1429	37	0.9	0.9	1			
1429	38	3.03	3.03	1			
1528	28	7.32	7.32	1			
1528	36	26.01	26.01	1			
1529	1	284	284	0.95			
1530	1	40	40	0.95			
1530	3	173	173	0.95			
1530	32	5.8	5.8	1			
1530	37	16.869	16.869	1			
1530	38	14.39	14.39	1			
1532	30	450	450	1			
1534	1	271	271	0.95			
1534	29	600	600	1			
1430	1	30	30	0.95			
1430	3	278	278	0.95			
1430	6	0	0	0.9			
1430	7	64	64	0.9			
1430	10	397.851	397.851	0.9			

EE3c

compare

	LU_Code	Real Quantity	Surrogate Quantity	OccupancyRate			
1430	13	0	0	0.9			
1430	15	0	0	0.9			
1430	16	0	0	1			
1430	18	0	0	1			
1430	23	139.65	139.65	0.9			
1430	33	9.9	9.9	1			
1431	3	195	195	0.95			
1431	10	101.447	101.447	0.9			
1431	13	0	0	0.9			
1431	17	0	0	1			
1431	23	50.355	50.355	0.9			
1432	1	DU	200	0.95			
1432	2	379	379	0.95			
1432	3	244	244	0.95			
1432	6	0	0	0.9			
1432	7	53	53	0.9			
1432	10	92.848	92.848	0.9			
1432	13	0	0	0.9			
1432	23	0	0	0.9			
1432	24	185.696	185.696	0.9			
1433	1	98	98	0.95			
1433	2	0	0	0.95			
1433	3	142	142	0.95			
1433	23	67.16	67.16	0.9			
1433	24	352.249	352.249	0.9			
1433	26	0	0	0.9			
1433	35	270	270	1			
1535	1	368	368	0.95			
1535	2	294	294	0.95			
1535	3	512	512	0.95			
1536	2	48	48	0.95			
1537	1	98	98	0.95			
1537	2	108	108	0.95			
1538	1	144	144	0.95			
1539	1	158	158	0.95			
1539	7	250	250	0.9			
1540	7	540	540	0.9			
1541	1	55	55	0.95			
1543	7	1210	1210	0.9			
1715	24	136.05	136.05	0.9			
1714	3	673	673	0.95			
1715	10	0	0	0.9			
1716	24	220.08	220.08	0.9			
1434	34	1167	1167	1			
1716	35	0	0	1			
1435	1	68	68	0.95			
1435	2	28	28	0.95			
1435	10	10.8	10.8	0.9			
1435	13	8.4	8.4	0.9			
1435	15	2.7	2.7	0.9			
1544	1	178	178	0.95			

EE3d

compare

	LU_Code	Real Quantity	Surrogate Quantity	OccupancyRate			
1545	1	311	311	0.95			
1574	1	212	212	0.95			
1548	1	207	207	0.95			
1548	2	278	278	0.95			
1549	1	113	113	0.95			
1550	1	329	329	0.95			
1550	2	169	169	0.95			
1553	1	66	66	0.95			
1553	2	70	70	0.95			
1379	3	368	294	0.95			
1379	23	240.451	240.451	0.9			
1380	3	418	334	0.95			
1380	23	0	0	0.9			
1381	3	344	275	0.95			
1381	23	104.211	104.211	0.9			
1382	3	761	609	0.95			
1382	23	73.704	73.704	0.9			
1383	10	0	0	0.9			
1383	23	202.585	202.585	0.9			
1384	3	147	132	0.95			
1384	10	46.13	41.517	0.9			
1384	23	0	0	0.9			
1385	7	349	349	0.9			
1386	23	203.8	203.8	0.9			
1387	23	177.534	177.534	0.9			
1388	10	120.596	120.596	0.9			
1388	13	0	0	0.9			
1388	16	130	130	1			
1389	3	165	132	0.95			
1389	10	16.191	16.191	1			
1389	23	105.807	105.807	0.9			
1390	3	109	87	0.95			
1390	23	99.97	99.97	0.9			
1391	23	72.5	72.5	0.9			
1392	10	19.324	19.324	1			
1392	23	124	124	0.9			
1393	3	376	338	0.95			
1393	10	90.169	81.152	0.9			
1436	2	0	0	0.95			
1436	3	1790	1790	0.95			
1436	4	0	0	1			
1436	10	0	0	0.9			
1436	24	39.6	39.6	0.9			
1436	26	0	0	0.9			
1436	35	169	169	1			
1436	38	0.17	0.17	1			
1554	1	207	207	0.95			
1554	2	84	84	0.95			
1555	7	150	150	0.9			
1555	10	137.5	137.5	0.9			
1563	23	396.869	396.869	0.9			

EE 3e

compare

	LU_Code	Real Quantity	Surrogate Quantity	OccupancyRate			
1671	1	138	138	0.95			
1671	23	178.781	178.781	0.9			
1672	1	12	12	0.95			
1673	10	7.877	7.877	0.9			
1673	23	280.212	280.212	0.9			
1674	10	126.748	126.748	0.9			
1674	23	87.077	87.077	0.9			
1675	1	156	156	0.95			
1675	23	21.472	21.472	0.9			
1437	26	5	5	0.9			
1438	3	152	152	0.95			
1438	23	0	0	0.9			
1438	26	0	0	0.9			
1438	27	0	0	0.9			
1438	29	622	622	1			
1439	2	0	0	0.95			
1439	3	784	784	0.95			
1439	5	0	0	0.95			
1439	10	50.91	50.91	0.9			
1439	23	239.51	239.51	0.9			
1439	24	61.63	61.63	0.9			
1439	25	0	0	0.9			
1439	26	837.27	837.27	0.9			
1439	35	59	59	1			
1440	2	281	281	0.95			
1441	1	462	462	0.95			
1441	2	0	0	0.95			
1441	3	361	361	0.95			
1441	6	90	90	0.9			
1441	10	57.935	57.935	0.9			
1441	13	0	0	0.9			
1441	15	0	0	0.9			
1442	1	43	43	0.95			
1442	2	214	214	0.95			
1442	38	6.79	6.79	1			
1443	1	125	125	0.95			
1443	2	350	350	0.95			
1443	3	54	54	0.95			
1443	38	6.5	6.5	1			
1444	1	94	94	0.95			
1444	2	498.5	498.5	0.95			
1445	1	139	139	0.9			
1445	2	509	509	0.9			
1446	1	124	124	0.95			
1446	2	239	239	0.95			
1446	38	2.69	2.69	1			
1447	1	88	88	0.9			
1447	2	415	415	0.9			
1448	1	87	87	0.9			
1448	2	103	103	0.9			
1448	10	26.17	26.17	0.9			

	LU_Code	Real Quantity	Surrogate Quantity	OccupancyRate			
1448	13	2.24	2.24	0.9			
1448	23	12.19	12.19	0.9			
1448	24	0.99	0.99	0.9			
1449	2	95	95	0.9			
1449	3	160	160	0.9			
1449	10	82.235	75.512	0.9			
1449	13	0	0	0.9			
1449	15	0	0	0.9			
1449	23	0	0	0.9			
1450	2	159	159	0.9			
1450	3	188	188	0.9			
1450	6	16	16	0.9			
1450	10	140.417	133.678	0.9			
1450	13	0	0	0.9			
1450	23	0	0	0.9			
1451	1	22	22	0.9			
1451	2	110	110	0.9			
1451	3	5	5	0.9			
1451	6	0	0	0.9			
1451	7	124	124	0.9			
1451	10	93.218	93.218	0.9			
1451	13	0	0	0.9			
1451	15	0	0	0.9			
1451	23	0	0	0.9			
1452	37	6	6	1			
1452	2	0	0	0.9			
1452	3	187.2	187.2	0.95			
1452	7	99.8	99.8	0.9			
1452	10	187.199	187.199	0.9			
1452	13	0	0	0.9			
1452	15	0	0	0.9			
1452	23	35	35	0.9			
1452	37	6	6	1			
1453	3	63	63	0.95			
1453	10	132.772	132.772	0.9			
1453	13	0	0	0.9			
1453	21	685	685	1			
1453	23	3.5	3.5	0.9			
1453	24	0	0	0.9			
1453	36	15.71	15.71	1			
1454	1	0	0	0.9			
1454	2	0	0	0.9			
1454	3	192	192	0.9			
1454	10	109.479	105.858	0.9			
1454	11	0.85	0.85	1			
1454	13	0	0	0.9			
1454	15	0	0	0.9			
1454	23	42.156	42.156	0.9			
1454	37	4.65	4.65	1			
1455	1	3	3	0.9			
1455	2	403	403	0.9			

EE3g

compare

	LU_Code	Real Quantity	Surrogate Quantity	OccupancyRate			
1455	10	108.22	108.22	0.9			
1455	13	9.2	9.2	0.9			
1455	23	1	1	0.9			
1455	26	38	38	0.9			
1456	1	807	807	0.9			
1456	2	101	101	0.9			
1456	3	26	26	0.9			
1457	1	218	218	0.9			
1457	2	476	476	0.9			
1457	3	103	103	0.9			
1457	5	58	58	0.9			
1457	6	26	26	0.9			
1457	10	12.54	12.54	0.9			
1457	15	1.25	1.25	0.9			
1457	20	58	58	1			
1457	28	13.44	13.44	1			
1457	29	389	389	1			
1457	36	10.05	10.05	1			
1457	37	17.4	17.4	1			
1457	38	1.2	1.2	1			
1458	1	372	372	0.9			
1458	2	684	684	0.9			
1458	3	257	253	0.9			
1458	7	65	65	0.9			
1458	10	68.34	63.287	0.9			
1458	15	0	0	0.9			
1458	20	14	14	1			
1458	23	12	12	0.9			
1458	24	0	0	0.9			
1458	32	4.8	4.8	1			
1458	36	2	2	1			
1395	7	164	164	0.9			
1395	10	20.19	20.19	0.9			
1395	13	0	0	0.9			
1396	23	630.221	630.221	0.9			
1397	23	104.42	104.42	0.9			
1459	1	9	9	0.9			
1459	2	131	131	0.9			
1459	3	255	246	0.9			
1459	7	200	200	0.9			
1459	10	124.163	111.747	0.9			
1459	11	4.25	4.25	1			
1459	13	0	0	0.9			
1459	15	0	0	0.9			
1459	17	0	0	1			
1459	21	350	350	1			
1459	23	0	0	0.9			
1459	33	1.7	1.7	1			
1459	37	4.97	4.97	1			
1460	1	677	677	0.9			
1460	2	194	194	0.9			

EE3h

compare

	LU_Code	Real Quantity	Surrogate Quantity	OccupancyRate			
1460	3	51	51	0.9			
1460	19	2	2	1			
1460	38	0.83	0.83	1			
1461	1	194	194	0.9			
1461	2	271	271	0.9			
1461	10	4.99	4.99	0.9			
1461	13	20	20	0.9			
1461	17	8.29	8.29	1			
1461	20	352	352	1			
1461	23	12	12	0.9			
1461	26	5.04	5.04	0.9			
1461	38	0.78	0.78	1			
1462	1	32	32	0.9			
1463	3	520	520	0.9			
1463	10	73.884	73.884	0.9			
1463	13	21.55	21.55	0.9			
1463	16	34.9	34.9	1			
1464	1	43	43	0.9			
1464	2	3119	3119	0.9			
1464	6	4	4	0.9			
1464	10	73.07	73.07	0.9			
1464	13	16.55	16.55	0.9			
1464	15	5.43	5.43	0.9			
1464	23	18.37	18.37	0.9			
1464	24	2.75	2.75	0.9			
1464	33	1.9	1.9	1			
1464	36	3	3	1			
1464	38	1.62	1.62	1			
1465	5	397	397	0.95			
1465	10	60.63	60.63	0.9			
1465	13	18.19	18.19	0.9			
1465	20	218	218	1			
1465	23	30.31	30.31	0.9			
1466	2	149	149	0.95			
1466	7	754	754	0.9			
1466	13	83.93	83.93	0.9			
1466	19	16	16	1			
1466	22	64	64	1			
1466	23	6	6	0.9			
1466	37	2.69	2.69	1			
1466	40	2	2	1			
1467	3	1185	1185	0.95			
1468	29	320	320	1			
1469	2	808	808	0.95			
1469	3	225	225	0.95			
1469	28	6.45	6.45	1			
1469	29	294	294	1			
1469	30	1801	1801	1			
1469	36	34.96	34.96	1			
1469	37	34.97	34.97	1			
1469	38	8	8	1			

	LU_Code	Real Quantity	Surrogate Quantity	OccupancyRate			
1470	2	511	511	0.95			
1470	10	75	75	0.9			
1470	19	19	19	1			
1470	23	11.66	11.66	0.9			
1398	23	40	40	0.9			
1399	23	161.49	161.49	0.9			
1400	23	48.5	48.5	0.9			
1471	1	460	460	0.95			
1471	38	2	2	1			
1472	16	209.75	209.75	1			
1473	3	300	300	0.95			
1474	1	168	168	0.95			
1474	2	208	208	0.95			
1474	3	736	736	0.95			
1474	10	47.5	47.5	0.9			
1474	13	6.4	6.4	0.9			
1474	38	29.2	29.2	1			
1475	25	81.73	81.73	0.9			
1475	27	196.42	196.42	0.9			
1475	29	52	52	1			
1475	33	55.2	55.2	1			
1475	36	100.28	100.28	1			
1476	2	227	227	0.95			
1477	1	500	500	0.95			
1478	2	50	50	0.95			
1479	1	101	101	0.95			
1479	2	54	54	0.95			
1480	2	144	144	0.95			
1480	3	80	80	0.95			
1401	24	86.096	86.096	0.9			
1402	3	187	168	0.95			
1402	10	44.976	40.478	0.9			
1402	23	0	0	0.9			
1481	1	101	101	0.95			
1481	2	182	182	0.95			
1481	10	2.3	2.3	0.9			
1482	1	142	142	0.95			
1482	2	43	43	0.95			
1482	3	73	73	0.95			
1482	40	181.2	181.2	1			
1483	1	21	21	0.95			
1484	7	425	425	0.9			
1484	10	21.7	21.7	0.9			
1484	13	0	0	0.9			
1484	23	965.03	965.03	0.9			
1485	9	0	0	0.8			
1485	9	1684	1684	0.8			
1485	21	1700	1700	1			
1486	2	0	0	0.95			
1486	3	645	565	0.95			
1486	10	144.33	144.33	0.9			

EE 3.1

compare

	LU_Code	Real Quantity	Surrogate Quantity	OccupancyRate			
1486	13	0	0	0.9			
1486	16	0	0	1			
1486	23	881	881	0.9			
1486	31	40	40	1			
1487	2	69	69	0.95			
1487	3	200	160	0.95			
1487	7	750	750	0.9			
1487	10	7.5	7.5	0.9			
1487	19	22	22	1			
1487	23	11.63	11.63	0.9			
1487	40	99.4	99.4	1			
1488	2	122	122	0.95			
1489	2	228	228	0.95			
1489	10	5	5	0.9			
1490	23	115.8	115.8	0.9			
1403	3	125	100	0.95			
1403	7	471	471	0.9			
1403	10	26.8	26.8	0.9			
1403	18	0	0	1			
1403	23	393.05	393.05	0.9			
1403	37	10.9	10.9	0.9			
1491	23	478.64	478.64	0.9			
1491	24	351.95	351.95	0.9			
1492	10	38.1	38.1	0.9			
1492	13	0	0	0.9			
1492	18	0	0	1			
1492	21	2150	2150	1			
1492	23	452.11	452.11	0.9			
1493	23	484.3	484.3	0.9			
1494	10	105	105	0.9			
1494	32	65	65	1			
1495	1	423	423	0.9			
1495	2	81	81	0.9			
1495	10	2.38	2.38	0.9			
1495	17	62.02	62.02	1			
1495	20	283	283	1			
1495	23	186.53	186.53	0.9			
1495	38	6.53	6.53	1			
1496	1	73	73	0.9			
1496	2	256	256	0.9			
1496	3	152	152	0.9			
1496	29	12.03	12.03	1			
1497	1	143	143	0.9			
1497	2	214	214	0.9			
1497	3	48	48	0.9			
1498	1	234	234	0.9			
1498	2	0	0	0.9			
1498	3	48	48	0.9			
1498	10	92.44	92.44	0.9			
1498	13	0	0	0.9			
1498	23	23.98	23.98	0.9			

EE 3K

	LU_Code	Real Quantity	Surrogate Quantity	OccupancyRate			
1498	38	4	4	1			
1499	1	198	198	0.9			
1500	1	178	178	0.95			
1500	38	1.03	1.03	1			
1501	1	849	849	0.9			
1501	2	0	0	0.9			
1501	10	106.84	106.84	0.9			
1501	13	0	0	0.9			
1501	15	0	0	0.9			
1501	21	500	500	1			
1501	23	36.05	36.05	0.9			
1501	24	0	0	0.9			
1501	38	3	3	1			
1502	1	186	186	0.9			
1502	2	0	0	0.9			
1502	10	104.41	104.41	0.9			
1502	13	0	0	0.9			
1502	15	0	0	0.9			
1502	23	33.09	33.09	0.9			
1502	24	0	0	0.9			
1404	3	225	180	0.95			
1404	23	434.953	434.953	0.9			
1405	3	160	128	0.95			
1405	10	128.61	128.61	0.9			
1405	13	0	0	0.9			
1405	15	0	0	0.9			
1405	23	695.157	695.157	0.9			
1406	3	1125	900	0.95			
1406	25	0	0	0.9			
1406	26	0	0	0.9			
1407	10	31.72	31.72	0.9			
1407	15	1.56	1.56	0.9			
1407	23	124.99	124.99	0.9			
1407	24	3.77	3.77	0.9			
1503	1	52	52	0.9			
1503	2	0	0	0.9			
1503	10	88.02	88.02	0.9			
1503	13	0	0	0.9			
1503	15	0	0	0.9			
1503	18	0	0	1			
1503	23	9.97	9.97	0.9			
1503	24	0	0	0.9			
1504	1	542	542	0.95			
1504	2	0	0	0.95			
1504	10	88.02	88.02	0.9			
1504	13	0	0	0.9			
1504	15	0	0	0.9			
1504	18	0	0	1			
1504	23	9.97	9.97	0.9			
1504	24	0	0	0.9			
1504	36	12.34	12.34	1			

EE3L

	LU_Code	Real Quantity	Surrogate Quantity	OccupancyRate			
1505	1	843	843	0.95			
1505	2	0	0	0.95			
1505	10	58.9	58.9	0.9			
1505	13	0	0	0.9			
1505	15	0	0	0.9			
1505	23	35	35	0.9			
1505	32	3.8	3.8	1			
1505	33	5	5	1			
1506	1	363	363	0.95			
1506	2	0	0	0.95			
1506	3	6	6	0.95			
1507	1	142	142	0.95			
1507	38	0.78	0.78	1			
1508	1	193	193	0.95			
1508	2	137	137	0.95			
1508	29	790	790	1			
1508	37	5.85	5.85	1			
1510	1	200	200	0.95			
1511	1	20	20	0.95			
1511	10	70.79	70.79	0.9			
1512	2	246	246	0.95			
1513	1	348	348	0.95			
1513	4	100	100	1			
1513	18	1	1	1			
1513	37	24.07	24.07	1			
1514	1	41	41	0.95			
1515	3	410	410	0.95			
1515	28	0	0	1			
1556	1	206	206	0.9			
1556	3	0	0	0.9			
1556	38	30	30	1			
1558	1	276	276	0.9			
1558	3	344	344	0.9			
1558	23	0	0	0.9			
1558	26	0	0	0.9			
1558	29	500	500	1			
1558	38	10	10	1			
1559	1	206	206	0.9			
1559	3	343	343	0.9			
1559	7	75	75	0.9			
1559	10	75	75	0.9			
1559	23	0	0	0.9			
1559	26	0	0	0.9			
1559	39	20	20	1			
1713	34	834	834	1			
1394	10	115.434	115.434	0.9			
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EE 3M

EE3N

Study Area Land Use By NBTM Taz

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	NBWP05	*Build Date:*	11/10/2005
Land Use:	nbwp05	*Build Time:*	8:00:00 PM
Network:	pref04	*Modeler:*	Archie Tan

NBTM TAZ	Land Use Code	Units	Description	Quantity
1373	10	TSF	General Commercial	36.460
1373	23	TSF	General Office	85.073
1373	24	TSF	Medical Office	0.000
1373	25	TSF	R & D	0.000
1373	26	TSF	Industrial	0.000
1374	10	TSF	General Commercial	42.231
1374	23	TSF	General Office	84.463
1374	24	TSF	Medical Office	0.000
1374	25	TSF	R & D	0.000
1374	26	TSF	Industrial	0.000
1375	10	TSF	General Commercial	61.518
1375	13	TSF	Restaurant	0.000
1375	23	TSF	General Office	123.035
1375	24	TSF	Medical Office	0.000
1375	25	TSF	R & D	0.000
1375	26	TSF	Industrial	0.000
1376	10	TSF	General Commercial	67.464
1376	23	TSF	General Office	134.927
1376	24	TSF	Medical Office	0.000
1376	25	TSF	R & D	0.000
1376	26	TSF	Industrial	0.000
1377	7	ROOM	Hotel	107.000
1377	10	TSF	General Commercial	74.583
1377	23	TSF	General Office	179.700
1377	24	TSF	Medical Office	0.000
1377	25	TSF	R & D	0.000
1377	26	TSF	Industrial	0.000
1378	7	ROOM	Hotel	122.000
1378	10	TSF	General Commercial	85.378
1378	23	TSF	General Office	243.936
1378	24	TSF	Medical Office	0.000
1378	25	TSF	R & D	0.000
1378	26	TSF	Industrial	0.000
1379	3	DU	Apartment	294.000
1379	23	TSF	General Office	240.451
1380	3	DU	Apartment	334.000
1380	23	TSF	General Office	0.000

Analysis Year:	**2040**	***Reference Number:***	**01232**
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NBTM TAZ	Land Use Code	Units	Description	Quantity
1381	3	DU	Apartment	275.000
1381	23	TSF	General Office	104.211
1382	3	DU	Apartment	609.000
1382	23	TSF	General Office	73.704
1383	10	TSF	General Commercial	0.000
1383	23	TSF	General Office	202.585
1384	3	DU	Apartment	132.000
1384	10	TSF	General Commercial	41.517
1384	23	TSF	General Office	0.000
1385	7	ROOM	Hotel	349.000
1386	23	TSF	General Office	203.800
1387	23	TSF	General Office	177.534
1388	10	TSF	General Commercial	120.596
1388	13	TSF	Restaurant	0.000
1388	16	TSF	Auto Dealer/Sales	130.000
1389	3	DU	Apartment	132.000
1389	10	TSF	General Commercial	16.191
1389	23	TSF	General Office	105.807
1390	3	DU	Apartment	87.000
1390	23	TSF	General Office	99.970
1391	23	TSF	General Office	72.500
1392	10	TSF	General Commercial	19.324
1392	23	TSF	General Office	124.000
1393	3	DU	Apartment	338.000
1393	10	TSF	General Commercial	81.152
1394	10	TSF	General Commercial	115.434
1395	7	ROOM	Hotel	164.000
1395	10	TSF	General Commercial	20.190
1395	13	TSF	Restaurant	0.000
1396	23	TSF	General Office	630.221
1397	23	TSF	General Office	104.420
1398	23	TSF	General Office	40.000
1399	23	TSF	General Office	161.490
1400	23	TSF	General Office	48.500
1401	24	TSF	Medical Office	86.096
1402	3	DU	Apartment	168.000
1402	10	TSF	General Commercial	40.478
1402	23	TSF	General Office	0.000
1403	3	DU	Apartment	100.000
1403	7	ROOM	Hotel	471.000

Analysis Year:	**2040**	***Reference Number:***	**01232**
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NBTM TAZ	Land Use Code	Units	Description	Quantity
1403	10	TSF	General Commercial	26.800
1403	18	TSF	Health Club	0.000
1403	23	TSF	General Office	393.050
1403	37	TSF	Youth Ctr/Service	10.900
1404	3	DU	Apartment	180.000
1404	23	TSF	General Office	434.953
1405	3	DU	Apartment	128.000
1405	10	TSF	General Commercial	128.610
1405	13	TSF	Restaurant	0.000
1405	15	TSF	Fast Food Restaurant	0.000
1405	23	TSF	General Office	695.157
1406	3	DU	Apartment	900.000
1406	25	TSF	R & D	0.000
1406	26	TSF	Industrial	0.000
1407	10	TSF	General Commercial	31.720
1407	15	TSF	Fast Food Restaurant	1.560
1407	23	TSF	General Office	124.990
1407	24	TSF	Medical Office	3.770
1408	1	DU	Res-Low (SFD)	145.000
1409	7	ROOM	Hotel	300.000
1409	10	TSF	General Commercial	35.000
1409	13	TSF	Restaurant	8.000
1409	23	TSF	General Office	660.000
1409	38	ACRE	Park	3.330
1410	2	DU	Res-Medium (SFA)	88.000
1411	10	TSF	General Commercial	1.380
1411	40	ACRE	Golf Course	15.690
1412	1	DU	Res-Low (SFD)	60.000
1413	2	DU	Res-Medium (SFA)	33.000
1413	18	TSF	Health Club	60.330
1413	23	TSF	General Office	67.950
1413	39	ACRE	Regional Park	45.910
1415	1	DU	Res-Low (SFD)	153.000
1415	36	TSF	Church	8.730
1416	1	DU	Res-Low (SFD)	198.000
1417	1	DU	Res-Low (SFD)	56.000
1418	1	DU	Res-Low (SFD)	59.000
1419	1	DU	Res-Low (SFD)	173.000
1420	1	DU	Res-Low (SFD)	465.000
1421	1	DU	Res-Low (SFD)	116.000

Analysis Year:	**2040**	***Reference Number:***	**01232**
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NBTM TAZ	Land Use Code	Units	Description	Quantity
1421	2	DU	Res-Medium (SFA)	60.000
1421	3	DU	Apartment	352.000
1421	10	TSF	General Commercial	179.800
1421	13	TSF	Restaurant	4.400
1421	15	TSF	Fast Food Restaurant	3.000
1421	23	TSF	General Office	109.800
1421	24	TSF	Medical Office	109.800
1421	29	STU	Elementary/Private School	636.000
1421	32	TSF	Library	5.200
1422	1	DU	Res-Low (SFD)	490.000
1423	1	DU	Res-Low (SFD)	266.000
1423	37	TSF	Youth Ctr/Service	18.230
1423	38	ACRE	Park	4.000
1424	3	DU	Apartment	1,445.000
1425	3	DU	Apartment	130.000
1425	24	TSF	Medical Office	94.900
1425	36	TSF	Church	24.100
1426	1	DU	Res-Low (SFD)	119.000
1426	36	TSF	Church	40.000
1427	1	DU	Res-Low (SFD)	315.000
1427	2	DU	Res-Medium (SFA)	235.000
1427	10	TSF	General Commercial	8.400
1427	15	TSF	Fast Food Restaurant	1.700
1427	16	TSF	Auto Dealer/Sales	11.400
1427	23	TSF	General Office	17.600
1427	24	TSF	Medical Office	12.000
1427	30	STU	Junior/High School	2,184.000
1427	35	BEDS	Nursing/Conv. Home	68.000
1427	36	TSF	Church	59.700
1427	37	TSF	Youth Ctr/Service	13.400
1427	38	ACRE	Park	0.400
1428	1	DU	Res-Low (SFD)	257.000
1428	3	DU	Apartment	152.000
1428	7	ROOM	Hotel	140.000
1428	10	TSF	General Commercial	332.520
1428	13	TSF	Restaurant	0.000
1428	15	TSF	Fast Food Restaurant	0.000
1428	16	TSF	Auto Dealer/Sales	0.000
1428	19	CRT	Tennis Club	0.000
1428	20	SLIP	Marina	130.000

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	NBWP05	*Build Date:*	11/10/2005
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Network:	pref04	*Modeler:*	Archie Tan

NBTM TAZ	Land Use Code	Units	Description	Quantity
1428	23	TSF	General Office	75.090
1428	24	TSF	Medical Office	0.000
1428	37	TSF	Youth Ctr/Service	22.310
1429	1	DU	Res-Low (SFD)	656.000
1429	2	DU	Res-Medium (SFA)	13.000
1429	3	DU	Apartment	59.000
1429	21	SEAT	Theater	90.000
1429	29	STU	Elementary/Private School	436.000
1429	37	TSF	Youth Ctr/Service	0.900
1429	38	ACRE	Park	3.030
1430	1	DU	Res-Low (SFD)	30.000
1430	3	DU	Apartment	278.000
1430	6	ROOM	Motel	0.000
1430	7	ROOM	Hotel	64.000
1430	10	TSF	General Commercial	397.851
1430	13	TSF	Restaurant	0.000
1430	15	TSF	Fast Food Restaurant	0.000
1430	16	TSF	Auto Dealer/Sales	0.000
1430	18	TSF	Health Club	0.000
1430	23	TSF	General Office	139.650
1430	33	TSF	Post Office	9.900
1431	3	DU	Apartment	195.000
1431	10	TSF	General Commercial	101.447
1431	13	TSF	Restaurant	0.000
1431	17	TSF	Yacht Club	0.000
1431	23	TSF	General Office	50.355
1432	1	DU	Res-Low (SFD)	200.000
1432	2	DU	Res-Medium (SFA)	379.000
1432	3	DU	Apartment	244.000
1432	6	ROOM	Motel	0.000
1432	7	ROOM	Hotel	53.000
1432	10	TSF	General Commercial	92.848
1432	13	TSF	Restaurant	0.000
1432	23	TSF	General Office	0.000
1432	24	TSF	Medical Office	185.696
1433	1	DU	Res-Low (SFD)	98.000
1433	2	DU	Res-Medium (SFA)	0.000
1433	3	DU	Apartment	142.000
1433	23	TSF	General Office	67.160
1433	24	TSF	Medical Office	352.249

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	NBWP05	*Build Date:*	11/10/2005
Land Use:	nbwp05	*Build Time:*	8:00:00 PM
Network:	pref04	*Modeler:*	Archie Tan

NBTM TAZ	Land Use Code	Units	Description	Quantity
1433	26	TSF	Industrial	0.000
1433	35	BEDS	Nursing/Conv. Home	270.000
1434	34	BED	Hospital	1,167.000
1435	1	DU	Res-Low (SFD)	68.000
1435	2	DU	Res-Medium (SFA)	28.000
1435	10	TSF	General Commercial	10.800
1435	13	TSF	Restaurant	8.400
1435	15	TSF	Fast Food Restaurant	2.700
1436	2	DU	Res-Medium (SFA)	0.000
1436	3	DU	Apartment	1,790.000
1436	4	DU	Elderly Residential	0.000
1436	10	TSF	General Commercial	0.000
1436	24	TSF	Medical Office	39.600
1436	26	TSF	Industrial	0.000
1436	35	BEDS	Nursing/Conv. Home	169.000
1436	38	ACRE	Park	0.170
1437	26	TSF	Industrial	5.000
1438	3	DU	Apartment	152.000
1438	23	TSF	General Office	0.000
1438	26	TSF	Industrial	0.000
1438	27	TSF	Mini-Storage/Warehouse	0.000
1438	29	STU	Elementary/Private School	622.000
1439	2	DU	Res-Medium (SFA)	0.000
1439	3	DU	Apartment	784.000
1439	5	DU	Mobile Home	0.000
1439	10	TSF	General Commercial	50.910
1439	23	TSF	General Office	239.510
1439	24	TSF	Medical Office	61.630
1439	25	TSF	R & D	0.000
1439	26	TSF	Industrial	837.270
1439	35	BEDS	Nursing/Conv. Home	59.000
1440	2	DU	Res-Medium (SFA)	281.000
1441	1	DU	Res-Low (SFD)	462.000
1441	2	DU	Res-Medium (SFA)	0.000
1441	3	DU	Apartment	361.000
1441	6	ROOM	Motel	90.000
1441	10	TSF	General Commercial	57.935
1441	13	TSF	Restaurant	0.000
1441	15	TSF	Fast Food Restaurant	0.000
1442	1	DU	Res-Low (SFD)	43.000

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	NBWP05	*Build Date:*	11/10/2005
Land Use:	nbwp05	*Build Time:*	8:00:00 PM
Network:	pref04	*Modeler:*	Archie Tan

NBTM TAZ	Land Use Code	Units	Description	Quantity
1442	2	DU	Res-Medium (SFA)	214.000
1442	38	ACRE	Park	6.790
1443	1	DU	Res-Low (SFD)	125.000
1443	2	DU	Res-Medium (SFA)	350.000
1443	3	DU	Apartment	54.000
1443	38	ACRE	Park	6.500
1444	1	DU	Res-Low (SFD)	94.000
1444	2	DU	Res-Medium (SFA)	498.500
1445	1	DU	Res-Low (SFD)	139.000
1445	2	DU	Res-Medium (SFA)	509.000
1446	1	DU	Res-Low (SFD)	124.000
1446	2	DU	Res-Medium (SFA)	239.000
1446	38	ACRE	Park	2.690
1447	1	DU	Res-Low (SFD)	88.000
1447	2	DU	Res-Medium (SFA)	415.000
1448	1	DU	Res-Low (SFD)	87.000
1448	2	DU	Res-Medium (SFA)	103.000
1448	10	TSF	General Commercial	26.170
1448	13	TSF	Restaurant	2.240
1448	23	TSF	General Office	12.190
1448	24	TSF	Medical Office	0.990
1449	2	DU	Res-Medium (SFA)	95.000
1449	3	DU	Apartment	160.000
1449	10	TSF	General Commercial	75.512
1449	13	TSF	Restaurant	0.000
1449	15	TSF	Fast Food Restaurant	0.000
1449	23	TSF	General Office	0.000
1450	2	DU	Res-Medium (SFA)	159.000
1450	3	DU	Apartment	188.000
1450	6	ROOM	Motel	16.000
1450	10	TSF	General Commercial	133.678
1450	13	TSF	Restaurant	0.000
1450	23	TSF	General Office	0.000
1451	1	DU	Res-Low (SFD)	22.000
1451	2	DU	Res-Medium (SFA)	110.000
1451	3	DU	Apartment	5.000
1451	6	ROOM	Motel	0.000
1451	7	ROOM	Hotel	124.000
1451	10	TSF	General Commercial	93.218
1451	13	TSF	Restaurant	0.000

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NBTM TAZ	Land Use Code	Units	Description	Quantity
1451	15	TSF	Fast Food Restaurant	0.000
1451	23	TSF	General Office	0.000
1451	37	TSF	Youth Ctr/Service	6.000
1452	2	DU	Res-Medium (SFA)	0.000
1452	3	DU	Apartment	187.200
1452	7	ROOM	Hotel	99.800
1452	10	TSF	General Commercial	187.199
1452	13	TSF	Restaurant	0.000
1452	15	TSF	Fast Food Restaurant	0.000
1452	23	TSF	General Office	35.000
1452	37	TSF	Youth Ctr/Service	6.000
1453	3	DU	Apartment	63.000
1453	10	TSF	General Commercial	132.772
1453	13	TSF	Restaurant	0.000
1453	21	SEAT	Theater	685.000
1453	23	TSF	General Office	3.500
1453	24	TSF	Medical Office	0.000
1453	36	TSF	Church	15.710
1454	1	DU	Res-Low (SFD)	0.000
1454	2	DU	Res-Medium (SFA)	0.000
1454	3	DU	Apartment	192.000
1454	10	TSF	General Commercial	105.858
1454	11	ACRE	Comm./Recreation	0.850
1454	13	TSF	Restaurant	0.000
1454	15	TSF	Fast Food Restaurant	0.000
1454	23	TSF	General Office	42.156
1454	37	TSF	Youth Ctr/Service	4.650
1455	1	DU	Res-Low (SFD)	3.000
1455	2	DU	Res-Medium (SFA)	403.000
1455	10	TSF	General Commercial	108.220
1455	13	TSF	Restaurant	9.200
1455	23	TSF	General Office	1.000
1455	26	TSF	Industrial	38.000
1456	1	DU	Res-Low (SFD)	807.000
1456	2	DU	Res-Medium (SFA)	101.000
1456	3	DU	Apartment	26.000
1457	1	DU	Res-Low (SFD)	218.000
1457	2	DU	Res-Medium (SFA)	476.000
1457	3	DU	Apartment	103.000
1457	5	DU	Mobile Home	58.000

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NBTM TAZ	Land Use Code	Units	Description	Quantity
1457	6	ROOM	Motel	26.000
1457	10	TSF	General Commercial	12.540
1457	15	TSF	Fast Food Restaurant	1.250
1457	20	SLIP	Marina	58.000
1457	28	TSF	Pre-school/Day Care	13.440
1457	29	STU	Elementary/Private School	389.000
1457	36	TSF	Church	10.050
1457	37	TSF	Youth Ctr/Service	17.400
1457	38	ACRE	Park	1.200
1458	1	DU	Res-Low (SFD)	372.000
1458	2	DU	Res-Medium (SFA)	684.000
1458	3	DU	Apartment	253.000
1458	7	ROOM	Hotel	65.000
1458	10	TSF	General Commercial	63.287
1458	15	TSF	Fast Food Restaurant	0.000
1458	20	SLIP	Marina	14.000
1458	23	TSF	General Office	12.000
1458	24	TSF	Medical Office	0.000
1458	32	TSF	Library	4.800
1458	36	TSF	Church	2.000
1459	1	DU	Res-Low (SFD)	9.000
1459	2	DU	Res-Medium (SFA)	131.000
1459	3	DU	Apartment	246.000
1459	7	ROOM	Hotel	200.000
1459	10	TSF	General Commercial	111.747
1459	11	ACRE	Comm./Recreation	4.250
1459	13	TSF	Restaurant	0.000
1459	15	TSF	Fast Food Restaurant	0.000
1459	17	TSF	Yacht Club	0.000
1459	21	SEAT	Theater	350.000
1459	23	TSF	General Office	0.000
1459	33	TSF	Post Office	1.700
1459	37	TSF	Youth Ctr/Service	4.970
1460	1	DU	Res-Low (SFD)	677.000
1460	2	DU	Res-Medium (SFA)	194.000
1460	3	DU	Apartment	51.000
1460	19	CRT	Tennis Club	2.000
1460	38	ACRE	Park	0.830
1461	1	DU	Res-Low (SFD)	194.000
1461	2	DU	Res-Medium (SFA)	271.000

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NBTM TAZ	Land Use Code	Units	Description	Quantity
1461	10	TSF	General Commercial	4.990
1461	13	TSF	Restaurant	20.000
1461	17	TSF	Yacht Club	8.290
1461	20	SLIP	Marina	352.000
1461	23	TSF	General Office	12.000
1461	26	TSF	Industrial	5.040
1461	38	ACRE	Park	0.780
1462	1	DU	Res-Low (SFD)	32.000
1463	3	DU	Apartment	520.000
1463	10	TSF	General Commercial	73.884
1463	13	TSF	Restaurant	21.550
1463	16	TSF	Auto Dealer/Sales	34.900
1464	1	DU	Res-Low (SFD)	43.000
1464	2	DU	Res-Medium (SFA)	3,119.000
1464	6	ROOM	Motel	4.000
1464	10	TSF	General Commercial	73.070
1464	13	TSF	Restaurant	16.550
1464	15	TSF	Fast Food Restaurant	5.430
1464	23	TSF	General Office	18.370
1464	24	TSF	Medical Office	2.750
1464	33	TSF	Post Office	1.900
1464	36	TSF	Church	3.000
1464	38	ACRE	Park	1.620
1465	5	DU	Mobile Home	397.000
1465	10	TSF	General Commercial	60.630
1465	13	TSF	Restaurant	18.190
1465	20	SLIP	Marina	218.000
1465	23	TSF	General Office	30.310
1466	2	DU	Res-Medium (SFA)	149.000
1466	7	ROOM	Hotel	754.000
1466	13	TSF	Restaurant	83.930
1466	19	CRT	Tennis Club	16.000
1466	22	ACRE	Newport Dunes	64.000
1466	23	TSF	General Office	6.000
1466	37	TSF	Youth Ctr/Service	2.690
1466	40	ACRE	Golf Course	2.000
1467	3	DU	Apartment	1,185.000
1468	29	STU	Elementary/Private School	320.000
1469	2	DU	Res-Medium (SFA)	808.000
1469	3	DU	Apartment	225.000

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NBTM TAZ	Land Use Code	Units	Description	Quantity
1469	28	TSF	Pre-school/Day Care	6.450
1469	29	STU	Elementary/Private School	294.000
1469	30	STU	Junior/High School	1,801.000
1469	36	TSF	Church	34.960
1469	37	TSF	Youth Ctr/Service	34.970
1469	38	ACRE	Park	8.000
1470	2	DU	Res-Medium (SFA)	511.000
1470	10	TSF	General Commercial	75.000
1470	19	CRT	Tennis Club	19.000
1470	23	TSF	General Office	11.660
1471	1	DU	Res-Low (SFD)	460.000
1471	38	ACRE	Park	2.000
1472	16	TSF	Auto Dealer/Sales	209.750
1473	3	DU	Apartment	300.000
1474	1	DU	Res-Low (SFD)	168.000
1474	2	DU	Res-Medium (SFA)	208.000
1474	3	DU	Apartment	736.000
1474	10	TSF	General Commercial	47.500
1474	13	TSF	Restaurant	6.400
1474	38	ACRE	Park	29.200
1475	25	TSF	R & D	81.730
1475	27	TSF	Mini-Storage/Warehouse	196.420
1475	29	STU	Elementary/Private School	52.000
1475	33	TSF	Post Office	55.200
1475	36	TSF	Church	100.280
1476	2	DU	Res-Medium (SFA)	227.000
1477	1	DU	Res-Low (SFD)	500.000
1478	2	DU	Res-Medium (SFA)	50.000
1479	1	DU	Res-Low (SFD)	101.000
1479	2	DU	Res-Medium (SFA)	54.000
1480	2	DU	Res-Medium (SFA)	144.000
1480	3	DU	Apartment	80.000
1481	1	DU	Res-Low (SFD)	101.000
1481	2	DU	Res-Medium (SFA)	182.000
1481	10	TSF	General Commercial	2.300
1482	1	DU	Res-Low (SFD)	142.000
1482	2	DU	Res-Medium (SFA)	43.000
1482	3	DU	Apartment	73.000
1482	40	ACRE	Golf Course	181.200
1483	1	DU	Res-Low (SFD)	21.000

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NBTM TAZ	Land Use Code	Units	Description	Quantity
1484	7	ROOM	Hotel	425.000
1484	10	TSF	General Commercial	21.700
1484	13	TSF	Restaurant	0.000
1484	23	TSF	General Office	965.030
1485	9	TSF	Regional Commercial	1,684.000
1485	10	TSF	General Commercial	0.000
1485	21	SEAT	Theater	1,700.000
1486	2	DU	Res-Medium (SFA)	0.000
1486	3	DU	Apartment	565.000
1486	10	TSF	General Commercial	144.330
1486	13	TSF	Restaurant	0.000
1486	16	TSF	Auto Dealer/Sales	0.000
1486	23	TSF	General Office	881.000
1486	31	TSF	Cultural/Learning Center	40.000
1487	2	DU	Res-Medium (SFA)	69.000
1487	3	DU	Apartment	160.000
1487	7	ROOM	Hotel	750.000
1487	10	TSF	General Commercial	7.500
1487	19	CRT	Tennis Club	22.000
1487	23	TSF	General Office	11.630
1487	40	ACRE	Golf Course	99.400
1488	2	DU	Res-Medium (SFA)	122.000
1489	2	DU	Res-Medium (SFA)	228.000
1489	10	TSF	General Commercial	5.000
1490	23	TSF	General Office	115.800
1491	23	TSF	General Office	478.640
1491	24	TSF	Medical Office	351.950
1492	10	TSF	General Commercial	38.100
1492	13	TSF	Restaurant	0.000
1492	18	TSF	Health Club	0.000
1492	21	SEAT	Theater	2,150.000
1492	23	TSF	General Office	452.110
1493	23	TSF	General Office	484.300
1494	10	TSF	General Commercial	105.000
1494	32	TSF	Library	65.000
1495	1	DU	Res-Low (SFD)	423.000
1495	2	DU	Res-Medium (SFA)	81.000
1495	10	TSF	General Commercial	2.380
1495	17	TSF	Yacht Club	62.020
1495	20	SLIP	Marina	283.000

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NBTM TAZ	Land Use Code	Units	Description	Quantity
1495	23	TSF	General Office	186.530
1495	38	ACRE	Park	6.530
1496	1	DU	Res-Low (SFD)	73.000
1496	2	DU	Res-Medium (SFA)	256.000
1496	3	DU	Apartment	152.000
1496	29	STU	Elementary/Private School	12.030
1497	1	DU	Res-Low (SFD)	143.000
1497	2	DU	Res-Medium (SFA)	214.000
1497	3	DU	Apartment	48.000
1498	1	DU	Res-Low (SFD)	234.000
1498	2	DU	Res-Medium (SFA)	0.000
1498	3	DU	Apartment	48.000
1498	10	TSF	General Commercial	92.440
1498	13	TSF	Restaurant	0.000
1498	23	TSF	General Office	23.980
1498	38	ACRE	Park	4.000
1499	1	DU	Res-Low (SFD)	198.000
1500	1	DU	Res-Low (SFD)	178.000
1500	38	ACRE	Park	1.030
1501	1	DU	Res-Low (SFD)	849.000
1501	2	DU	Res-Medium (SFA)	0.000
1501	10	TSF	General Commercial	106.840
1501	13	TSF	Restaurant	0.000
1501	15	TSF	Fast Food Restaurant	0.000
1501	21	SEAT	Theater	500.000
1501	23	TSF	General Office	36.050
1501	24	TSF	Medical Office	0.000
1501	38	ACRE	Park	3.000
1502	1	DU	Res-Low (SFD)	186.000
1502	2	DU	Res-Medium (SFA)	0.000
1502	10	TSF	General Commercial	104.410
1502	13	TSF	Restaurant	0.000
1502	15	TSF	Fast Food Restaurant	0.000
1502	23	TSF	General Office	33.090
1502	24	TSF	Medical Office	0.000
1503	1	DU	Res-Low (SFD)	52.000
1503	2	DU	Res-Medium (SFA)	0.000
1503	10	TSF	General Commercial	88.020
1503	13	TSF	Restaurant	0.000
1503	15	TSF	Fast Food Restaurant	0.000

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NBTM TAZ	Land Use Code	Units	Description	Quantity
1503	18	TSF	Health Club	0.000
1503	23	TSF	General Office	9.970
1503	24	TSF	Medical Office	0.000
1504	1	DU	Res-Low (SFD)	542.000
1504	2	DU	Res-Medium (SFA)	0.000
1504	10	TSF	General Commercial	88.020
1504	13	TSF	Restaurant	0.000
1504	15	TSF	Fast Food Restaurant	0.000
1504	18	TSF	Health Club	0.000
1504	23	TSF	General Office	9.970
1504	24	TSF	Medical Office	0.000
1504	36	TSF	Church	12.340
1505	1	DU	Res-Low (SFD)	843.000
1505	2	DU	Res-Medium (SFA)	0.000
1505	10	TSF	General Commercial	58.900
1505	13	TSF	Restaurant	0.000
1505	15	TSF	Fast Food Restaurant	0.000
1505	23	TSF	General Office	35.000
1505	32	TSF	Library	3.800
1505	33	TSF	Post Office	5.000
1506	1	DU	Res-Low (SFD)	363.000
1506	2	DU	Res-Medium (SFA)	0.000
1506	3	DU	Apartment	6.000
1507	1	DU	Res-Low (SFD)	142.000
1507	38	ACRE	Park	0.780
1508	1	DU	Res-Low (SFD)	193.000
1508	2	DU	Res-Medium (SFA)	137.000
1508	29	STU	Elementary/Private School	790.000
1508	37	TSF	Youth Ctr/Service	5.850
1510	1	DU	Res-Low (SFD)	200.000
1511	1	DU	Res-Low (SFD)	20.000
1511	10	TSF	General Commercial	70.790
1512	2	DU	Res-Medium (SFA)	246.000
1513	1	DU	Res-Low (SFD)	348.000
1513	4	DU	Elderly Residential	100.000
1513	18	TSF	Health Club	1.000
1513	37	TSF	Youth Ctr/Service	24.070
1514	1	DU	Res-Low (SFD)	41.000
1515	3	DU	Apartment	410.000
1515	28	TSF	Pre-school/Day Care	0.000

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NBTM TAZ	Land Use Code	Units	Description	Quantity
1516	2	DU	Res-Medium (SFA)	67.000
1516	4	DU	Elderly Residential	100.000
1516	36	TSF	Church	53.200
1517	3	DU	Apartment	160.000
1517	10	TSF	General Commercial	74.000
1517	23	TSF	General Office	9.750
1517	28	TSF	Pre-school/Day Care	13.390
1517	29	STU	Elementary/Private School	406.000
1517	30	STU	Junior/High School	780.000
1517	36	TSF	Church	31.380
1518	1	DU	Res-Low (SFD)	441.000
1518	2	DU	Res-Medium (SFA)	67.000
1518	38	ACRE	Park	0.950
1519	1	DU	Res-Low (SFD)	471.000
1519	38	ACRE	Park	14.230
1520	1	DU	Res-Low (SFD)	207.000
1521	1	DU	Res-Low (SFD)	580.000
1521	29	STU	Elementary/Private School	498.000
1521	38	ACRE	Park	9.730
1522	1	DU	Res-Low (SFD)	119.000
1522	2	DU	Res-Medium (SFA)	120.000
1522	10	TSF	General Commercial	80.000
1522	23	TSF	General Office	12.900
1523	1	DU	Res-Low (SFD)	149.000
1523	10	TSF	General Commercial	54.000
1525	3	DU	Apartment	1,112.000
1526	1	DU	Res-Low (SFD)	410.000
1526	36	TSF	Church	44.444
1527	2	DU	Res-Medium (SFA)	0.000
1527	38	ACRE	Park	18.500
1528	28	TSF	Pre-school/Day Care	7.320
1528	36	TSF	Church	26.010
1529	1	DU	Res-Low (SFD)	284.000
1530	1	DU	Res-Low (SFD)	40.000
1530	3	DU	Apartment	173.000
1530	32	TSF	Library	5.800
1530	37	TSF	Youth Ctr/Service	16.869
1530	38	ACRE	Park	14.390
1532	30	STU	Junior/High School	450.000
1534	1	DU	Res-Low (SFD)	271.000

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NBTM TAZ	Land Use Code	Units	Description	Quantity
1534	29	STU	Elementary/Private School	600.000
1535	1	DU	Res-Low (SFD)	368.000
1535	2	DU	Res-Medium (SFA)	294.000
1535	3	DU	Apartment	512.000
1536	2	DU	Res-Medium (SFA)	48.000
1536	10	TSF	General Commercial	114.173
1537	1	DU	Res-Low (SFD)	98.000
1537	2	DU	Res-Medium (SFA)	108.000
1538	1	DU	Res-Low (SFD)	144.000
1539	1	DU	Res-Low (SFD)	158.000
1539	7	ROOM	Hotel	250.000
1540	7	ROOM	Hotel	540.000
1541	1	DU	Res-Low (SFD)	55.000
1543	7	ROOM	Hotel	1,210.000
1544	1	DU	Res-Low (SFD)	178.000
1545	1	DU	Res-Low (SFD)	311.000
1547	1	DU	Res-Low (SFD)	212.000
1548	1	DU	Res-Low (SFD)	207.000
1548	2	DU	Res-Medium (SFA)	278.000
1549	1	DU	Res-Low (SFD)	113.000
1550	1	DU	Res-Low (SFD)	329.000
1550	2	DU	Res-Medium (SFA)	169.000
1553	1	DU	Res-Low (SFD)	66.000
1553	2	DU	Res-Medium (SFA)	70.000
1554	1	DU	Res-Low (SFD)	207.000
1554	2	DU	Res-Medium (SFA)	84.000
1555	7	ROOM	Hotel	150.000
1555	10	TSF	General Commercial	137.500
1556	1	DU	Res-Low (SFD)	206.000
1556	3	DU	Apartment	0.000
1556	38	ACRE	Park	30.000
1558	1	DU	Res-Low (SFD)	276.000
1558	3	DU	Apartment	344.000
1558	23	TSF	General Office	0.000
1558	26	TSF	Industrial	0.000
1558	29	STU	Elementary/Private School	500.000
1558	38	ACRE	Park	10.000
1559	1	DU	Res-Low (SFD)	206.000
1559	3	DU	Apartment	343.000
1559	7	ROOM	Hotel	75.000

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NBTM TAZ	Land Use Code	Units	Description	Quantity
1559	10	TSF	General Commercial	75.000
1559	23	TSF	General Office	0.000
1559	26	TSF	Industrial	0.000
1559	39	ACRE	Regional Park	20.000
1563	23	TSF	General Office	396.869
1618	1	DU	Res-Low (SFD)	6.000
1671	1	DU	Res-Low (SFD)	138.000
1671	23	TSF	General Office	178.781
1672	1	DU	Res-Low (SFD)	12.000
1673	10	TSF	General Commercial	7.877
1673	23	TSF	General Office	280.212
1674	10	TSF	General Commercial	126.748
1674	23	TSF	General Office	87.077
1675	1	DU	Res-Low (SFD)	156.000
1675	23	TSF	General Office	21.472
1713	34	BED	Hospital	834.000
1714	3	DU	Apartment	673.000
1715	10	TSF	General Commercial	0.000
1715	24	TSF	Medical Office	136.050
1716	24	TSF	Medical Office	220.080
1716	35	BEDS	Nursing/Conv. Home	0.000

Study Area Land Use By OCTAM Taz

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OCTAM TAZ	Land Use Code	Description	Units	Quantity
2327	10	General Commercial	TSF	33.100
2327	15	Fast Food Restaurant	TSF	1.560
2327	23	General Office	TSF	521.859
2327	24	Medical Office	TSF	3.770
2327	40	Golf Course	ACRE	15.690
2328	1	Res-Low (SFD)	DU	306.000
2328	10	General Commercial	TSF	134.625
2328	23	General Office	TSF	567.542
2336	3	Apartment	DU	2,201.000
2336	7	Hotel	ROOM	349.000
2336	10	General Commercial	TSF	394.214
2336	13	Restaurant	TSF	0.000
2336	16	Auto Dealer/Sales	TSF	130.000
2336	23	General Office	TSF	1,404.562
2337	7	Hotel	ROOM	229.000
2337	10	General Commercial	TSF	367.634
2337	13	Restaurant	TSF	0.000
2337	23	General Office	TSF	851.134
2337	24	Medical Office	TSF	0.000
2337	25	R & D	TSF	0.000
2337	26	Industrial	TSF	0.000
2338	3	Apartment	DU	1,208.000
2338	10	General Commercial	TSF	128.610
2338	13	Restaurant	TSF	0.000
2338	15	Fast Food Restaurant	TSF	0.000
2338	23	General Office	TSF	1,130.110
2338	25	R & D	TSF	0.000
2338	26	Industrial	TSF	0.000
2339	3	Apartment	DU	168.000
2339	10	General Commercial	TSF	40.478
2339	23	General Office	TSF	249.990
2339	24	Medical Office	TSF	86.096
2340	7	Hotel	ROOM	164.000
2340	10	General Commercial	TSF	20.190
2340	13	Restaurant	TSF	0.000
2340	23	General Office	TSF	734.641
2341	3	Apartment	DU	100.000

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OCTAM TAZ	Land Use Code	Description	Units	Quantity
2341	7	Hotel	ROOM	471.000
2341	10	General Commercial	TSF	26.800
2341	18	Health Club	TSF	0.000
2341	23	General Office	TSF	393.050
2341	37	Youth Ctr/Service	TSF	10.900
2375	1	Res-Low (SFD)	DU	40.000
2375	3	Apartment	DU	173.000
2375	32	Library	TSF	5.800
2375	37	Youth Ctr/Service	TSF	16.869
2375	38	Park	ACRE	14.390
2377	30	Junior/High School	STU	450.000
2378	1	Res-Low (SFD)	DU	329.000
2378	2	Res-Medium (SFA)	DU	169.000
2381	2	Res-Medium (SFA)	DU	281.000
2393	1	Res-Low (SFD)	DU	198.000
2399	1	Res-Low (SFD)	DU	482.000
2399	3	Apartment	DU	687.000
2399	7	Hotel	ROOM	75.000
2399	10	General Commercial	TSF	75.000
2399	23	General Office	TSF	0.000
2399	26	Industrial	TSF	5.000
2399	29	Elementary/Private School	STU	500.000
2399	38	Park	ACRE	10.000
2399	39	Regional Park	ACRE	20.000
2400	1	Res-Low (SFD)	DU	206.000
2400	3	Apartment	DU	0.000
2400	38	Park	ACRE	30.000
2401	1	Res-Low (SFD)	DU	462.000
2401	2	Res-Medium (SFA)	DU	0.000
2401	3	Apartment	DU	361.000
2401	6	Motel	ROOM	90.000
2401	10	General Commercial	TSF	57.935
2401	13	Restaurant	TSF	0.000
2401	15	Fast Food Restaurant	TSF	0.000
2402	2	Res-Medium (SFA)	DU	0.000
2402	3	Apartment	DU	2,726.000
2402	4	Elderly Residential	DU	0.000
2402	5	Mobile Home	DU	0.000
2402	10	General Commercial	TSF	50.910
2402	23	General Office	TSF	239.510

Analysis Year:	**2040**	***Reference Number:***	**01232**
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OCTAM TAZ	Land Use Code	Description	Units	Quantity
2402	24	Medical Office	TSF	101.230
2402	25	R & D	TSF	0.000
2402	26	Industrial	TSF	837.270
2402	27	Mini-Storage/Warehouse	TSF	0.000
2402	29	Elementary/Private School	STU	622.000
2402	35	Nursing/Conv. Home	BEDS	228.000
2402	38	Park	ACRE	0.170
2403	1	Res-Low (SFD)	DU	98.000
2403	2	Res-Medium (SFA)	DU	0.000
2403	3	Apartment	DU	815.000
2403	10	General Commercial	TSF	0.000
2403	23	General Office	TSF	67.160
2403	24	Medical Office	TSF	708.379
2403	26	Industrial	TSF	0.000
2403	34	Hospital	BED	2,001.000
2403	35	Nursing/Conv. Home	BEDS	270.000
2404	1	Res-Low (SFD)	DU	454.000
2404	2	Res-Medium (SFA)	DU	1,329.500
2404	3	Apartment	DU	54.000
2404	10	General Commercial	TSF	10.800
2404	13	Restaurant	TSF	8.400
2404	15	Fast Food Restaurant	TSF	2.700
2404	38	Park	ACRE	15.980
2405	1	Res-Low (SFD)	DU	339.000
2405	2	Res-Medium (SFA)	DU	1,794.000
2405	3	Apartment	DU	795.200
2405	6	Motel	ROOM	16.000
2405	7	Hotel	ROOM	223.800
2405	10	General Commercial	TSF	862.627
2405	11	Comm./Recreation	ACRE	0.850
2405	13	Restaurant	TSF	11.440
2405	15	Fast Food Restaurant	TSF	0.000
2405	21	Theater	SEAT	685.000
2405	23	General Office	TSF	93.846
2405	24	Medical Office	TSF	0.990
2405	26	Industrial	TSF	38.000
2405	36	Church	TSF	15.710
2405	37	Youth Ctr/Service	TSF	16.650
2406	1	Res-Low (SFD)	DU	807.000
2406	2	Res-Medium (SFA)	DU	101.000

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OCTAM TAZ	Land Use Code	Description	Units	Quantity
2406	3	Apartment	DU	26.000
2407	1	Res-Low (SFD)	DU	886.000
2407	2	Res-Medium (SFA)	DU	392.000
2407	3	Apartment	DU	581.000
2407	6	Motel	ROOM	0.000
2407	7	Hotel	ROOM	117.000
2407	10	General Commercial	TSF	490.699
2407	13	Restaurant	TSF	0.000
2407	15	Fast Food Restaurant	TSF	0.000
2407	16	Auto Dealer/Sales	TSF	0.000
2407	18	Health Club	TSF	0.000
2407	21	Theater	SEAT	90.000
2407	23	General Office	TSF	139.650
2407	24	Medical Office	TSF	185.696
2407	29	Elementary/Private School	STU	436.000
2407	33	Post Office	TSF	9.900
2407	37	Youth Ctr/Service	TSF	0.900
2407	38	Park	ACRE	3.030
2408	1	Res-Low (SFD)	DU	315.000
2408	2	Res-Medium (SFA)	DU	235.000
2408	10	General Commercial	TSF	8.400
2408	15	Fast Food Restaurant	TSF	1.700
2408	16	Auto Dealer/Sales	TSF	11.400
2408	23	General Office	TSF	17.600
2408	24	Medical Office	TSF	12.000
2408	30	Junior/High School	STU	2,184.000
2408	35	Nursing/Conv. Home	BEDS	68.000
2408	36	Church	TSF	59.700
2408	37	Youth Ctr/Service	TSF	13.400
2408	38	Park	ACRE	0.400
2409	1	Res-Low (SFD)	DU	257.000
2409	3	Apartment	DU	347.000
2409	7	Hotel	ROOM	140.000
2409	10	General Commercial	TSF	433.967
2409	13	Restaurant	TSF	0.000
2409	15	Fast Food Restaurant	TSF	0.000
2409	16	Auto Dealer/Sales	TSF	0.000
2409	17	Yacht Club	TSF	0.000
2409	19	Tennis Club	CRT	0.000
2409	20	Marina	SLIP	130.000

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OCTAM TAZ	Land Use Code	Description	Units	Quantity
2409	23	General Office	TSF	125.445
2409	24	Medical Office	TSF	0.000
2409	37	Youth Ctr/Service	TSF	22.310
2410	1	Res-Low (SFD)	DU	1,276.000
2410	2	Res-Medium (SFA)	DU	1,485.000
2410	3	Apartment	DU	653.000
2410	5	Mobile Home	DU	58.000
2410	6	Motel	ROOM	26.000
2410	7	Hotel	ROOM	265.000
2410	10	General Commercial	TSF	187.574
2410	11	Comm./Recreation	ACRE	4.250
2410	13	Restaurant	TSF	0.000
2410	15	Fast Food Restaurant	TSF	1.250
2410	17	Yacht Club	TSF	0.000
2410	19	Tennis Club	CRT	2.000
2410	20	Marina	SLIP	72.000
2410	21	Theater	SEAT	350.000
2410	23	General Office	TSF	12.000
2410	24	Medical Office	TSF	0.000
2410	28	Pre-school/Day Care	TSF	13.440
2410	29	Elementary/Private School	STU	389.000
2410	32	Library	TSF	4.800
2410	33	Post Office	TSF	1.700
2410	36	Church	TSF	12.050
2410	37	Youth Ctr/Service	TSF	22.370
2410	38	Park	ACRE	2.030
2411	1	Res-Low (SFD)	DU	226.000
2411	2	Res-Medium (SFA)	DU	271.000
2411	3	Apartment	DU	520.000
2411	10	General Commercial	TSF	78.874
2411	13	Restaurant	TSF	41.550
2411	16	Auto Dealer/Sales	TSF	34.900
2411	17	Yacht Club	TSF	8.290
2411	20	Marina	SLIP	352.000
2411	23	General Office	TSF	12.000
2411	26	Industrial	TSF	5.040
2411	38	Park	ACRE	0.780
2412	1	Res-Low (SFD)	DU	43.000
2412	2	Res-Medium (SFA)	DU	3,119.000
2412	6	Motel	ROOM	4.000

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OCTAM TAZ	Land Use Code	Description	Units	Quantity
2412	10	General Commercial	TSF	73.070
2412	13	Restaurant	TSF	16.550
2412	15	Fast Food Restaurant	TSF	5.430
2412	23	General Office	TSF	18.370
2412	24	Medical Office	TSF	2.750
2412	33	Post Office	TSF	1.900
2412	36	Church	TSF	3.000
2412	38	Park	ACRE	1.620
2413	1	Res-Low (SFD)	DU	1,397.000
2413	2	Res-Medium (SFA)	DU	337.000
2413	3	Apartment	DU	152.000
2413	10	General Commercial	TSF	197.240
2413	13	Restaurant	TSF	0.000
2413	15	Fast Food Restaurant	TSF	0.000
2413	17	Yacht Club	TSF	62.020
2413	18	Health Club	TSF	0.000
2413	20	Marina	SLIP	283.000
2413	21	Theater	SEAT	500.000
2413	23	General Office	TSF	232.550
2413	24	Medical Office	TSF	0.000
2413	29	Elementary/Private School	STU	12.030
2413	38	Park	ACRE	9.530
2414	1	Res-Low (SFD)	DU	1,748.000
2414	2	Res-Medium (SFA)	DU	0.000
2414	3	Apartment	DU	6.000
2414	10	General Commercial	TSF	146.920
2414	13	Restaurant	TSF	0.000
2414	15	Fast Food Restaurant	TSF	0.000
2414	18	Health Club	TSF	0.000
2414	23	General Office	TSF	44.970
2414	24	Medical Office	TSF	0.000
2414	32	Library	TSF	3.800
2414	33	Post Office	TSF	5.000
2414	36	Church	TSF	12.340
2415	1	Res-Low (SFD)	DU	761.000
2415	2	Res-Medium (SFA)	DU	214.000
2415	3	Apartment	DU	96.000
2415	10	General Commercial	TSF	196.850
2415	13	Restaurant	TSF	0.000
2415	15	Fast Food Restaurant	TSF	0.000

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OCTAM TAZ	Land Use Code	Description	Units	Quantity
2415	23	General Office	TSF	57.070
2415	24	Medical Office	TSF	0.000
2415	38	Park	ACRE	4.000
2416	1	Res-Low (SFD)	DU	413.000
2416	2	Res-Medium (SFA)	DU	383.000
2416	10	General Commercial	TSF	70.790
2416	29	Elementary/Private School	STU	790.000
2416	37	Youth Ctr/Service	TSF	5.850
2417	1	Res-Low (SFD)	DU	389.000
2417	4	Elderly Residential	DU	100.000
2417	18	Health Club	TSF	1.000
2417	37	Youth Ctr/Service	TSF	24.070
2418	1	Res-Low (SFD)	DU	1,515.000
2418	2	Res-Medium (SFA)	DU	60.000
2418	3	Apartment	DU	1,927.000
2418	10	General Commercial	TSF	179.800
2418	13	Restaurant	TSF	4.400
2418	15	Fast Food Restaurant	TSF	3.000
2418	23	General Office	TSF	109.800
2418	24	Medical Office	TSF	204.700
2418	29	Elementary/Private School	STU	636.000
2418	32	Library	TSF	5.200
2418	36	Church	TSF	64.100
2418	37	Youth Ctr/Service	TSF	18.230
2418	38	Park	ACRE	4.000
2419	1	Res-Low (SFD)	DU	442.000
2419	2	Res-Medium (SFA)	DU	33.000
2419	18	Health Club	TSF	60.330
2419	23	General Office	TSF	67.950
2419	36	Church	TSF	8.730
2419	39	Regional Park	ACRE	45.910
2420	1	Res-Low (SFD)	DU	145.000
2420	2	Res-Medium (SFA)	DU	88.000
2420	7	Hotel	ROOM	300.000
2420	10	General Commercial	TSF	35.000
2420	13	Restaurant	TSF	8.000
2420	23	General Office	TSF	660.000
2420	38	Park	ACRE	3.330
2421	2	Res-Medium (SFA)	DU	511.000
2421	10	General Commercial	TSF	75.000

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OCTAM TAZ	Land Use Code	Description	Units	Quantity
2421	19	Tennis Club	CRT	19.000
2421	23	General Office	TSF	11.660
2421	29	Elementary/Private School	STU	320.000
2422	2	Res-Medium (SFA)	DU	808.000
2422	3	Apartment	DU	1,410.000
2422	28	Pre-school/Day Care	TSF	6.450
2422	29	Elementary/Private School	STU	294.000
2422	30	Junior/High School	STU	1,801.000
2422	36	Church	TSF	34.960
2422	37	Youth Ctr/Service	TSF	34.970
2422	38	Park	ACRE	8.000
2423	2	Res-Medium (SFA)	DU	149.000
2423	5	Mobile Home	DU	397.000
2423	7	Hotel	ROOM	754.000
2423	10	General Commercial	TSF	60.630
2423	13	Restaurant	TSF	102.120
2423	19	Tennis Club	CRT	16.000
2423	20	Marina	SLIP	218.000
2423	22	Newport Dunes	ACRE	64.000
2423	23	General Office	TSF	36.310
2423	37	Youth Ctr/Service	TSF	2.690
2423	40	Golf Course	ACRE	2.000
2424	2	Res-Medium (SFA)	DU	419.000
2424	3	Apartment	DU	725.000
2424	7	Hotel	ROOM	750.000
2424	10	General Commercial	TSF	156.830
2424	13	Restaurant	TSF	0.000
2424	16	Auto Dealer/Sales	TSF	0.000
2424	19	Tennis Club	CRT	22.000
2424	23	General Office	TSF	1,008.430
2424	31	Cultural/Learning Center	TSF	40.000
2424	40	Golf Course	ACRE	99.400
2425	7	Hotel	ROOM	425.000
2425	9	Regional Commercial	TSF	1,684.000
2425	10	General Commercial	TSF	21.700
2425	13	Restaurant	TSF	0.000
2425	21	Theater	SEAT	1,700.000
2425	23	General Office	TSF	965.030
2426	10	General Commercial	TSF	143.100
2426	13	Restaurant	TSF	0.000

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OCTAM TAZ	Land Use Code	Description	Units	Quantity
2426	18	Health Club	TSF	0.000
2426	21	Theater	SEAT	2,150.000
2426	23	General Office	TSF	936.410
2426	32	Library	TSF	65.000
2427	23	General Office	TSF	478.640
2427	24	Medical Office	TSF	351.950
2428	1	Res-Low (SFD)	DU	168.000
2428	2	Res-Medium (SFA)	DU	208.000
2428	3	Apartment	DU	736.000
2428	10	General Commercial	TSF	47.500
2428	13	Restaurant	TSF	6.400
2428	25	R & D	TSF	81.730
2428	27	Mini-Storage/Warehouse	TSF	196.420
2428	29	Elementary/Private School	STU	52.000
2428	33	Post Office	TSF	55.200
2428	36	Church	TSF	100.280
2428	38	Park	ACRE	29.200
2429	3	Apartment	DU	300.000
2429	16	Auto Dealer/Sales	TSF	209.750
2430	1	Res-Low (SFD)	DU	601.000
2430	2	Res-Medium (SFA)	DU	331.000
2431	1	Res-Low (SFD)	DU	460.000
2431	38	Park	ACRE	2.000
2432	1	Res-Low (SFD)	DU	264.000
2432	2	Res-Medium (SFA)	DU	369.000
2432	3	Apartment	DU	153.000
2432	10	General Commercial	TSF	2.300
2432	40	Golf Course	ACRE	181.200
2433	1	Res-Low (SFD)	DU	416.000
2433	2	Res-Medium (SFA)	DU	0.000
2433	3	Apartment	DU	1,112.000
2433	28	Pre-school/Day Care	TSF	7.320
2433	36	Church	TSF	70.454
2433	38	Park	ACRE	18.500
2434	1	Res-Low (SFD)	DU	149.000
2434	10	General Commercial	TSF	54.000
2435	1	Res-Low (SFD)	DU	1,051.000
2435	3	Apartment	DU	410.000
2435	28	Pre-school/Day Care	TSF	0.000
2435	29	Elementary/Private School	STU	498.000

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OCTAM TAZ	Land Use Code	Description	Units	Quantity
2435	38	Park	ACRE	23.960
2436	1	Res-Low (SFD)	DU	560.000
2436	2	Res-Medium (SFA)	DU	187.000
2436	10	General Commercial	TSF	80.000
2436	23	General Office	TSF	12.900
2436	38	Park	ACRE	0.950
2437	1	Res-Low (SFD)	DU	207.000
2437	2	Res-Medium (SFA)	DU	67.000
2437	3	Apartment	DU	160.000
2437	4	Elderly Residential	DU	100.000
2437	10	General Commercial	TSF	74.000
2437	23	General Office	TSF	9.750
2437	28	Pre-school/Day Care	TSF	13.390
2437	29	Elementary/Private School	STU	406.000
2437	30	Junior/High School	STU	780.000
2437	36	Church	TSF	84.580
2438	1	Res-Low (SFD)	DU	652.000
2438	2	Res-Medium (SFA)	DU	294.000
2438	3	Apartment	DU	512.000
2439	1	Res-Low (SFD)	DU	164.000
2439	2	Res-Medium (SFA)	DU	226.000
2439	10	General Commercial	TSF	114.173
2440	1	Res-Low (SFD)	DU	803.000
2440	2	Res-Medium (SFA)	DU	278.000
2440	29	Elementary/Private School	STU	600.000
2441	7	Hotel	ROOM	540.000
2442	1	Res-Low (SFD)	DU	144.000
2443	1	Res-Low (SFD)	DU	158.000
2443	7	Hotel	ROOM	250.000
2444	1	Res-Low (SFD)	DU	142.000
2444	38	Park	ACRE	0.780
2445	1	Res-Low (SFD)	DU	233.000
2445	38	Park	ACRE	1.030
2447	7	Hotel	ROOM	1,210.000
2782	1	Res-Low (SFD)	DU	311.000
2785	1	Res-Low (SFD)	DU	207.000
2785	2	Res-Medium (SFA)	DU	84.000
2785	7	Hotel	ROOM	150.000
2785	10	General Commercial	TSF	137.500
2786	1	Res-Low (SFD)	DU	178.000

Study Area Land Use for City of Newport Beach

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Land Use Code	Description	Units	Quantity
1	Res-Low (SFD)	DU	20,402.000
2	Res-Medium (SFA)	DU	14,222.500
3	Apartment	DU	19,114.200
4	Elderly Residential	DU	200.000
5	Mobile Home	DU	455.000
6	Motel	ROOM	136.000
7	Hotel	ROOM	6,412.800
9	Regional Commercial	TSF	1,684.000
10	General Commercial	TSF	5,268.840
11	Comm./Recreation	ACRE	5.100
13	Restaurant	TSF	198.860
15	Fast Food Restaurant	TSF	15.640
16	Auto Dealer/Sales	TSF	386.050
17	Yacht Club	TSF	70.310
18	Health Club	TSF	61.330
19	Tennis Club	CRT	59.000
20	Marina	SLIP	1,055.000
21	Theater	SEAT	5,475.000
22	Newport Dunes	ACRE	64.000
23	General Office	TSF	11,209.939
24	Medical Office	TSF	1,657.561
25	R & D	TSF	81.730
26	Industrial	TSF	885.310
27	Mini-Storage/Warehouse	TSF	196.420
28	Pre-school/Day Care	TSF	40.600
29	Elementary/Private School	STU	5,555.030
30	Junior/High School	STU	5,215.000
31	Cultural/Learning Center	TSF	40.000
32	Library	TSF	84.600
33	Post Office	TSF	73.700
34	Hospital	BED	2,001.000
35	Nursing/Conv. Home	BEDS	566.000
36	Church	TSF	465.904
37	Youth Ctr/Service	TSF	189.209
38	Park	ACRE	183.680
39	Regional Park	ACRE	65.910
40	Golf Course	ACRE	298.290

APPENDIX FF

GENERAL PLAN BUILDOUT WITH PROJECT LAND USE CHANGE
FROM GENERAL PLAN BUILDOUT WITHOUT PROJECT BY TAZ

	WITHOUT PROJECT			WITH PROJECT		
NbtmTAZ	LU_Code	Quantity	OccupancyRate	LU_Code	Quantity	OccupancyRate
1373	10	35.08	0.9	10	36.46	0.9
1373	23	78.13	0.9	23	85.073	0.9
1373	24	0	0.9	24	0	0.9
1373	25	0	0.9	25	0	0.9
1373	26	12.19	0.9	26	0	0.9
1374	10	35.08	0.9	10	42.231	0.9
1374	23	78.13	0.9	23	84.463	0.9
1374	24	0	0.9	24	0	0.9
1374	25	0	0.9	25	0	0.9
1374	26	12.19	0.9	26	0	0.9
1375	10	54.46	0.9	10	61.518	0.9
1375	13	0	0.9	13	0	0.9
1375	23	117.2	0.9	23	123.035	0.9
1375	24	0	0.9	24	0	0.9
1375	25	0	0.9	25	0	0.9
1375	26	18.29	0.9	26	0	0.9
1376	10	56.13	0.9	10	67.464	0.9
1376	23	125.01	0.9	23	134.927	0.9
1376	24	0	0.9	24	0	0.9
1376	25	0	0.9	25	0	0.9
1376	26	19.51	0.9	26	0	0.9
1377				7	107	0.9
1377	10	80.68	0.9	10	74.583	0.9
1377	23	179.7	0.9	23	179.7	0.9
1377	24	0	0.9	24	0	0.9
1377	25	0	0.9	25	0	0.9
1377	26	28.05	0.9	26	0	0.9
1378				7	122	0.9
1378	10	91.21	0.9	10	85.378	0.9
1378	23	203.14	0.9	23	243.936	0.9
1378	24	0	0.9	24	0	0.9
1378	25	0	0.9	25	0	0.9
1378	26	31.7	0.9	26	0	0.9
1379				3	294	0.95
1379	23	468.349	0.9	23	240.451	0.9
1380				3	334	0.95
1380	23	152.776	0.9	23	0	0.9
1381				3	275	0.95
1381	23	213.637	0.9	23	104.211	0.9
1382				3	609	0.95
1382	23	321.53	0.9	23	73.704	0.9
1383	10	15.011	0.9	10	0	0.9
1383	23	275.267	0.9	23	202.585	0.9
1384				3	132	0.95
1384	10	7.87	0.9	10	41.517	0.9
1384	23	91.756	0.9	23	0	0.9
1385	7	349	0.9	7	349	0.9
1386	23	228.21	0.9	23	203.8	0.9
1387	23	184.32	0.9	23	177.534	0.9
1388	10	106.11	0.9	10	120.596	0.9
1388	13	0	0.9	13	0	0.9
1388	16	130	1	16	130	1
1389				3	132	0.95
1389	10	46.3	1	10	16.191	1

FF3

	WITHOUT PROJECT			WITH PROJECT		
NbtmTAZ	LU_Code	Quantity	OccupancyRate	LU_Code	Quantity	OccupancyRate
1389	23	201.78	0.9	23	105.807	0.9
1390				3	87	0.95
1390	23	146.48	0.9	23	99.97	0.9
1391	23	97.42	0.9	23	72.5	0.9
1392	10	17.78	1	10	19.324	1
1392	23	160.59	0.9	23	124	0.9
1393				3	338	0.95
1393	10	79.906	0.9	10	81.152	0.9
1394				10	115.434	0.9
1395	7	164	0.9	7	164	0.9
1395	10	120	0.9	10	20.19	0.9
1395	13	0	0.9	13	0	0.9
1396	23	630.221	0.9	23	630.221	0.9
1397	23	104.42	0.9	23	104.42	0.9
1398	23	40	0.9	23	40	0.9
1399	23	161.49	0.9	23	161.49	0.9
1400	23	48.5	0.9	23	48.5	0.9
1401	24	86.096	0.9	24	86.096	0.9
1402				3	168	0.95
1402				10	40.478	0.9
1402	23	45.794	0.9	23	0	0.9
1403				3	100	0.95
1403	7	471	0.9	7	471	0.9
1403	10	16	0.9	10	26.8	0.9
1403	18	0	1	18	0	1
1403	23	393.05	0.9	23	393.05	0.9
1403	37	10.9	0.9	37	10.9	0.9
1404				3	180	0.95
1404	23	434.953	0.9	23	434.953	0.9
1405				3	128	0.95
1405	10	129.3	0.9	10	128.61	0.9
1405	13	0	0.9	13	0	0.9
1405	15	0	0.9	15	0	0.9
1405	23	688.16	0.9	23	695.157	0.9
1406				3	900	0.95
1406	25	0	0.9	25	0	0.9
1406	26	430	0.9	26	0	0.9
1407	10	31.72	0.9	10	31.72	0.9
1407	15	1.56	0.9	15	1.56	0.9
1407	23	124.99	0.9	23	124.99	0.9
1407	24	3.77	0.9	24	3.77	0.9
1408	1	145	0.95	1	145	0.95
1409	7	300	0.9	7	300	0.9
1409	10	35	0.9	10	35	0.9
1409	13	8	0.9	13	8	0.9
1409	23	660	0.9	23	660	0.9
1409	38	3.33	1	38	3.33	1
1410	2	88	0.95	2	88	0.95
1411	10	1.38	0.9	10	1.38	0.9
1411	40	15.69	1	40	15.69	1
1412	1	60	0.95	1	60	0.95
1413	2	33	0.95	2	33	0.95
1413	18	60.33	1	18	60.33	1
1413	23	67.95	0.9	23	67.95	0.9

FF4

	WITHOUT PROJECT			WITH PROJECT		
NbtmTAZ	LU_Code	Quantity	OccupancyRate	LU_Code	Quantity	OccupancyRate
1413	39	45.91	1	39	45.91	1
1415	1	153	0.95	1	153	0.95
1415	36	8.73	1	36	8.73	1
1416	1	198	0.95	1	198	0.95
1417	1	56	0.95	1	56	0.95
1418	1	59	0.95	1	59	0.95
1419	1	173	0.95	1	173	0.95
1420	1	465	0.95	1	465	0.95
1421	1	116	0.95	1	116	0.95
1421	2	60	0.95	2	60	0.95
1421	3	352	0.95	3	352	0.95
1421	10	174.8	0.9	10	179.8	0.9
1421	13	4.4	0.9	13	4.4	0.9
1421	15	3	0.9	15	3	0.9
1421	23	214.7	0.9	23	109.8	0.9
1421	24	43.2	0.9	24	109.8	0.9
1421	29	636	1	29	636	1
1421	32	5.2	1	32	5.2	1
1422	1	490	0.95	1	490	0.95
1423	1	266	0.95	1	266	0.95
1423	37	18.23	1	37	18.23	1
1423	38	4	1	38	4	1
1424	3	1445	0.95	3	1445	0.95
1425				3	130	0.9
1425	10	1.7	0.9			
1425	23	128.8	0.9			
1425				24	94.9	0.9
1425	36	24.1	1	36	24.1	1
1426	1	151	0.95	1	119	0.95
1426	36	40	1	36	40	1
1427	1	315	0.95	1	315	0.95
1427	2	235	0.95	2	235	0.95
1427	10	8.4	0.9	10	8.4	0.9
1427	15	1.7	0.9	15	1.7	0.9
1427	16	11.4	1	16	11.4	1
1427	23	17.6	0.9	23	17.6	0.9
1427	24	12	0.9	24	12	0.9
1427	30	2184	1	30	2184	1
1427	35	68	1	35	68	1
1427	36	59.7	1	36	59.7	1
1427	37	13.4	1	37	13.4	1
1427	38	0.4	1	38	0.4	1
1428	1	257	0.95	1	257	0.95
1428	3	152	0.95	3	152	0.95
1428	7	140	0.9	7	140	0.9
1428	10	332.52	0.9	10	332.52	0.9
1428	13	0	0.9	13	0	0.9
1428	15	0	0.9	15	0	0.9
1428	16	0	1	16	0	1
1428	19	0	1	19	0	1
1428	20	130	1	20	130	1
1428	23	75.09	0.9	23	75.09	0.9
1428	24	0	0.9	24	0	0.9
1428	37	22.31	1	37	22.31	1

	WITHOUT PROJECT			WITH PROJECT		
NbtmTAZ	LU_Code	Quantity	OccupancyRate	LU_Code	Quantity	OccupancyRate
1429	1	656	0.95	1	656	0.95
1429	2	13	0.95	2	13	0.95
1429	3	59	0.95	3	59	0.95
1429	21	90	1	21	90	1
1429	29	436	1	29	436	1
1429	37	0.9	1	37	0.9	1
1429	38	3.03	1	38	3.03	1
1430	1	30	0.95	1	30	0.95
1430				3	278	0.95
1430	6	0	0.9	6	0	0.9
1430	7	64	0.9	7	64	0.9
1430	10	275.98	0.9	10	397.851	0.9
1430	13	0	0.9	13	0	0.9
1430	15	0	0.9	15	0	0.9
1430	16	0	1	16	0	1
1430	18	0	1	18	0	1
1430	23	283.82	0.9	23	139.65	0.9
1430	33	9.9	1	33	9.9	1
1431	3	36	0.95	3	195	0.95
1431	10	149.91	0.9	10	101.447	0.9
1431	13	0	0.9	13	0	0.9
1431	17	0	1	17	0	1
1431	23	77.65	0.9	23	50.355	0.9
1432	1	205	0.95	1	200	0.95
1432	2	379	0.95	2	379	0.95
1432	3	8	0.95	3	244	0.95
1432	6	0	0.9	6	0	0.9
1432	7	53	0.9	7	53	0.9
1432	10	66.38	0.9	10	92.848	0.9
1432	13	0	0.9	13	0	0.9
1432	23	135.73	0.9	23	0	0.9
1432	24	11.29	0.9	24	185.696	0.9
1433	1	98	0.95	1	98	0.95
1433	2	0	0.95	2	0	0.95
1433	3	142	0.95	3	142	0.95
1433	23	67.16	0.9	23	67.16	0.9
1433	24	24.46	0.9	24	352.249	0.9
1433	26	298.12	0.9	26	0	0.9
1433	35	270	1	35	270	1
1434	34	1167	1	34	1167	1
1435	1	68	0.95	1	68	0.95
1435	2	28	0.95	2	28	0.95
1435	10	10.8	0.9	10	10.8	0.9
1435	13	8.4	0.9	13	8.4	0.9
1435	15	2.7	0.9	15	2.7	0.9
1436	2	0	0.95	2	0	0.95
1436	3	1370	0.95	3	1790	0.95
1436	4	0	1	4	0	1
1436	10	3.5	0.9	10	0	0.9
1436	24	39.6	0.9	24	39.6	0.9
1436	26	48.002	0.9	26	0	0.9
1436	35	169	1	35	169	1
1436	38	0.17	1	38	0.17	1
1437	26	5	0.9	26	5	0.9

FF6

	WITHOUT PROJECT			WITH PROJECT		
NbtmTAZ	LU_Code	Quantity	OccupancyRate	LU_Code	Quantity	OccupancyRate
1438				3	152	0.95
1438	23	57.4	0.9	23	0	0.9
1438	26	8.33	0.9	26	0	0.9
1438	27	0	0.9	27	0	0.9
1438	29	622	1	29	622	1
1439	2	0	0.95	2	0	0.95
1439	3	464	0.95	3	784	0.95
1439	5	0	0.95	5	0	0.95
1439	10	50.91	0.9	10	50.91	0.9
1439	23	239.51	0.9	23	239.51	0.9
1439	24	61.63	0.9	24	61.63	0.9
1439	25	0	0.9	25	0	0.9
1439	26	837.27	0.9	26	837.27	0.9
1439	35	59	1	35	59	1
1440	2	281	0.95	2	281	0.95
1441	1	462	0.95	1	462	0.95
1441	2	0	0.95	2	0	0.95
1441	3	293	0.95	3	361	0.95
1441	6	90	0.9	6	90	0.9
1441	10	50.03	0.9	10	57.935	0.9
1441	13	0	0.9	13	0	0.9
1441	15	0	0.9	15	0	0.9
1442	1	43	0.95	1	43	0.95
1442	2	214	0.95	2	214	0.95
1442	38	6.79	1	38	6.79	1
1443	1	125	0.95	1	125	0.95
1443	2	350	0.95	2	350	0.95
1443	3	54	0.95	3	54	0.95
1443	38	6.5	1	38	6.5	1
1444	1	94	0.95	1	94	0.95
1444	2	498.5	0.95	2	498.5	0.95
1445	1	139	0.9	1	139	0.9
1445	2	509	0.9	2	509	0.9
1446	1	124	0.95	1	124	0.95
1446	2	239	0.95	2	239	0.95
1446	38	2.69	1	38	2.69	1
1447	1	88	0.9	1	88	0.9
1447	2	415	0.9	2	415	0.9
1448	1	87	0.9	1	87	0.9
1448	2	103	0.9	2	103	0.9
1448	10	26.17	0.9	10	26.17	0.9
1448	13	2.24	0.9	13	2.24	0.9
1448	23	12.19	0.9	23	12.19	0.9
1448	24	0.99	0.9	24	0.99	0.9
1449	2	95	0.9	2	95	0.9
1449				3	160	0.9
1449	10	74.9	0.9	10	75.512	0.9
1449	13	0	0.9	13	0	0.9
1449	15	0	0.9	15	0	0.9
1449	23	20.02	0.9	23	0	0.9
1450	2	159	0.9	2	159	0.9
1450	3	3	0.9	3	188	0.9
1450	6	16	0.9	6	16	0.9
1450	10	67.59	0.9	10	133.678	0.9

	WITHOUT PROJECT			WITH PROJECT		
NbtmTAZ	LU_Code	Quantity	OccupancyRate	LU_Code	Quantity	OccupancyRate
1450	13	0	0.9	13	0	0.9
1450	23	35.75	0.9	23	0	0.9
1451	1	22	0.9	1	22	0.9
1451	2	110	0.9	2	110	0.9
1451	3	5	0.9	3	5	0.9
1451	6	3	0.9	6	0	0.9
1451	7	22	0.9	7	124	0.9
1451	10	82.75	0.9	10	93.218	0.9
1451	13	0	0.9	13	0	0.9
1451	15	0	0.9	15	0	0.9
1451	23	8	0.9	23	0	0.9
1451				37	6	1
1452	2	12	0.9	2	0	0.9
1452				3	187.2	0.95
1452				7	99.8	0.9
1452	10	130.51	0.9	10	187.199	0.9
1452	13	0	0.9	13	0	0.9
1452	15	0	0.9	15	0	0.9
1452	23	90.22	0.9	23	35	0.9
1452	37	6	1	37	6	1
1453				3	63	0.95
1453	10	111.58	0.9	10	132.772	0.9
1453	13	0	0.9	13	0	0.9
1453	21	685	1	21	685	1
1453	23	119.9	0.9	23	3.5	0.9
1453	24	90.71	0.9	24	0	0.9
1453	36	26.01	1	36	15.71	1
1454	1	41	0.9	1	0	0.9
1454	2	172	0.9	2	0	0.9
1454				3	192	0.9
1454	10	201.78	0.9	10	105.858	0.9
1454	11	0.85	1	11	0.85	1
1454	13	0	0.9	13	0	0.9
1454	15	0	0.9	15	0	0.9
1454	23	101.5	0.9	23	42.156	0.9
1454	37	4.65	1	37	4.65	1
1455	1	3	0.9	1	3	0.9
1455	2	403	0.9	2	403	0.9
1455	10	108.22	0.9	10	108.22	0.9
1455	13	9.2	0.9	13	9.2	0.9
1455	23	1	0.9	23	1	0.9
1455	26	38	0.9	26	38	0.9
1456	1	1040	0.9	1	807	0.9
1456	2	102	0.9	2	101	0.9
1456	3	26	0.9	3	26	0.9
1457	1	218	0.9	1	218	0.9
1457	2	476	0.9	2	476	0.9
1457	3	103	0.9	3	103	0.9
1457	5	58	0.9	5	58	0.9
1457	6	26	0.9	6	26	0.9
1457	10	12.54	0.9	10	12.54	0.9
1457	15	1.25	0.9	15	1.25	0.9
1457	20	58	1	20	58	1
1457	28	13.44	1	28	13.44	1

	WITHOUT PROJECT			WITH PROJECT		
NbtmTAZ	LU_Code	Quantity	OccupancyRate	LU_Code	Quantity	OccupancyRate
1457	29	389	1	29	389	1
1457	36	10.05	1	36	10.05	1
1457	37	17.4	1	37	17.4	1
1457	38	1.2	1	38	1.2	1
1458	1	366	0.9	1	372	0.9
1458	2	684	0.9	2	684	0.9
1458	3	173	0.9	3	253	0.9
1458				7	65	0.9
1458	10	20.81	0.9	10	63.287	0.9
1458	15	0	0.9	15	0	0.9
1458	20	14	1	20	14	1
1458	23	29.26	0.9	23	12	0.9
1458	24	0	0.9	24	0	0.9
1458	32	4.8	1	32	4.8	1
1458	36	2	1	36	2	1
1459	1	9	0.9	1	9	0.9
1459	2	131	0.9	2	131	0.9
1459	3	69	0.9	3	246	0.9
1459	7	34	0.9	7	200	0.9
1459	10	196.53	0.9	10	111.747	0.9
1459	11	4.25	1	11	4.25	1
1459	13	0	0.9	13	0	0.9
1459	15	0	0.9	15	0	0.9
1459	17	0	1	17	0	1
1459	21	350	1	21	350	1
1459	23	60	0.9	23	0	0.9
1459	33	1.7	1	33	1.7	1
1459	37	4.97	1	37	4.97	1
1460	1	677	0.9	1	677	0.9
1460	2	194	0.9	2	194	0.9
1460	3	51	0.9	3	51	0.9
1460	19	2	1	19	2	1
1460	38	0.83	1	38	0.83	1
1461	1	194	0.9	1	194	0.9
1461	2	271	0.9	2	271	0.9
1461	10	4.99	0.9	10	4.99	0.9
1461	13	20	0.9	13	20	0.9
1461	17	8.29	1	17	8.29	1
1461	20	352	1	20	352	1
1461	23	12	0.9	23	12	0.9
1461	26	5.04	0.9	26	5.04	0.9
1461	38	0.78	1	38	0.78	1
1462	1	32	0.9	1	32	0.9
1463	3	520	0.9	3	520	0.9
1463	10	112.45	0.9	10	73.884	0.9
1463	13	21.55	0.9	13	21.55	0.9
1463	16	34.9	1	16	34.9	1
1464	1	43	0.9	1	43	0.9
1464	2	3119	0.9	2	3119	0.9
1464	6	4	0.9	6	4	0.9
1464	10	73.07	0.9	10	73.07	0.9
1464	13	16.55	0.9	13	16.55	0.9
1464	15	5.43	0.9	15	5.43	0.9
1464	23	18.37	0.9	23	18.37	0.9

FF9

	WITHOUT PROJECT			WITH PROJECT		
NbtmTAZ	LU_Code	Quantity	OccupancyRate	LU_Code	Quantity	OccupancyRate
1464	24	2.75	0.9	24	2.75	0.9
1464	33	1.9	1	33	1.9	1
1464	36	3	1	36	3	1
1464	38	1.62	1	38	1.62	1
1465	5	397	0.95	5	397	0.95
1465	10	60.63	0.9	10	60.63	0.9
1465	13	18.19	0.9	13	18.19	0.9
1465	20	218	1	20	218	1
1465	23	30.31	0.9	23	30.31	0.9
1466	2	149	0.95	2	149	0.95
1466	7	754	0.9	7	754	0.9
1466	13	83.93	0.9	13	83.93	0.9
1466	19	16	1	19	16	1
1466	22	64	1	22	64	1
1466	23	6	0.9	23	6	0.9
1466	37	2.69	1	37	2.69	1
1466	40	2	1	40	2	1
1467	3	1185	0.95	3	1185	0.95
1468	29	320	1	29	320	1
1469	2	808	0.95	2	808	0.95
1469	3	225	0.95	3	225	0.95
1469	28	6.45	1	28	6.45	1
1469	29	294	1	29	294	1
1469	30	1801	1	30	1801	1
1469	36	34.96	1	36	34.96	1
1469	37	34.97	1	37	34.97	1
1469	38	8	1	38	8	1
1470	2	511	0.95	2	511	0.95
1470	10	89.777	0.9	10	75	0.9
1470	19	19	1	19	19	1
1470	23	11.66	0.9	23	11.66	0.9
1471	1	460	0.95	1	460	0.95
1471	38	2	1	38	2	1
1472	16	209.75	1	16	209.75	1
1473	3	300	0.95	3	300	0.95
1474	1	168	0.95	1	168	0.95
1474	2	208	0.95	2	208	0.95
1474	3	736	0.95	3	736	0.95
1474	10	50	0.9	10	47.5	0.9
1474	13	6.4	0.9	13	6.4	0.9
1474	38	14.2	1	38	29.2	1
1475	25	81.73	0.9	25	81.73	0.9
1475	27	196.42	0.9	27	196.42	0.9
1475	29	52	1	29	52	1
1475	33	55.2	1	33	55.2	1
1475	36	100.28	1	36	100.28	1
1476	2	227	0.95	2	227	0.95
1477	1	500	0.95	1	500	0.95
1478	2	50	0.95	2	50	0.95
1479	1	101	0.95	1	101	0.95
1479	2	54	0.95	2	54	0.95
1480	2	144	0.95	2	144	0.95
1480	3	80	0.95	3	80	0.95
1481	1	101	0.95	1	101	0.95

FF 10

	WITHOUT PROJECT			WITH PROJECT		
NbtmTAZ	LU_Code	Quantity	OccupancyRate	LU_Code	Quantity	OccupancyRate
1481	2	182	0.95	2	182	0.95
1481	10	2.3	0.9	10	2.3	0.9
1482	1	142	0.95	1	142	0.95
1482	2	43	0.95	2	43	0.95
1482	3	73	0.95	3	73	0.95
1482	40	181.2	1	40	181.2	1
1483	1	21	0.95	1	21	0.95
1484	7	425	0.9	7	425	0.9
1484	10	21.7	0.9	10	21.7	0.9
1484	13	0	0.9	13	0	0.9
1484	23	955.03	0.9	23	965.03	0.9
1485	9	1559	0.8	9	1684	0.8
1485	10	0	0.9	10	0	0.9
1485	21	1700	1	21	1700	1
1486	2	0	0.95	2	0	0.95
1486	3	245	0.95	3	565	0.95
1486	10	144.33	0.9	10	144.33	0.9
1486	13	0	0.9	13	0	0.9
1486	16	0	1	16	0	1
1486	23	881	0.9	23	881	0.9
1486	31	40	1	31	40	1
1487	2	69	0.95	2	69	0.95
1487				3	160	0.95
1487	7	611	0.9	7	750	0.9
1487	10	7.5	0.9	10	7.5	0.9
1487	19	22	1	19	22	1
1487	23	11.63	0.9	23	11.63	0.9
1487	40	99.4	1	40	99.4	1
1488	2	122	0.95	2	122	0.95
1489	2	228	0.95	2	228	0.95
1489	10	5	0.9	10	5	0.9
1490	23	115.8	0.9	23	115.8	0.9
1491	23	468.64	0.9	23	478.64	0.9
1491	24	351.95	0.9	24	351.95	0.9
1492	10	38.1	0.9	10	38.1	0.9
1492	13	0	0.9	13	0	0.9
1492	18	0	1	18	0	1
1492	21	2150	1	21	2150	1
1492	23	442.11	0.9	23	452.11	0.9
1493	23	484.3	0.9	23	484.3	0.9
1494	10	105	0.9	10	105	0.9
1494	32	65	1	32	65	1
1495	1	423	0.9	1	423	0.9
1495	2	81	0.9	2	81	0.9
1495	10	2.38	0.9	10	2.38	0.9
1495	17	62.02	1	17	62.02	1
1495	20	283	1	20	283	1
1495	23	186.53	0.9	23	186.53	0.9
1495	38	6.53	1	38	6.53	1
1496	1	73	0.9	1	73	0.9
1496	2	256	0.9	2	256	0.9
1496	3	152	0.9	3	152	0.9
1496	29	12.03	1	29	12.03	1
1497	1	143	0.9	1	143	0.9

FF 11

	WITHOUT PROJECT			WITH PROJECT		
NbtmTAZ	LU_Code	Quantity	OccupancyRate	LU_Code	Quantity	OccupancyRate
1497	2	214	0.9	2	214	0.9
1497	3	48	0.9	3	48	0.9
1498	1	234	0.9	1	234	0.9
1498	2	0	0.9	2	0	0.9
1498	3	48	0.9	3	48	0.9
1498	10	92.44	0.9	10	92.44	0.9
1498	13	0	0.9	13	0	0.9
1498	23	23.98	0.9	23	23.98	0.9
1498	38	3.6	1	38	4	1
1499	1	198	0.9	1	198	0.9
1500	1	178	0.95	1	178	0.95
1500	38	1.03	1	38	1.03	1
1501	1	849	0.9	1	849	0.9
1501	2	0	0.9	2	0	0.9
1501	10	106.84	0.9	10	106.84	0.9
1501	13	0	0.9	13	0	0.9
1501	15	0	0.9	15	0	0.9
1501	21	500	1	21	500	1
1501	23	36.05	0.9	23	36.05	0.9
1501	24	0	0.9	24	0	0.9
1501	38	2.5	1	38	3	1
1502	1	186	0.9	1	186	0.9
1502	2	0	0.9	2	0	0.9
1502	10	104.41	0.9	10	104.41	0.9
1502	13	0	0.9	13	0	0.9
1502	15	0	0.9	15	0	0.9
1502	23	33.09	0.9	23	33.09	0.9
1502	24	0	0.9	24	0	0.9
1503	1	52	0.9	1	52	0.9
1503	2	0	0.9	2	0	0.9
1503	10	88.02	0.9	10	88.02	0.9
1503	13	0	0.9	13	0	0.9
1503	15	0	0.9	15	0	0.9
1503	18	0	1	18	0	1
1503	23	9.97	0.9	23	9.97	0.9
1503	24	0	0.9	24	0	0.9
1504	1	542	0.95	1	542	0.95
1504	2	0	0.95	2	0	0.95
1504	10	88.02	0.9	10	88.02	0.9
1504	13	0	0.9	13	0	0.9
1504	15	0	0.9	15	0	0.9
1504	18	0	1	18	0	1
1504	23	9.97	0.9	23	9.97	0.9
1504	24	0	0.9	24	0	0.9
1504	36	12.34	1	36	12.34	1
1505	1	843	0.95	1	843	0.95
1505	2	0	0.95	2	0	0.95
1505	10	58.9	0.9	10	58.9	0.9
1505	13	0	0.9	13	0	0.9
1505	15	0	0.9	15	0	0.9
1505	23	35	0.9	23	35	0.9
1505	32	3.8	1	32	3.8	1
1505	33	5	1	33	5	1
1506	1	363	0.95	1	363	0.95

FF 12

	WITHOUT PROJECT			WITH PROJECT		
NbtmTAZ	LU_Code	Quantity	OccupancyRate	LU_Code	Quantity	OccupancyRate
1506	2	0	0.95	2	0	0.95
1506	3	6	0.95	3	6	0.95
1507	1	142	0.95	1	142	0.95
1507	38	0.78	1	38	0.78	1
1508	1	193	0.95	1	193	0.95
1508	2	137	0.95	2	137	0.95
1508	29	790	1	29	790	1
1508	37	5.85	1	37	5.85	1
1510	1	200	0.95	1	200	0.95
1511	1	20	0.95	1	20	0.95
1511	10	70.79	0.9	10	70.79	0.9
1512	2	246	0.95	2	246	0.95
1513	1	348	0.95	1	348	0.95
1513	4	100	1	4	100	1
1513	18	1	1	18	1	1
1513	37	24.07	1	37	24.07	1
1514	1	41	0.95	1	41	0.95
1515	3	388	0.95	3	410	0.95
1515	28	8.4	1	28	0	1
1516	2	67	0.95	2	67	0.95
1516	4	100	1	4	100	1
1516	36	88.7	1	36	53.2	1
1517	3	160	0.95	3	160	0.95
1517	10	79.453	0.9	10	74	0.9
1517	23	9.75	0.9	23	9.75	0.9
1517	28	13.39	1	28	13.39	1
1517	29	406	1	29	406	1
1517	30	780	1	30	780	1
1517	36	31.38	1	36	31.38	1
1518	1	441	0.95	1	441	0.95
1518	2	67	0.95	2	67	0.95
1518	38	0.95	1	38	0.95	1
1519	1	471	0.95	1	471	0.95
1519	38	14.23	1	38	14.23	1
1520	1	207	0.95	1	207	0.95
1521	1	580	0.95	1	580	0.95
1521	29	498	1	29	498	1
1521	38	9.73	1	38	9.73	1
1522	1	119	0.95	1	119	0.95
1522	2	120	0.95	2	120	0.95
1522	10	106.217	0.9	10	80	0.9
1522	23	12.9	0.9	23	12.9	0.9
1523	1	212	0.95	1	149	0.95
1523	10	55	0.9	10	54	0.9
1525	3	1148	0.95	3	1112	0.95
1526	1	410	0.95	1	410	0.95
1526	36	44.444	1	36	44.444	1
1527	2	0	0.95	2	0	0.95
1527	38	18.5	1	38	18.5	1
1528	28	7.32	1	28	7.32	1
1528	36	26.01	1	36	26.01	1
1529	1	154	0.95	1	284	0.95
1530	1	22	0.95	1	40	0.95
1530	3	284	0.95	3	173	0.95

FF13

	WITHOUT PROJECT			WITH PROJECT		
NbtmTAZ	LU_Code	Quantity	OccupancyRate	LU_Code	Quantity	OccupancyRate
1530	32	5.8	1	32	5.8	1
1530	37	16.869	1	37	16.869	1
1530	38	14.39	1	38	14.39	1
1532	30	450	1	30	450	1
1534	1	147	0.95	1	271	0.95
1534	29	600	1	29	600	1
1535	1	200	0.95	1	368	0.95
1535	2	559	0.95	2	294	0.95
1535	3	841	0.95	3	512	0.95
1536	2	48	0.95	2	48	0.95
1536	10	114.173	0.9	10	114.173	0.9
1537	1	98	0.95	1	98	0.95
1537	2	108	0.95	2	108	0.95
1538	1	144	0.95	1	144	0.95
1539	1	158	0.95	1	158	0.95
1539	7	250	0.9	7	250	0.9
1540	7	540	0.9	7	540	0.9
1541	1	55	0.95	1	55	0.95
1543	7	1210	0.9	7	1210	0.9
1544	1	178	0.95	1	178	0.95
1545	1	311	0.95	1	311	0.95
1547	1	212	0.95	1	212	0.95
1548	1	112	0.95	1	207	0.95
1548	2	529	0.95	2	278	0.95
1549	1	61	0.95	1	113	0.95
1550	1	179	0.95	1	329	0.95
1550	2	322	0.95	2	169	0.95
1553	1	66	0.95	1	66	0.95
1553	2	70	0.95	2	70	0.95
1554	1	207	0.95	1	207	0.95
1554	2	84	0.95	2	84	0.95
1555	7	150	0.9	7	150	0.9
1555	10	137.5	0.9	10	137.5	0.9
1556				1	206	0.9
1556	3	1220	0.9	3	0	0.9
1556				38	30	1
1558				1	276	0.9
1558	3	1052	0.9	3	344	0.9
1558	23	117.8	0.9	23	0	0.9
1558	26	82.2	0.9	26	0	0.9
1558				29	500	1
1558				38	10	1
1559	1	225	0.9	1	206	0.9
1559	3	238	0.9	3	343	0.9
1559				7	75	0.9
1559	10	50	0.9	10	75	0.9
1559	23	117.8	0.9	23	0	0.9
1559	26	82.2	0.9	26	0	0.9
1559				39	20	1
1563	23	396.869	0.9	23	396.869	0.9
1618	1	6	0.95	1	6	0.95
1671	1	138	0.95	1	138	0.95
1671	23	178.781	0.9	23	178.781	0.9
1672	1	12	0.95	1	12	0.95

FF14

	WITHOUT PROJECT			WITH PROJECT		
NbtmTAZ	LU_Code	Quantity	OccupancyRate	LU_Code	Quantity	OccupancyRate
1673	10	7.877	0.9	10	7.877	0.9
1673	23	280.212	0.9	23	280.212	0.9
1674	10	126.748	0.9	10	126.748	0.9
1674	23	87.077	0.9	23	87.077	0.9
1675	1	156	0.95	1	156	0.95
1675	23	21.472	0.9	23	21.472	0.9
1713	34	834	1	34	834	1
1714	3	673	0.95	3	673	0.95
1715	10	0	0.9	10	0	0.9
1715	24	136.05	0.9	24	136.05	0.9
1716	24	220.08	0.9	24	220.08	0.9
1716	35	0	1	35	0	1
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APPENDIX GG

GENERAL PLAN BUILDOUT WITH PROJECT SOCIOECONOMIC DATA (SED)

SED From Land Use by NBTM Taz

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	NBWP05	*Build Date:*	11/10/2005
Land Use:	NBWP05	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment
1373						76	45	216		
1374						86	46	215		
1375						125	66	313		
1376						137	73	344		
1377						165	210	503		
1378						193	257	670		
1379		279		475	363	28	114	594		
1380		317		539	412	0	6	3		
1381		261		444	340	12	52	259		
1382		579		984	752	9	45	187		
1383						24	91	498		
1384		125		213	163	75	10	9		
1385						31	377	157		
1386						24	92	501		
1387						21	80	436		
1388						412	61	152		
1389		125		213	163	45	53	264		
1390		83		141	107	12	47	246		
1391						8	33	178		
1392						53	60	309		
1393		321		546	417	146	21	18		
1394						208	21	21		
1395						51	181	77		
1396						74	284	1,548		
1397						12	47	257		
1398						5	18	98		
1399						19	73	397		
1400						6	22	119		
1401						23	194	77		
1402		160		271	207	73	10	9		
1403		95		162	124	137	761	1,183		
1404		171		291	222	51	199	1,070		

Analysis Year:	**2040**	***Reference Number:*** **01232**	
RunId:	NBWP05	*Build Date:*	11/10/2005
Land Use:	NBWP05	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment
1405		122		207	158	313	338	1,732		
1406		855		1,454	1,112		17	9		
1407						77	70	317		
1408	138			344	220	3	21	4		
1409						187	629	1,767		
1410		84		201	125		2	1		
1411						4	10	0		
1412	57			143	91	1	9	2		
1413		31		75	47	44	210	167		
1415	145			363	233	3	29	13		
1416	188			470	301	4	28	6		
1417	53			133	85	1	8	2		
1418	56			140	90	1	8	2		
1419	164			411	263	3	25	5		
1420	442			1,104	707	9	66	13		
1421	110	391		981	697	388	369	513	636	
1422	466			1,164	745	9	70	14		
1423	253			632	404	5	168	8		
1424		1,373		2,334	1,785		27	14		
1425		117		199	152	26	235	111		
1426	113			283	181	2	49	43		
1427	299	223	68	1,352	814	49	251	473	2,184	
1428	244	144		856	578	638	441	332		
1429	623	68		1,683	1,089	13	105	87	436	
1430	29	264		520	389	740	253	457		
1431		185		315	241	188	45	144		
1432	190	592		1,733	1,145	226	532	219		
1433	93	135	270	732	324	105	920	513		
1434							1,634	3,268		
1435	65	27		225	143	49	12	10		
1436		1,701	169	3,060	2,211	11	174	70		
1437								10		
1438		144		245	188	0	3	95	622	
1439		745	59	1,325	968	136	288	2,324		

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	NBWP05	*Build Date:*	11/10/2005
Land Use:	NBWP05	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment
1440		267		641	400		5	3		
1441	439	343		1,680	1,148	121	164	43		
1442	41	203		590	370	1	14	3		
1443	119	384		1,182	755	2	29	7		
1444	89	474		1,360	853	2	23	7		
1445	125	458		1,237	537	3	28	8		
1446	118	227		839	529	2	24	6		
1447	79	374		959	415	2	19	6		
1448	78	93		367	162	56	26	40		
1449		230		424	192	136	18	16		
1450		312		588	264	242	45	30		
1451	20	104		259	113	179	198	74		
1452		178		302	142	350	203	166		
1453		60		102	48	246	53	63		
1454	0	173		294	138	196	77	124		
1455	3	363		768	329	217	28	105		
1456	726	114		1,829	827	15	111	23		
1457	196	573		1,578	687	38	290	94	389	
1458	335	843		2,416	1,071	129	170	97		
1459	8	339		642	291	227	310	122		
1460	609	221		1,785	803	14	96	24		
1461	175	244		896	394	103	59	99		
1462	29			63	29	1	4	1		
1463		468		796	374	238	33	63		
1464	39	2,807		5,980	2,565	192	104	106		
1465		377		830	377	179	25	120		
1466		142		340	212	346	853	436		
1467		1,126		1,914	1,463		23	11		
1468								48	320	
1469		981		2,206	1,429		342	359	2,095	
1470		485		1,165	728	155	28	79		
1471	437			1,093	699	9	67	13		
1472						315	63	210		
1473		285		485	371		6	3		

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	NBWP05	*Build Date:*	11/10/2005
Land Use:	NBWP05	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment
1474	160	897		2,062	1,461	104	68	25		
1475						6	388	574	52	
1476		216		518	323		4	2		
1477	475			1,188	760	10	71	14		
1478		48		114	71		1	0		
1479	96	51		363	230	2	15	3		
1480		213		458	304		4	2		
1481	96	173		655	413	6	18	5		
1482	135	110		553	367	21	131	5		
1483	20			50	32	0	3	1		
1484						190	897	2,566		
1485						1,768	492	627		
1486		537		912	698	363	553	2,236		
1487		218		416	296	114	881	407		
1488		116		278	174		2	1		
1489		217		520	325	9	5	3		
1490						14	52	285		
1491						151	1,007	1,493		
1492						143	253	1,161		
1493						57	218	1,190		
1494						189	214	84		
1495	381	73		991	446	99	302	505		
1496	66	367		861	383	1	17	7	12	
1497	129	236		761	337	3	24	6		
1498	211	43		537	245	173	62	82		
1499	178			392	178	4	27	5		
1500	169			423	271	3	26	5		
1501	764	0		1,681	764	217	162	141		
1502	167	0		368	167	195	59	105		
1503	47	0		103	47	161	27	42		
1504	515	0		1,287	824	170	107	68		
1505	801	0		2,002	1,281	127	178	129		
1506	345	6		872	559	7	52	10		
1507	135			337	216	3	21	4		

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	NBWP05	*Build Date:*	11/10/2005
Land Use:	NBWP05	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment
1508	183	130		771	489	4	71	125	790	
1510	190			475	304	4	29	6		
1511	19			48	30	128	16	13		
1512		234		561	351		5	2		
1513	331	100		967	554	7	221	10		
1514	39			97	62	1	6	1		
1515		390		662	506		8	4		
1516		164		293	120		44	54		
1517		152		258	198	134	140	248	1,186	
1518	419	64		1,200	766	8	65	13		
1519	447			1,119	716	9	76	13		
1520	197			492	315	4	29	6		
1521	551			1,378	882	11	88	91	498	
1522	113	114		556	352	148	39	51		
1523	142			354	226	100	31	14		
1525		1,056		1,796	1,373		21	11		
1526	390			974	623	8	94	56		
1527		0		0	0		11	0		
1528							72	26		
1529	270			675	432	5	40	8		
1530	38	164		374	274	1	153	9		
1532								68	450	
1534	257			644	412	5	39	98	600	
1535	350	766		2,371	1,611	7	68	18		
1536		46		109	68	206	21	21		
1537	93	103		479	303	2	16	4		
1538	137			342	219	3	21	4		
1539	150			375	240	26	293	117		
1540						49	583	243		
1541	52			131	84	1	8	2		
1543						109	1,307	545		
1544	169			423	271	3	25	5		
1545	295			739	473	6	44	9		
1547	201			504	322	4	30	6		

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	NBWP05	*Build Date:*	11/10/2005
Land Use:	NBWP05	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment
1548	197	264		1,125	711	4	35	9		
1549	107			268	172	2	16	3		
1550	313	161		1,167	741	6	50	11		
1553	63	67		316	200	1	11	3		
1554	197	80		683	434	4	31	7		
1555						261	187	92		
1556	185	0		464	297	4	46	6		
1558	248	310		1,147	800	5	49	86	500	
1559	185	309		988	698	145	140	56		
1563						46	179	975		
1618	6			14	9	0	1	0		
1671	131			328	210	24	100	443		
1672	11			29	18	0	2	0		
1673						47	128	690		
1674						238	62	237		
1675	148			371	237	5	32	57		
1713							1,168	2,335		
1714		639		1,087	831		13	6		
1715						37	306	122		
1716			0	0		59	495	198		

SED From Land Use by OCTAM Taz

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	NBWP05	*Build Date:*	11/10/2005
Land Use:	NBWP05	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

OCTAM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment
2327						128	259	1,293		
2328	291			727	465	315	323	1,427		
2336		2,091		3,555	2,718	1,107	1,161	3,831		
2337						782	697	2,260		
2338		1,148		1,951	1,492	364	555	2,811		
2339		160		271	207	125	317	701		
2340						137	511	1,882		
2341		95		162	124	137	761	1,183		
2375	38	164		374	274	1	153	9		
2377								68	450	
2378	313	161		1,167	741	6	50	11		
2381		267		641	400		5	3		
2393	188			470	301	4	28	6		
2399	434	618		2,136	1,498	150	190	151	500	
2400	185	0		464	297	4	46	6		
2401	439	343		1,680	1,148	121	164	43		
2402		2,590	228	4,630	3,367	147	465	2,489	622	
2403	93	774	270	1,819	1,155	201	4,536	6,443		
2404	431	1,314		4,197	2,651	56	103	34		
2405	305	2,343		5,300	2,341	1,627	695	633		
2406	726	114		1,829	827	15	111	23		
2407	842	924		3,936	2,623	979	890	763	436	
2408	299	223	68	1,352	814	49	251	473	2,184	
2409	244	330		1,171	819	826	485	476		
2410	1,148	1,976		6,421	2,853	409	866	338	389	
2411	203	712		1,755	797	341	96	163		
2412	39	2,807		5,980	2,565	192	104	106		
2413	1,257	440		3,636	1,640	478	508	695	12	
2414	1,661	6		4,161	2,664	303	337	208		
2415	685	279		2,058	927	375	172	199		
2416	392	364		1,854	1,174	135	120	147	790	
2417	370	100		1,064	616	8	226	11		

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	NBWP05	*Build Date:*	11/10/2005
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Network:	Pref04	*Modeler:*	Archie Tan

OCTAM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment
2418	1,439	1,881		6,836	4,760	440	993	717	636	
2419	420	31		1,125	719	53	280	189		
2420	138	84		545	346	189	652	1,771		
2421		485		1,165	728	155	28	127	320	
2422		2,107		4,119	2,893		365	370	2,095	
2423		519		1,169	589	525	877	556		
2424		1,087		2,126	1,492	500	1,493	2,932		
2425						1,959	1,389	3,193		
2426						389	685	2,435		
2427						151	1,007	1,493		
2428	160	897		2,062	1,461	110	456	599	52	
2429		285		485	371	315	69	213		
2430	571	314		2,182	1,385	11	92	20		
2431	437			1,093	699	9	67	13		
2432	251	496		1,715	1,116	27	157	13		
2433	395	1,056		2,784	2,006	8	199	93		
2434	142			354	226	100	31	14		
2435	998	390		3,158	2,104	20	172	109	498	
2436	532	178		1,756	1,118	156	104	64		
2437	197	316		1,043	633	138	213	308	1,186	
2438	619	766		3,046	2,042	12	108	26		
2439	156	215		905	571	209	48	27		
2440	763	264		2,541	1,617	15	120	116	600	
2441						49	583	243		
2442	137			342	219	3	21	4		
2443	150			375	240	26	293	117		
2444	135			337	216	3	21	4		
2445	221			553	354	4	34	7		
2447						109	1,307	545		
2782	295			739	473	6	44	9		
2785	197	80		683	434	265	218	99		
2786	169			423	271	3	25	5		

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SED From Land Use for City of Newport Beach

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	NBWP05	*Build Date:*	11/10/2005
Land Use:	NBWP05	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

Occupied Single Family Dwelling Units	Occupied Multi - Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment
19,105	31,793	566	108,421	66,581	15,480	27,336	45,312	10,770	

Supplemental SED by NBTM Taz

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	NBWP05	*Build Date:*	11/10/2005
Land Use:	NBWP05	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment
1414	80	0	0	237	113	2	57	53	4	0
1531	202	237	2	791	559	89	61	43	0	0
1532	21	0	0	66	35	0	0	0	0	0

Supplemental SED by OCTAM Taz

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	NBWP05	*Build Date:*	11/10/2005
Land Use:	NBWP05	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

OCTAM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment
2377	21	0	0	66	35	0	0	0	0	0
2414	202	237	2	791	559	89	61	43	0	0
2419	80	0	0	237	113	2	57	53	4	0

Supplemental SED for City of Newport Beach

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	NBWP05	*Build Date:*	11/10/2005
Land Use:	NBWP05	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

Occupied Single Family Dwelling Units	Occupied Multi - Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment
303	237	2	1,093	706	91	118	95	4	0

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Final SED by NBTM Taz

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	NBWP05	*Build Date:*	11/10/2005
Land Use:	NBWP05	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment	Median Income
1373						76	45	216			100,096
1374						86	46	215			100,096
1375						125	66	313			100,096
1376						137	73	344			100,096
1377						165	210	503			100,096
1378						193	257	670			100,096
1379		279		475	363	28	114	594			100,096
1380		317		539	412	0	6	3			100,096
1381		261		444	340	12	52	259			100,096
1382		579		984	752	9	45	187			100,096
1383						24	91	498			100,096
1384		125		213	163	75	10	9			100,096
1385						31	377	157			100,096
1386						24	92	501			100,096
1387						21	80	436			100,096
1388						412	61	152			100,096
1389		125		213	163	45	53	264			100,096
1390		83		141	107	12	47	246			100,096
1391						8	33	178			100,096
1392						53	60	309			100,096
1393		321		546	417	146	21	18			100,096
1394						208	21	21			100,096
1395						51	181	77			100,096
1396						74	284	1,548			100,096
1397						12	47	257			100,096
1398						5	18	98			100,096
1399						19	73	397			100,096
1400						6	22	119			100,096
1401						23	194	77			100,096
1402		160		271	207	73	10	9			100,096
1403		95		162	124	137	761	1,183			100,096
1404		171		291	222	51	199	1,070			100,096
1405		122		207	158	313	338	1,732			100,096
1406		855		1,454	1,112		17	9			100,096
1407						77	70	317			27,500

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	NBWP05	*Build Date:*	11/10/2005
Land Use:	NBWP05	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment	Median Income
1408	138			344	220	3	21	4			119,951
1409						187	629	1,767			119,951
1410		84		201	125		2	1			119,951
1411						4	10	0			27,500
1412	57			143	91	1	9	2			119,697
1413		31		75	47	44	210	167			119,697
1414	80	0	0	237	113	2	57	53	4	0	119,697
1415	145			363	233	3	29	13			119,697
1416	188			470	301	4	28	6			93,006
1417	53			133	85	1	8	2			119,697
1418	56			140	90	1	8	2			104,110
1419	164			411	263	3	25	5			119,697
1420	442			1,104	707	9	66	13			104,110
1421	110	391		981	697	388	369	513	636		104,110
1422	466			1,164	745	9	70	14			104,110
1423	253			632	404	5	168	8			104,110
1424		1,373		2,334	1,785		27	14			104,110
1425		117		199	152	26	235	111			104,110
1426	113			283	181	2	49	43			104,110
1427	299	223	68	1,352	814	49	251	473	2,184		100,260
1428	244	144		856	578	638	441	332			115,496
1429	623	68		1,683	1,089	13	105	87	436		107,136
1430	29	264		520	389	740	253	457			107,136
1431		185		315	241	188	45	144			115,496
1432	190	592		1,733	1,145	226	532	219			107,136
1433	93	135	270	732	324	105	920	513			76,372
1434							1,634	3,268			76,372
1435	65	27		225	143	49	12	10			91,787
1436		1,701	169	3,060	2,211	11	174	70			69,767
1437								10			77,503
1438		144		245	188	0	3	95	622		69,767
1439		745	59	1,325	968	136	288	2,324			69,767
1440		267		641	400		5	3			71,467
1441	439	343		1,680	1,148	121	164	43			101,940
1442	41	203		590	370	1	14	3			91,787
1443	119	384		1,182	755	2	29	7			91,787
1444	89	474		1,360	853	2	23	7			91,787

Analysis Year:	2040	*Reference Number:*	01232
RunId:	NBWP05	*Build Date:*	11/10/2005
Land Use:	NBWP05	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment	Median Income
1445	125	458		1,237	537	3	28	8			88,082
1446	118	227		839	529	2	24	6			91,787
1447	79	374		959	415	2	19	6			88,082
1448	78	93		367	162	56	26	40			88,082
1449		230		424	192	136	18	16			88,082
1450		312		588	264	242	45	30			88,082
1451	20	104		259	113	179	198	74			88,082
1452		178		302	142	350	203	166			88,082
1453		60		102	48	246	53	63			88,082
1454	0	173		294	138	196	77	124			88,082
1455	3	363		768	329	217	28	105			88,082
1456	726	114		1,829	827	15	111	23			129,233
1457	196	573		1,578	687	38	290	94	389		90,227
1458	335	843		2,416	1,071	129	170	97			90,227
1459	8	339		642	291	227	310	122			90,227
1460	609	221		1,785	803	14	96	24			90,227
1461	175	244		896	394	103	59	99			131,252
1462	29			63	29	1	4	1			131,252
1463		468		796	374	238	33	63			131,252
1464	39	2,807		5,980	2,565	192	104	106			98,125
1465		377		830	377	179	25	120			94,839
1466		142		340	212	346	853	436			94,839
1467		1,126		1,914	1,463		23	11			81,284
1468								48	320		118,212
1469		981		2,206	1,429		342	359	2,095		81,284
1470		485		1,165	728	155	28	79			118,212
1471	437			1,093	699	9	67	13			122,550
1472						315	63	210			101,634
1473		285		485	371		6	3			101,634
1474	160	897		2,062	1,461	104	68	25			100,935
1475						6	388	574	52		100,935
1476		216		518	323		4	2			141,139
1477	475			1,188	760	10	71	14			141,139
1478		48		114	71		1	0			141,139
1479	96	51		363	230	2	15	3			141,139
1480		213		458	304		4	2			160,575
1481	96	173		655	413	6	18	5			160,575

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Analysis Year:	**2040**	***Reference Number:***	**01232**		
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Network:	Pref04	*Modeler:*	Archie Tan		

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment	Median Income
1482	135	110		553	367	21	131	5			160,575
1483	20			50	32	0	3	1			160,575
1484						190	897	2,566			110,553
1485						1,768	492	627			110,553
1486		537		912	698	363	553	2,236			109,129
1487		218		416	296	114	881	407			109,129
1488		116		278	174		2	1			109,129
1489		217		520	325	9	5	3			109,129
1490						14	52	285			109,129
1491						151	1,007	1,493			0
1492						143	253	1,161			0
1493						57	218	1,190			0
1494						189	214	84			0
1495	381	73		991	446	99	302	505			124,795
1496	66	367		861	383	1	17	7	12		124,795
1497	129	236		761	337	3	24	6			137,480
1498	211	43		537	245	173	62	82			137,480
1499	178			392	178	4	27	5			137,480
1500	169			423	271	3	26	5			91,364
1501	764	0		1,681	764	217	162	141			124,795
1502	167	0		368	167	195	59	105			137,480
1503	47	0		103	47	161	27	42			124,795
1504	515	0		1,287	824	170	107	68			107,624
1505	801	0		2,002	1,281	127	178	129			107,624
1506	345	6		872	559	7	52	10			107,624
1507	135			337	216	3	21	4			147,455
1508	183	130		771	489	4	71	125	790		101,649
1510	190			475	304	4	29	6			101,649
1511	19			48	30	128	16	13			101,649
1512		234		561	351		5	2			101,649
1513	331	100		967	554	7	221	10			119,988
1514	39			97	62	1	6	1			119,988
1515		390		662	506		8	4			135,548
1516		164		293	120		44	54			119,658
1517		152		258	198	134	140	248	1,186		119,658
1518	419	64		1,200	766	8	65	13			162,729
1519	447			1,119	716	9	76	13			135,548

Analysis Year:	**2040**	***Reference Number:***	**01232**		
RunId:	NBWP05	*Build Date:*	11/10/2005		
Land Use:	NBWP05	*Build Time:*	2:00:00 PM		
Network:	Pref04	*Modeler:*	Archie Tan		

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment	Median Income
1520	197			492	315	4	29	6			119,658
1521	551			1,378	882	11	88	91	498		135,548
1522	113	114		556	352	148	39	51			162,729
1523	142			354	226	100	31	14			72,075
1524											72,075
1525		1,056		1,796	1,373		21	11			121,084
1526	390			974	623	8	94	56			121,084
1527		0		0	0		11	0			121,084
1528							72	26			121,084
1529	270			675	432	5	40	8			87,262
1530	38	164		374	274	1	153	9			153,980
1531	202	237	2	791	559	89	61	43	0	0	107,624
1532	21	0	0	66	35	0	0	68	450	0	192,222
1533											192,222
1534	257			644	412	5	39	98	600		159,078
1535	350	766		2,371	1,611	7	68	18			87,262
1536		46		109	68	206	21	21			117,606
1537	93	103		479	303	2	16	4			117,606
1538	137			342	219	3	21	4			90,029
1539	150			375	240	26	293	117			94,713
1540						49	583	243			161,000
1541	52			131	84	1	8	2			91,364
1542											181,991
1543						109	1,307	545			147,455
1544	169			423	271	3	25	5			102,361
1545	295			739	473	6	44	9			97,151
1546											159,078
1547	201			504	322	4	30	6			159,078
1548	197	264		1,125	711	4	35	9			159,078
1549	107			268	172	2	16	3			159,078
1550	313	161		1,167	741	6	50	11			88,257
1551											80,785
1552											0
1553	63	67		316	200	1	11	3			117,606
1554	197	80		683	434	4	31	7			74,470
1555						261	187	92			74,470
1556	185	0		464	297	4	46	6			45,384

Analysis Year:	**2040**	***Reference Number:***	**01232**		
RunId:	NBWP05	*Build Date:*	11/10/2005		
Land Use:	NBWP05	*Build Time:*	2:00:00 PM		
Network:	Pref04	*Modeler:*	Archie Tan		

NBTM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment	Median Income
1557											45,384
1558	248	310		1,147	800	5	49	86	500		77,503
1559	185	309		988	698	145	140	56			77,503
1563						46	179	975			27,500
1618	6			14	9	0	1	0			121,084
1671	131			328	210	24	100	443			62,521
1672	11			29	18	0	2	0			62,521
1673						47	128	690			62,521
1674						238	62	237			62,521
1675	148			371	237	5	32	57			62,521
1676											0
1713							1,168	2,335			76,372
1714		639		1,087	831		13	6			76,372
1715						37	306	122			76,372
1716			0	0		59	495	198			76,372

Final SED by OCTAM Taz

Analysis Year:	2040	*Reference Number:*	01232
RunId:	NBWP05	*Build Date:*	11/10/2005
Land Use:	NBWP05	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

OCTAM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment	Median Income
2327						384	776	3,878			82,500
2328	1,454			3,634	2,326	1,573	1,616	7,137			312,606
2331											0
2336		33,455		56,874	43,492	17,719	18,583	61,290			1,601,541
2337						4,692	4,179	13,563			600,578
2338		3,443		5,853	4,476	1,091	1,664	8,434			300,289
2339		798		1,357	1,037	627	1,583	3,503			500,482
2340						411	1,534	5,647			300,289
2341		95		162	124	137	761	1,183			100,096
2375	38	164		374	274	1	153	9			153,980
2377	42	0	0	131	69	0	0	135	900	0	384,444
2378	313	161		1,167	741	6	50	11			88,257
2381	710	814	20	4,347	2,567	289	116	778	429	0	71,467
2393	517	241	31	1,935	1,114	10	60	204	1,464	0	93,006
2399	1,301	1,855		6,407	4,494	451	570	454	1,500		232,509
2400	371	0		927	593	7	92	11			90,767
2401	439	343		1,680	1,148	121	164	43			101,940
2402		7,769	684	13,891	10,100	441	1,395	7,466	1,866		209,300
2403	559	4,646	1,620	10,914	6,933	1,206	27,216	38,657			458,235
2404	2,157	6,572		20,984	13,257	282	513	168			458,936
2405	3,051	23,428		52,998	23,408	16,272	6,947	6,327			880,820
2406	726	114		1,829	827	15	111	23			129,233
2407	2,525	2,773		11,809	7,869	2,937	2,670	2,288	1,308		321,409
2408	299	223	68	1,352	814	49	251	473	2,184		100,260
2409	488	659		2,342	1,638	1,653	970	951			230,992
2410	4,594	7,906		25,684	11,411	1,636	3,465	1,350	1,556		360,907
2411	610	2,136		5,266	2,392	1,023	288	488			393,755
2412	39	2,807		5,980	2,565	192	104	106			98,125
2413	5,029	1,760		14,542	6,559	1,912	2,033	2,779	48		499,180
2414	7,448	969	6	19,807	12,891	1,570	1,595	1,003	0	0	430,495
2415	2,740	1,116		8,232	3,709	1,499	687	796			549,919
2416	1,569	1,455		7,416	4,694	541	479	587	3,160		406,597
2417	739	200		2,128	1,233	16	453	22			239,975
2418	11,514	15,049		54,688	38,078	3,521	7,942	5,735	5,088		832,882
2419	2,999	188	0	8,173	4,992	327	2,016	1,448	21	0	718,180

Analysis Year:	2040	*Reference Number:*	01232			
RunId:	NBWP05	*Build Date:*	11/10/2005			
Land Use:	NBWP05	*Build Time:*	2:00:00 PM			
Network:	Pref04	*Modeler:*	Archie Tan			

OCTAM TAZ	Occupied Single Family Dwelling Units	Occupied Multi Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment	Median Income
2420	413	251		1,635	1,037	568	1,955	5,314			359,852
2421		971		2,330	1,456	311	57	255	640		236,423
2422		4,214		8,239	5,786		730	741	4,190		162,568
2423		1,037		2,339	1,179	1,050	1,754	1,112			189,678
2424		5,434		10,631	7,462	2,499	7,467	14,659			545,645
2425						3,917	2,778	6,386			221,106
2426						1,166	2,055	7,304			0
2427						151	1,007	1,493			0
2428	319	1,794		4,124	2,921	220	911	1,199	104		201,871
2429		570		969	741	629	137	425			203,269
2430	2,284	1,258		8,728	5,541	46	368	81			564,556
2431	437			1,093	699	9	67	13			122,550
2432	1,003	1,984		6,862	4,464	109	627	52			642,301
2433	1,976	5,282		13,919	10,028	40	996	464			605,421
2434	283			708	453	200	62	28			144,151
2435	2,995	1,169		9,475	6,312	60	516	326	1,494		406,645
2436	1,064	355		3,513	2,235	312	208	128			325,457
2437	590	947		3,128	1,898	415	639	923	3,558		358,973
2438	1,239	1,531		6,091	4,085	25	216	52			174,524
2439	467	644		2,714	1,714	626	145	82			352,818
2440	3,814	1,320		12,705	8,084	76	599	578	3,000		795,390
2441						49	583	243			161,000
2442	137			342	219	3	21	4			90,029
2443	150			375	240	26	293	117			94,713
2444	135			337	216	3	21	4			147,455
2445	443			1,107	708	9	68	13			182,727
2446											181,991
2447						109	1,307	545			147,455
2781											0
2782	295			739	473	6	44	9			97,151
2783											80,785
2785	393	160		1,366	869	530	436	198			148,939
2786	169			423	271	3	25	5			102,361

GG22

Final SED For City Of Newport Beach

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	NBWP05	*Build Date:*	11/10/2005
Land Use:	NBWP05	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

Occupied Single Family Dwelling Units	Occupied Multi - Family Dwelling Units	Group Quarters Population	Population	Employed Residents	Retail Employees	Service Employees	Other Employees	Elem/High School Students	Non-Resident Univ/College Enrollment	Median Income
19,105	31,793	566	108,421	66,581	15,480	27,336	45,312	10,770		104,428

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APPENDIX HH

GENERAL PLAN BUILDOUT WITH PROJECT TRIP GENERATION

Total Trip Ends By NBTM TAZ

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	NBWP05	*Build Date:*	11/10/2005
Land Use:	nbwp05	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

NBTM TAZ	HO Attr	HO Prod	HSch Attr	HSch Prod	HW Attr	HW Prod	OO Attr	OO Prod	OW Attr	OW Prod	Total
1373	588	0	0	0	386	0	410	419	264	269	2,336
1374	663	0	0	0	399	0	457	466	281	286	2,550
1375	965	0	0	0	581	0	666	678	409	416	3,715
1376	1,059	0	0	0	637	0	730	744	449	456	4,074
1377	1,343	0	0	0	1,010	0	969	989	661	682	5,653
1378	1,586	0	0	0	1,288	0	1,157	1,184	825	851	6,891
1379	431	1,009	0	66	874	437	481	505	490	445	4,737
1380	130	1,146	0	76	43	496	195	195	69	6	2,356
1381	244	944	0	62	398	408	295	305	243	196	3,094
1382	335	2,090	0	138	334	904	450	458	257	146	5,112
1383	266	0	0	0	705	0	261	281	361	371	2,244
1384	594	453	0	30	120	196	419	420	155	131	2,518
1385	430	0	0	0	650	0	399	405	361	399	2,645
1386	268	0	0	0	709	0	262	283	364	373	2,258
1387	233	0	0	0	617	0	229	246	317	325	1,967
1388	3,012	0	0	0	718	0	1,921	1,927	778	784	9,140
1389	426	453	0	30	430	196	362	372	272	252	2,791
1390	165	299	0	20	359	129	180	189	196	184	1,721
1391	95	0	0	0	252	0	93	100	129	133	803
1392	443	0	0	0	485	0	337	349	287	293	2,195
1393	1,192	1,160	0	76	245	502	866	867	320	258	5,487
1394	1,508	0	0	0	287	0	952	952	356	358	4,414
1395	466	0	0	0	356	0	354	357	232	250	2,015
1396	828	0	0	0	2,192	0	812	874	1,124	1,153	6,981
1397	137	0	0	0	363	0	134	145	186	191	1,157
1398	53	0	0	0	139	0	52	55	71	73	443
1399	212	0	0	0	562	0	208	224	288	295	1,789
1400	64	0	0	0	169	0	62	67	87	89	537
1401	272	0	0	0	339	0	236	239	195	215	1,496
1402	595	576	0	38	122	249	432	432	160	129	2,733
1403	1,520	343	0	23	2,403	148	1,365	1,412	1,333	1,390	9,938
1404	641	618	0	41	1,536	267	665	708	813	799	6,088
1405	2,643	439	0	29	2,753	190	2,030	2,100	1,663	1,673	13,521
1406	351	3,088	0	203	115	1,336	525	525	186	17	6,348
1407	624	0	0	0	535	0	454	467	337	344	2,761

Analysis Year:	2040	***Reference Number:***	01232
RunId:	NBWP05	*Build Date:*	11/10/2005
Land Use:	nbwp05	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

NBTM TAZ	HO Attr	HO Prod	HSch Attr	HSch Prod	HW Attr	HW Prod	OO Attr	OO Prod	OW Attr	OW Prod	Total
1408	102	698	0	48	45	267	114	114	47	21	1,457
1409	1,835	0	0	0	2,970	0	1,571	1,642	1,630	1,693	11,341
1410	36	354	0	28	11	152	55	55	18	2	711
1411	34	0	0	0	16	0	24	24	12	13	124
1412	42	289	0	20	19	111	47	47	19	9	602
1413	453	133	0	11	487	57	378	385	293	308	2,503
1414	89	416	3	33	136	140	105	107	82	71	1,181
1415	112	736	0	51	66	282	126	126	58	32	1,589
1416	134	847	0	66	62	365	145	145	64	29	1,857
1417	39	269	0	19	18	103	44	44	18	8	562
1418	41	265	0	20	18	109	45	45	19	9	570
1419	122	832	0	58	54	319	136	136	56	25	1,737
1420	321	2,092	0	155	146	857	351	351	149	68	4,490
1421	3,243	1,981	560	137	1,510	840	2,375	2,395	1,219	1,156	15,415
1422	338	2,205	0	163	154	903	370	370	157	71	4,731
1423	248	1,197	0	88	233	490	279	279	163	130	3,108
1424	570	5,074	0	327	185	2,146	854	855	298	27	10,335
1425	360	432	0	28	439	183	350	354	265	265	2,677
1426	102	535	0	40	120	219	117	119	79	61	1,393
1427	762	2,268	1,922	189	942	990	778	797	589	509	9,744
1428	5,031	1,783	0	120	1,665	699	3,448	3,461	1,543	1,512	19,263
1429	501	3,251	384	236	305	1,319	565	569	269	141	7,540
1430	5,621	1,130	0	73	1,697	468	3,752	3,770	1,641	1,608	19,759
1431	1,471	729	0	44	452	290	1,021	1,026	443	411	5,886
1432	2,251	3,213	0	243	1,202	1,387	1,860	1,868	955	852	13,831
1433	1,361	888	0	102	1,792	402	1,253	1,273	1,043	1,089	9,204
1434	1,144	0	0	0	5,637	0	1,634	1,765	2,745	2,908	15,832
1435	403	386	0	32	91	174	284	284	109	92	1,855
1436	800	5,110	0	428	462	2,665	1,084	1,087	499	176	12,311
1437	1	0	0	0	11	0	2	2	5	5	27
1438	64	430	547	34	127	226	99	102	82	53	1,764
1439	1,633	2,234	0	186	3,236	1,166	1,653	1,746	1,795	1,675	15,323
1440	102	860	0	90	36	486	149	149	58	5	1,934
1441	1,317	3,311	0	235	456	1,387	1,124	1,126	472	332	9,761
1442	113	924	0	83	46	449	155	155	60	13	1,999
1443	241	1,921	0	165	95	916	323	323	126	28	4,140
1444	254	2,127	0	190	93	1,036	352	352	133	23	4,561

HH4

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	NBWP05	*Build Date:*	11/10/2005
Land Use:	nbwp05	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

NBTM TAZ	HO Attr	HO Prod	HSch Attr	HSch Prod	HW Attr	HW Prod	OO Attr	OO Prod	OW Attr	OW Prod	Total
1445	272	2,133	0	173	103	667	366	366	142	28	4,250
1446	176	1,356	0	118	71	642	227	228	90	24	2,931
1447	205	1,641	0	134	76	516	281	281	108	19	3,262
1448	493	660	0	51	157	201	373	375	161	129	2,600
1449	1,078	781	0	59	218	238	758	759	283	239	4,414
1450	1,889	1,066	0	82	396	327	1,302	1,303	493	435	7,294
1451	1,447	445	0	36	531	140	1,012	1,015	470	465	5,562
1452	2,707	597	0	42	845	176	1,833	1,839	807	792	9,638
1453	1,829	201	0	14	422	59	1,187	1,189	471	465	5,838
1454	1,532	581	0	41	475	171	1,054	1,059	462	435	5,811
1455	1,731	1,274	0	107	439	409	1,226	1,230	494	424	7,335
1456	596	4,252	0	256	255	1,024	690	691	270	113	8,148
1457	751	2,858	342	221	563	853	812	816	440	315	7,972
1458	1,519	4,403	0	338	574	1,328	1,387	1,391	597	378	11,915
1459	1,940	1,205	0	90	793	361	1,435	1,439	685	647	8,593
1460	537	3,425	0	250	249	995	613	614	262	112	7,057
1461	976	1,981	0	125	341	489	794	798	337	259	6,101
1462	22	150	0	9	10	36	24	24	10	4	289
1463	1,936	1,997	0	111	430	462	1,412	1,415	528	437	8,728
1464	2,583	10,535	0	837	748	3,189	2,645	2,649	997	438	24,620
1465	1,460	1,377	0	116	409	467	1,065	1,070	441	368	6,773
1466	3,061	525	0	48	2,398	258	2,473	2,477	1,498	1,800	14,537
1467	442	3,622	0	268	151	1,760	649	650	245	22	7,807
1468	5	0	282	0	55	0	10	12	26	26	415
1469	581	3,318	1,844	309	905	1,732	829	844	596	434	11,390
1470	1,344	2,040	0	163	451	884	1,090	1,090	435	401	7,898
1471	326	2,239	0	153	146	848	364	364	149	68	4,656
1472	2,318	0	0	0	675	0	1,496	1,504	654	661	7,308
1473	118	1,039	0	68	38	445	176	176	62	6	2,127
1474	1,227	4,042	0	289	333	1,762	1,151	1,152	432	228	10,615
1475	291	0	46	0	1,112	0	372	395	551	590	3,358
1476	98	1,010	0	72	29	393	150	150	47	4	1,953
1477	362	2,619	0	166	157	921	412	413	161	73	5,285
1478	21	222	0	16	6	86	33	33	10	1	430
1479	96	769	0	51	39	280	119	119	44	16	1,532
1480	100	1,068	0	64	29	368	156	157	46	4	1,992
1481	187	1,449	0	92	61	501	233	233	77	25	2,857

HH5

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	NBWP05	*Build Date:*	11/10/2005
Land Use:	nbwp05	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

NBTM TAZ	HO Attr	HO Prod	HSch Attr	HSch Prod	HW Attr	HW Prod	OO Attr	OO Prod	OW Attr	OW Prod	Total
1482	342	1,345	0	77	205	444	350	350	164	128	3,407
1483	16	118	0	7	7	39	18	18	7	3	232
1484	2,075	0	0	0	4,202	0	1,908	2,010	2,228	2,318	14,741
1485	13,041	0	0	0	3,320	0	8,378	8,403	3,463	3,512	40,118
1486	3,332	2,041	0	128	3,678	839	2,744	2,833	2,227	2,175	19,998
1487	1,393	841	0	58	1,751	357	1,317	1,328	1,009	1,123	9,176
1488	49	465	0	39	16	211	73	73	25	2	953
1489	156	869	0	73	42	394	178	178	63	20	1,973
1490	152	0	0	0	403	0	149	161	207	212	1,283
1491	1,740	0	0	0	3,049	0	1,583	1,642	1,652	1,753	11,419
1492	1,272	0	0	0	1,791	0	1,028	1,074	1,008	1,033	7,205
1493	636	0	0	0	1,684	0	624	671	864	886	5,365
1494	1,476	0	0	0	560	0	996	999	476	497	5,004
1495	1,147	2,244	0	139	1,087	553	1,023	1,044	703	643	8,582
1496	209	1,878	11	121	73	474	299	299	103	18	3,485
1497	203	1,748	0	107	74	418	273	274	95	24	3,216
1498	1,420	1,316	0	75	391	303	1,005	1,009	410	366	6,295
1499	135	953	0	55	59	221	153	154	60	27	1,817
1500	121	756	0	59	57	328	130	131	58	26	1,665
1501	2,057	3,882	0	235	674	946	1,597	1,603	673	536	12,203
1502	1,535	895	0	52	430	207	1,047	1,052	438	410	6,066
1503	1,198	238	0	14	269	58	778	779	305	299	3,938
1504	1,545	2,477	0	180	449	999	1,159	1,162	476	384	8,831
1505	1,420	3,852	0	280	579	1,554	1,195	1,201	540	397	11,018
1506	254	1,680	0	122	115	678	280	280	118	53	3,580
1507	104	762	0	47	45	262	119	119	46	21	1,525
1508	219	1,361	695	108	261	593	273	278	179	123	4,090
1510	137	890	0	67	63	369	150	150	64	29	1,919
1511	939	89	0	7	182	37	599	599	225	223	2,899
1512	96	901	0	79	31	426	144	144	51	5	1,877
1513	377	2,070	0	135	316	676	442	443	235	171	4,866
1514	29	197	0	14	13	76	32	32	13	6	412
1515	174	1,697	0	93	52	609	267	267	85	8	3,251
1516	96	663	0	41	129	150	142	144	88	60	1,512
1517	1,126	611	1,044	36	615	238	835	845	463	447	6,260
1518	359	2,827	0	168	147	929	429	430	156	66	5,511
1519	343	2,415	0	157	157	868	389	389	156	75	4,949

HH 6

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	NBWP05	*Build Date:*	11/10/2005
Land Use:	nbwp05	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

NBTM TAZ	HO Attr	HO Prod	HSch Attr	HSch Prod	HW Attr	HW Prod	OO Attr	OO Prod	OW Attr	OW Prod	Total
1520	146	996	0	69	65	382	162	163	67	30	2,078
1521	428	2,973	438	193	274	1,069	491	494	230	129	6,720
1522	1,205	1,260	0	78	296	427	863	865	333	291	5,620
1523	804	575	0	50	181	275	549	549	214	189	3,385
1525	456	4,281	0	251	142	1,651	693	694	230	20	8,419
1526	312	1,984	0	136	221	756	353	355	177	109	4,401
1527	6	0	0	0	13	0	7	7	7	8	46
1528	39	0	0	0	113	0	48	49	57	64	371
1529	191	1,182	0	94	89	523	205	206	91	41	2,624
1530	179	999	0	52	207	331	240	241	138	113	2,500
1531	874	1,826	0	111	266	674	715	717	290	208	5,681
1532	19	142	396	9	80	42	30	33	41	36	828
1534	210	1,517	528	90	188	499	251	255	136	88	3,762
1535	553	4,150	0	332	218	1,947	717	717	285	68	8,987
1536	1,512	191	0	15	290	83	971	972	362	355	4,751
1537	113	897	0	67	45	367	143	143	54	16	1,845
1538	97	607	0	48	45	265	105	105	46	21	1,340
1539	416	681	0	53	515	291	402	407	310	309	3,383
1540	666	0	0	0	1,006	0	617	627	559	617	4,092
1541	37	233	0	18	17	101	40	40	18	8	514
1543	1,492	0	0	0	2,254	0	1,383	1,405	1,252	1,383	9,169
1544	122	795	0	59	56	328	134	134	57	26	1,711
1545	212	1,356	0	103	97	573	231	231	100	45	2,949
1547	157	1,186	0	70	66	391	182	182	68	31	2,335
1548	278	2,495	0	158	100	862	371	372	124	35	4,795
1549	84	632	0	38	35	208	97	97	36	16	1,244
1550	286	1,950	0	163	125	899	333	334	141	51	4,281
1553	75	593	0	44	30	243	95	95	36	11	1,221
1554	168	1,071	0	96	76	527	189	190	84	32	2,432
1555	1,982	0	0	0	621	0	1,305	1,309	579	598	6,394
1556	133	649	0	65	82	360	136	136	74	41	1,676
1558	305	2,009	440	161	217	966	379	382	195	89	5,142
1559	1,328	1,743	0	138	443	842	1,024	1,026	446	361	7,352
1563	521	0	0	0	1,380	0	511	550	708	726	4,396
1618	4	29	0	2	2	11	5	5	2	1	60
1671	324	506	0	46	665	254	323	341	363	347	3,171
1672	8	44	0	4	4	22	8	8	4	2	104

HH 7

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	NBWP05	*Build Date:*	11/10/2005
Land Use:	nbwp05	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

NBTM TAZ	HO Attr	HO Prod	HSch Attr	HSch Prod	HW Attr	HW Prod	OO Attr	OO Prod	OW Attr	OW Prod	Total
1673	471	0	0	0	994	0	426	453	524	537	3,405
1674	1,771	0	0	0	618	0	1,157	1,167	546	553	5,811
1675	130	572	0	52	124	288	133	135	88	62	1,584
1676	11,248	0	0	0	39,790	0	6,849	6,836	2,450	2,963	70,136
1713	817	0	0	0	4,028	0	1,168	1,261	1,962	2,078	11,314
1714	248	1,991	0	152	86	999	362	363	139	12	4,352
1715	430	0	0	0	535	0	373	378	309	339	2,364
1716	695	0	0	0	866	0	604	612	499	549	3,825

Total Trip Ends By OCTAM TAZ

Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	NBWP05	*Build Date:*	11/10/2005
Land Use:	nbwp05	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

OCTAM TAZ	HO Attr	HO Prod	HSch Attr	HSch Prod	HW Attr	HW Prod	OO Attr	OO Prod	OW Attr	OW Prod	Total
2327	1,179	0	0	0	1,931	0	989	1,041	1,058	1,084	7,281
2336	9,774	7,553	0	498	7,224	3,268	7,701	7,855	4,956	4,653	53,481
2337	6,204	0	0	0	4,300	0	4,389	4,479	2,890	2,959	25,221
2338	3,636	4,145	0	273	4,404	1,794	3,221	3,333	2,662	2,488	25,957
2339	1,195	576	0	38	1,330	249	990	1,018	801	801	6,998
2340	1,431	0	0	0	2,910	0	1,300	1,375	1,543	1,594	10,153
2341	1,520	343	0	23	2,403	148	1,365	1,412	1,333	1,390	9,938
2375	179	999	0	52	207	331	240	241	138	113	2,500
2377	19	142	396	9	80	42	30	33	41	36	828
2378	286	1,950	0	163	125	899	333	334	141	51	4,281
2381	2,852	5,682	378	609	1,512	3,126	2,352	2,383	1,256	963	21,114
2393	471	3,233	1,288	271	392	1,358	565	574	314	168	8,634
2399	1,634	3,752	440	299	671	1,808	1,405	1,411	647	455	12,522
2400	133	649	0	65	82	360	136	136	74	41	1,676
2401	1,317	3,311	0	235	456	1,387	1,124	1,126	472	332	9,761
2402	2,497	7,773	547	648	3,825	4,057	2,835	2,935	2,376	1,905	29,398
2403	4,695	2,879	0	255	12,943	1,402	5,394	5,652	6,696	6,976	46,891
2404	1,188	6,714	0	588	396	3,217	1,341	1,342	519	180	15,486
2405	13,184	9,380	0	742	3,663	2,904	9,391	9,416	3,892	3,431	56,003
2406	596	4,252	0	256	255	1,024	690	691	270	113	8,148
2407	8,373	7,594	384	551	3,203	3,174	6,177	6,207	2,866	2,601	41,130
2408	762	2,268	1,922	189	942	990	778	797	589	509	9,744
2409	6,502	2,512	0	164	2,117	989	4,469	4,488	1,986	1,922	25,149
2410	4,746	11,891	342	899	2,178	3,537	4,247	4,260	1,984	1,452	35,537
2411	2,934	4,127	0	246	781	987	2,231	2,237	874	701	15,118
2412	2,583	10,535	0	837	748	3,189	2,645	2,649	997	438	24,620
2413	4,611	8,242	11	509	2,103	2,031	3,697	3,725	1,784	1,496	28,209
2414	4,094	9,835	0	693	1,408	3,904	3,350	3,360	1,423	1,042	29,111
2415	3,294	4,912	0	288	954	1,149	2,480	2,488	1,003	827	17,394
2416	1,391	3,241	695	260	538	1,424	1,166	1,172	519	379	10,785
2417	406	2,267	0	149	329	751	475	475	249	177	5,278
2418	5,223	13,782	560	957	2,804	5,747	4,739	4,768	2,351	1,786	42,718
2419	858	2,675	3	191	780	1,011	835	845	525	453	8,176
2420	1,973	1,053	0	76	3,027	419	1,739	1,810	1,695	1,716	13,509

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Analysis Year:	**2040**	***Reference Number:***	**01232**
RunId:	NBWP05	*Build Date:*	11/10/2005
Land Use:	nbwp05	*Build Time:*	2:00:00 PM
Network:	Pref04	*Modeler:*	Archie Tan

OCTAM TAZ	HO Attr	HO Prod	HSch Attr	HSch Prod	HW Attr	HW Prod	OO Attr	OO Prod	OW Attr	OW Prod	Total
2421	1,349	2,040	282	163	506	884	1,100	1,102	460	427	8,313
2422	1,023	6,940	1,844	577	1,056	3,491	1,478	1,493	840	455	19,198
2423	4,521	1,903	0	164	2,807	725	3,538	3,547	1,938	2,167	21,310
2424	5,082	4,215	0	298	5,889	1,801	4,461	4,573	3,530	3,532	33,383
2425	15,116	0	0	0	7,522	0	10,286	10,413	5,691	5,830	54,859
2426	3,384	0	0	0	4,035	0	2,647	2,744	2,348	2,416	17,574
2427	1,740	0	0	0	3,049	0	1,583	1,642	1,652	1,753	11,419
2428	1,518	4,042	46	289	1,445	1,762	1,523	1,547	984	818	13,973
2429	2,435	1,039	0	68	714	445	1,671	1,680	716	666	9,435
2430	578	4,621	0	305	231	1,680	715	715	261	94	9,201
2431	326	2,239	0	153	146	848	364	364	149	68	4,656
2432	645	3,980	0	240	301	1,352	758	758	294	160	8,489
2433	817	6,294	0	390	490	2,418	1,106	1,109	473	202	13,298
2434	804	575	0	50	181	275	549	549	214	189	3,385
2435	945	7,085	438	442	484	2,546	1,146	1,151	471	211	14,919
2436	1,564	4,087	0	246	444	1,356	1,293	1,295	489	357	11,131
2437	1,367	2,270	1,044	146	809	769	1,139	1,151	618	536	9,850
2438	744	5,333	0	426	307	2,470	922	923	376	110	11,611
2439	1,699	1,682	0	127	364	693	1,209	1,210	452	382	7,817
2440	729	5,830	528	356	391	1,961	901	906	364	171	12,136
2441	666	0	0	0	1,006	0	617	627	559	617	4,092
2442	97	607	0	48	45	265	105	105	46	21	1,340
2443	416	681	0	53	515	291	402	407	310	309	3,383
2444	104	762	0	47	45	262	119	119	46	21	1,525
2445	158	989	0	77	74	429	171	171	75	34	2,179
2447	1,492	0	0	0	2,254	0	1,383	1,405	1,252	1,383	9,169
2782	212	1,356	0	103	97	573	231	231	100	45	2,949
2785	2,150	1,071	0	96	697	527	1,494	1,498	663	630	8,826
2786	122	795	0	59	56	328	134	134	57	26	1,711

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Total Trip Ends For City Of Newport Beach

Analysis Year: 2040
RunId: With Project
Land Use:

Reference Number: **01232**
Build Date: 10/13/2005
Build Time: 12:00:00 PM

HO Attr	HO Prod	HSch Attr	HSch Prod	HW Attr	HW Prod	OO Attr	OO Prod	OW Attr	OW Prod	Total
153,163	212,617	9,481	15,332	107,577	81,761	127,286	129,081	76,428	69,271	981,997

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APPENDIX II

GENERAL PLAN BUILDOUT WITH PROJECT TRIP GENERATION
CHANGE FROM GENERAL PLAN BUILDOUT WITHOUT PROJECT BY TAZ

TAZ	WITHOUT PROJECT	WITH PROJECT	CHANGE
1373	2274	2336	62
1374	2274	2550	276
1375	3481	3715	234
1376	3638	4074	436
1377	5229	5653	424
1378	5912	6891	979
1379	5188	4737	-451
1380	1692	2356	664
1381	2367	3094	727
1382	3562	5112	1550
1383	3623	2244	-1379
1384	1317	2518	1201
1385	2645	2645	0
1386	2528	2258	-270
1387	2042	1967	-75
1388	8586	9140	554
1389	4202	2791	-1411
1390	1623	1721	98
1391	1079	803	-276
1392	2534	2195	-339
1393	3055	5487	2432
1394	0	4414	4414
1395	5831	2015	-3816
1396	6981	6981	0
1397	1157	1157	0
1398	443	443	0
1399	1789	1789	0
1400	537	537	0
1401	1496	1496	0
1402	507	2733	2226
1403	8820	9938	1118
1404	4818	6088	1270
1405	12567	13521	954
1406	2358	6348	3990
1407	2761	2761	0
1408	1457	1457	0
1409	11341	11341	0
1410	711	711	0
1411	124	124	0
1412	602	602	0
1413	2503	2503	0
1414	1181	1181	0
1415	1589	1589	0
1416	1857	1857	0
1417	562	562	0
1418	570	570	0
1419	1737	1737	0
1420	4490	4490	0
1421	15228	15415	187
1422	4731	4731	0
1423	3108	3108	0
1424	10335	10335	0
1425	1639	2677	1038
1426	1702	1393	-309
1427	9744	9744	0

TAZ	WITHOUT PROJECT	WITH PROJECT	CHANGE
1428	19263	19263	0
1429	7540	7540	0
1430	14687	19759	5072
1431	6860	5886	-974
1432	9635	13831	4196
1433	5142	9204	4062
1434	15832	15832	0
1435	1855	1855	0
1436	10060	12311	2251
1437	27	27	0
1438	1487	1764	277
1439	13306	15323	2017
1440	1934	1934	0
1441	8976	9761	785
1442	1999	1999	0
1443	4140	4140	0
1444	4561	4561	0
1445	4250	4250	0
1446	2931	2931	0
1447	3262	3262	0
1448	2600	2600	0
1449	3671	4414	743
1450	4075	7294	3219
1451	4321	5562	1241
1452	6238	9638	3400
1453	7565	5838	-1727
1454	10395	5811	-4584
1455	7335	7335	0
1456	10248	8148	-2100
1457	7972	7972	0
1458	9467	11915	2448
1459	10192	8593	-1599
1460	7057	7057	0
1461	6101	6101	0
1462	289	289	0
1463	10203	8728	-1475
1464	24620	24620	0
1465	6773	6773	0
1466	14537	14537	0
1467	7807	7807	0
1468	415	415	0
1469	11390	11390	0
1470	8463	7898	-565
1471	4656	4656	0
1472	7308	7308	0
1473	2127	2127	0
1474	10673	10615	-58
1475	3358	3358	0
1476	1953	1953	0
1477	5285	5285	0
1478	430	430	0
1479	1532	1532	0
1480	1992	1992	0
1481	2857	2857	0
1482	3407	3407	0

TAZ	WITHOUT PROJECT	WITH PROJECT	CHANGE
1483	232	232	0
1484	14630	14741	111
1485	37183	40118	2935
1486	17669	19998	2329
1487	6958	9176	2218
1488	953	953	0
1489	1973	1973	0
1490	1283	1283	0
1491	11308	11419	111
1492	7094	7205	111
1493	5365	5365	0
1494	5004	5004	0
1495	8582	8582	0
1496	3485	3485	0
1497	3216	3216	0
1498	6294	6295	1
1499	1817	1817	0
1500	1665	1665	0
1501	12202	12203	1
1502	6066	6066	0
1503	3938	3938	0
1504	8831	8831	0
1505	11018	11018	0
1506	3580	3580	0
1507	1525	1525	0
1508	4090	4090	0
1510	1919	1919	0
1511	2899	2899	0
1512	1877	1877	0
1513	4866	4866	0
1514	412	412	0
1515	3320	3251	-69
1516	1728	1512	-216
1517	6468	6260	-208
1518	5511	5511	0
1519	4949	4949	0
1520	2078	2078	0
1521	6720	6720	0
1522	6622	5620	-1002
1523	3982	3385	-597
1525	8692	8419	-273
1526	4401	4401	0
1527	46	46	0
1528	371	371	0
1529	1423	2624	1201
1530	3235	2500	-735
1531	5681	5681	0
1532	828	828	0
1534	2396	3762	1366
1535	11579	8987	-2592
1536	4751	4751	0
1537	1845	1845	0
1538	1340	1340	0
1539	3383	3383	0
1540	4092	4092	0

TAZ	WITHOUT PROJECT	WITH PROJECT	CHANGE
1541	514	514	0
1543	9169	9169	0
1544	1711	1711	0
1545	2949	2949	0
1547	2335	2335	0
1548	6020	4795	-1225
1549	672	1244	572
1550	4008	4281	273
1553	1221	1221	0
1554	2432	2432	0
1555	6394	6394	0
1556	6590	1676	-4914
1558	8229	5142	-3087
1559	7050	7352	302
1563	4396	4396	0
1618	60	60	0
1671	3171	3171	0
1672	104	104	0
1673	3405	3405	0
1674	5811	5811	0
1675	1584	1584	0
1676	70136	70136	0
1713	11314	11314	0
1714	4352	4352	0
1715	2364	2364	0
1716	3825	3825	0
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APPENDIX JJ

GENERAL PLAN BUILDOUT WITH PROJECT
INTERSECTION CAPACITY UTILIZATION (ICU) WORKSHEETS
(EXISTING LANES)

1a. Bluff & Coast Hw.

General Plan With Project

	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	125	.039*	90	.028*
SBT	0	0	0		0	
SBR	2	3200	215	.067	375	.117
EBL	2	3200	556	.174	470	.147*
EBT	3	4800	2826	.589*	1880	.392
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	550	.115	3080	.642*
WBR	1	1600	200	.125	230	.144

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .628 .817

1b. 15th St. & Coast Hw.

General Plan With Project

	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	125	.039*	90	.028*
SBT	0	0	0		0	
SBR	2	3200	215	.067	375	.117
EBL	2	3200	640	.200	610	.191*
EBT	3	4800	3260	.679*	2370	.494
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	561	.117	2950	.615*
WBR	1	1600	204	.128	239	.149

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .718 .834

2. Superior & Placentia

General Plan With Project

	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	150	.094*
NBT	2	3200	980	.306*	440	.138
NBR	1	1600	80	.050	50	.031
SBL	1	1600	70	.044*	50	.031
SBT	2	3200	290	.091	760	.238*
SBR	d	1600	20	.013	10	.006
EBL	1	1600	10	.006	10	.006
EBT	1	1600	500	.313*	360	.225*
EBR	1	1600	160	.100	240	.150
WBL	0.5		10	{.006}*	20	{.012}*
WBT	1.5	3200	390	.141	530	.209
WBR	0		50		120	
TOTAL CAPACITY UTILIZATION				.669		.569

3. Superior & Coast Hw.

General Plan With Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		190		360	
NBT	1.5	4800	510	.175*	240	.152*
NBR	0		140		130	
SBL	1.5		180		260	
SBT	1.5	4800	170	.073*	410	.140*
SBR	2	3200	20	.006	420	.131
EBL	2	3200	540	.169	90	.028
EBT	3	4800	2690	.560*	1480	.308*
EBR	d	1600	220	.138	300	.188
WBL	1	1600	110	.069*	250	.156*
WBT	4	6400	580	.091	2770	.433
WBR	d	1600	240	.150	200	.125

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

TOTAL CAPACITY UTILIZATION .877 .756

4. Newport & Hospital

General Plan With Project

	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	240	.150*
NBT	3	4800	2290	.477*	1250	.260
NBR	1	1600	10	.006	80	.050
SBL	1	1600	60	.038*	40	.025
SBT	3	4800	1380	.288	2130	.444*
SBR	d	1600	220	.138	200	.125
EBL	2	3200	130	.041	130	.041
EBT	1	1600	420	.263*	330	.206*
EBR	1	1600	100	.063	10	.006
WBL	1	1600	80	.050*	260	.163*
WBT	2	3200	330	.116	330	.131
WBR	0	0	40		90	

TOTAL CAPACITY UTILIZATION .828 .963

5. Newport & Via Lido

General Plan With Project

	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	3	4800	1900	.396*	1030	.215*
NBR	1	1600	20	.013	40	.025
SBL	2	3200	500	.156*	590	.184*
SBT	3	4800	750	.156	1630	.340
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	50	.031*	10	.006*
WBT	0	0	0		0	
WBR	2	3200	380	.119	520	.163

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION **.583** **.405**

6. Newport & 32nd

General Plan With Project

	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	1220	.381*	870	.272*
NBR	d	1600	20	.013	40	.025
SBL	1	1600	60	.038	80	.050
SBT	2	3200	810	.297*	1440	.537*
SBR	0	0	140		280	
EBL	1.5		430		160	
EBT	0.5	3200	50	.150*	70	.072*
EBR	1	1600	20	.013	20	.013
WBL	0.5		50	.031*	40	
WBT	1.5	3200	40	.025	60	.031*
WBR	f		150		200	

Note: Assumes N/S Split Phasing
Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.859** **.912**

7. Riverside & Coast Hw.

General Plan With Project

	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	{.012}*
NBT	1	1600	0	.006	0	.013
NBR	d	1600	0	.000	10	.006
SBL	0	0	140		120	
SBT	1	1600	10	.094*	10	.081*
SBR	1	1600	350	.219	400	.250
EBL	1	1600	210	.131	340	.213*
EBT	2	3200	2760	.866*	2290	.719
EBR	0	0	10		10	
WBL	1	1600	10	.006*	10	.006
WBT	3	4800	1810	.377	3010	.627*
WBR	1	1600	50	.031	60	.038

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .972 .933

8. Tustin & Coast Hw.

General Plan With Project

	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		110	
SBT	1	1600	0	.038*	0	.094*
SBR	0	0	30		40	
EBL	1	1600	70	.044	140	.088*
EBT	2	3200	2870	.900*	2250	.706
EBR	0	0	10		10	
WBL	0	0	0		0	
WBT	3	4800	1810	.377	3100	.646*
WBR	1	1600	80	.050	180	.113

TOTAL CAPACITY UTILIZATION .938 .828

9. MacArthur & Campus

General Plan With Project

	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	320	.200*
NBT	4	6400	1660	.259*	1520	.238
NBR	1	1600	120	.075	80	.050
SBL	1	1600	240	.150*	150	.094
SBT	4	6400	990	.155	1510	.236*
SBR	1	1600	550	.344	910	.569
EBL	2	3200	770	.241*	530	.166*
EBT	3	4800	990	.206	700	.146
EBR	d	1600	200	.125	160	.100
WBL	2	3200	40	.013	160	.050
WBT	3	4800	630	.131*	1470	.306*
WBR	f		60		190	
Right Turn Adjustment			SBR	.029*	SBR	.333*
TOTAL CAPACITY UTILIZATION				**.810**		**1.241**

10. MacArthur & Birch

General Plan With Project

	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	180	.113*
NBT	3	4800	1340	.279*	1030	.215
NBR	1	1600	140	.088	60	.038
SBL	1	1600	180	.113*	130	.081
SBT	4	6400	810	.163	1280	.261*
SBR	0	0	230		390	
EBL	1.5		710		460	
EBT	1.5	4800	670	.300*	480	.210*
EBR	0		60		70	
WBL	1	1600	50	.031	150	.094
WBT	2	3200	310	.097*	1020	.319*
WBR	f		20		360	
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION				**.789**		**.903**

11. Von Karman & Campus

General Plan With Project

	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	940	.294*	570	.178
NBR	f		30		20	
SBL	1	1600	40	.025*	160	.100
SBT	2	3200	580	.209	1140	.441*
SBR	0	0	90		270	
EBL	1	1600	370	.231*	240	.150*
EBT	2	3200	750	.234	1020	.319
EBR	1	1600	50	.031	70	.044
WBL	1	1600	60	.038	40	.025
WBT	2	3200	480	.181*	1040	.369*
WBR	0	0	100		140	
TOTAL CAPACITY UTILIZATION				.731		.973

12. MacArthur & Von Karman

General Plan With Project

	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	50	.031*
NBT	3	4800	1460	.304*	960	.200
NBR	1	1600	580	.363	180	.113
SBL	1	1600	60	.038*	110	.069
SBT	3	4800	670	.140	1280	.267*
SBR	1	1600	190	.119	110	.069
EBL	1	1600	40	.025*	140	.088
EBT	2	3200	170	.053	270	.084*
EBR	f		60		100	
WBL	2	3200	170	.053	860	.269*
WBT	1	1600	180	.113*	210	.131
WBR	f		40		110	
Right Turn Adjustment			NBR	.059*		
TOTAL CAPACITY UTILIZATION				.539		.651

13. Jamboree & Campus

General Plan With Project

	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	160	.050*
NBT	4	6400	2030	.367*	1950	.406
NBR	0	0	320		720	.450
SBL	2	3200	700	.219*	470	.147
SBT	3	4800	1710	.431	2660	.608*
SBR	0	0	360		260	
EBL	2	3200	260	.081*	610	.191*
EBT	2	3200	280	.088	850	.266
EBR	f		30		30	
WBL	2	3200	800	.250	360	.113
WBT	2	3200	840	.263*	650	.203*
WBR	1	1600	170	.106	530	.331
Right Turn Adjustment					WBR	.128*
TOTAL CAPACITY UTILIZATION				**.930**		**1.180**

14. Jamboree & Birch

General Plan With Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	420	.263*	140	.088*
NBT	3	4800	2010	.435	1940	.410
NBR	0	0	80		30	
SBL	1	1600	10	.006	90	.056
SBT	3	4800	2030	.423*	2070	.431*
SBR	f		800		430	
EBL	1.5		280		680	
EBT	0.5	3200	90	.116*	30	.222*
EBR	f		10		420	
WBL	0	0	80		60	
WBT	1	1600	70	.200*	80	.094*
WBR	0	0	170		10	
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION				**1.002**		**.835**

15. Campus & Bristol (N)

General Plan With Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	540	.169	600	.188*
NBT	3	4800	3220	.671*	1700	.354
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6400	510	.080	1850	.289*
SBR	2	3200	410	.128	1270	.397
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	310	.097	540	.169
WBT	4	6400	2010	.353*	2880	.472*
WBR	0	0	250		140	
Right Turn Adjustment					SBR	.108*
TOTAL CAPACITY UTILIZATION				**1.024**		**1.057**

16. Birch & Bristol (N)

General Plan With Project

	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	1230	.384*	600	.188
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1.5	6400	270	.105	830	.361*
SBR	2.5		400		1480	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		480	.300	530	
WBT	3.5	8000	1730	.360*	1730	.303*
WBR	0		820	.513	160	
Right Turn Adjustment			WBR	.153*		
TOTAL CAPACITY UTILIZATION				**.897**		**.720**

17. Campus/Irvine & Bristol (S)

General Plan With Project

	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	5	8000	2380	.361*	1770	.273*
NBR	0	0	510		410	
SBL	1	1600	110	.069*	310	.194*
SBT	3	4800	730	.152	2060	.429
SBR	0	0	0		0	
EBL	1.5		1370		550	{.308}*
EBT	2.5	6400	1590	.463*	1420	.308
EBR	2	3200	670	.209	630	.197
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
TOTAL CAPACITY UTILIZATION				.893		.775

18. Birch & Bristol (S)

General Plan With Project

	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	2.5	6400	500	.139*	330	.098
NBR	1.5		390		300	
SBL	2	3200	280	.088*	440	.138
SBT	2	3200	450	.141	920	.288*
SBR	0	0	0		0	
EBL	1.5		850		380	
EBT	3.5	8000	1200	.283*	1490	.250*
EBR	0		210		130	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
TOTAL CAPACITY UTILIZATION				.510		.538

19. Irvine & Mesa

General Plan With Project

	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	50	.031*
NBT	2	3200	2070	.647*	940	.294
NBR	d	1600	640	.400	170	.106
SBL	1	1600	10	.006*	10	.006
SBT	2	3200	1090	.341	2240	.700*
SBR	d	1600	60	.038	200	.125
EBL	1	1600	300	.188	90	.056
EBT	1	1600	310	.219*	80	.188*
EBR	0	0	40		220	
WBL	1	1600	170	.106*	430	.269*
WBT	1	1600	70	.044	600	.375
WBR	1	1600	10	.006	10	.006

TOTAL CAPACITY UTILIZATION .978 1.188

20. Irvine & University

General Plan With Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	260	.163	180	.113*
NBT	2	3200	2460	.769*	1090	.341
NBR	1	1600	60	.038	20	.013
SBL	1	1600	90	.056*	40	.025
SBT	2	3200	1050	.328	2630	.822*
SBR	1	1600	150	.094	450	.281
EBL	1	1600	550	.344*	170	.106*
EBT	2	3200	110	.034	30	.009
EBR	d	1600	210	.131	210	.131
WBL	1	1600	20	.013	20	.013
WBT	1	1600	30	.019*	80	.050*
WBR	d	1600	20	.013	50	.031

TOTAL CAPACITY UTILIZATION 1.188 1.091

21. Irvine & Santiago

General Plan With Project

	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	140	.088*
NBT	2	3200	1500	.472*	1120	.356
NBR	0	0	10		20	
SBL	1	1600	40	.025*	110	.069
SBT	2	3200	980	.306	1810	.566*
SBR	d	1600	40	.025	120	.075
EBL	0	0	160	{.100}*	60	{.037}*
EBT	1	1600	40	.125	70	.081
EBR	d	1600	110	.069	140	.088
WBL	0	0	20		10	
WBT	1	1600	80	.063*	110	.075*
WBR	d	1600	140	.088	70	.044
Right Turn Adjustment			WBR	.025*		
TOTAL CAPACITY UTILIZATION				.685		.766

22. Irvine & Highland

General Plan With Project

	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	1610	.503*	1330	.416
NBR	d	1600	10	.006	20	.013
SBL	1	1600	20	.013*	20	.013
SBT	2	3200	1180	.369	1690	.528*
SBR	d	1600	20	.013	60	.038
EBL	0	0	80	{.050}*	20	{.012}*
EBT	1	1600	10	.056	20	.025
EBR	d	1600	120	.075	70	.044
WBL	0	0	20		10	
WBT	1	1600	30	.031*	40	.031*
WBR	d	1600	50	.031	10	.006
Right Turn Adjustment			EBR	.006*	EBR	.007*
TOTAL CAPACITY UTILIZATION				.603		.653

23. Irvine & Dover

General Plan With Project

	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	50	.031
NBT	2	3200	1300	.406*	1090	.341*
NBR	d	1600	20	.013	20	.013
SBL	1	1600	160	.100*	250	.156*
SBT	2	3200	980	.306	1420	.444
SBR	d	1600	20	.013	60	.038
EBL	1	1600	100	.063*	40	.025*
EBT	1	1600	190	.150	120	.156
EBR	0	0	50		130	
WBL	1	1600	20	.013	40	.025
WBT	1	1600	160	.100*	270	.169*
WBR	1	1600	330	.206	260	.163
Right Turn Adjustment			WBR	.106*		
TOTAL CAPACITY UTILIZATION				**.775**		**.691**

24. Irvine & Westcliff

General Plan With Project

	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	950	.297*	660	.206
NBR	d	1600	40	.025	10	.006
SBL	2	3200	320	.100*	120	.038
SBT	2	3200	660	.206	840	.263*
SBR	d	1600	200	.125	490	.306
EBL	2	3200	390	.122*	370	.116*
EBT	2	3200	440	.163	540	.228
EBR	0	0	80		190	
WBL	1	1600	30	.019	90	.056
WBT	2	3200	390	.138*	890	.309*
WBR	0	0	50		100	
Right Turn Adjustment					SBR	.043*
TOTAL CAPACITY UTILIZATION				**.657**		**.822**

25. Dover & Westcliff

General Plan With Project

	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*	870	.272*
NBT	2	3200	440	.138	690	.216
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1600	440	.275*	360	.225*
SBR	1	1600	50	.031	40	.025
EBL	2	3200	80	.025*	150	.047*
EBT	0	0	0		0	
EBR	f		610		930	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .384 .544

26. Dover & 16th

General Plan With Project

	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*	210	.131
NBT	2	3200	750	.234	1310	.409*
NBR	d	1600	20	.013	60	.038
SBL	1	1600	50	.031	50	.031*
SBT	2	3200	1130	.353*	940	.294
SBR	d	1600	30	.019	50	.031
EBL	0	0	10		20	
EBT	1	1600	10	.013*	30	.031*
EBR	d	1600	260	.163	220	.138
WBL	1	1600	40	.025*	40	.025*
WBT	1	1600	10	.006	30	.019
WBR	1	1600	50	.031	50	.031
Right Turn Adjustment			EBR	.150*	EBR	.107*

TOTAL CAPACITY UTILIZATION .604 .603

27. Dover & Coast Hw.

General Plan With Project

	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	1	1600	60	.038*	90	.056*
NBR	1	1600	60	.038	50	.031
SBL	3	4800	1080	.225*	1010	.210*
SBT	1	1600	60	.038	70	.044
SBR	1	1600	90	.056	110	.069
EBL	2	3200	190	.059	140	.044*
EBT	3	4800	2490	.521*	2100	.444
EBR	0	0	10		30	
WBL	1	1600	40	.025*	60	.038
WBT	3	4800	1800	.375	3030	.631*
WBR	f		700		1160	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.809** **.941**

28. Bayside & Coast Hw.

General Plan With Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2.5		430		280	
NBT	0.5	4800	30	.119*	20	.065*
NBR	0		110		10	
SBL	1	1600	50	.031*	130	.081*
SBT	1	1600	20	.013	20	.013
SBR	d	1600	50	.031	130	.081
EBL	1	1600	80	.050	140	.088*
EBT	3	4800	3320	.692*	2330	.485
EBR	1	1600	380	.238	620	.388
WBL	1	1600	80	.050*	30	.019
WBT	4	6400	1880	.316	3890	.616*
WBR	0	0	140		50	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.892** **.850**

29. MacArthur & Jamboree

General Plan With Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	210	.066	290	.091*
NBT	3	4800	1890	.394*	870	.181
NBR	1	1600	600	.375	620	.388
SBL	2	3200	130	.041*	260	.081
SBT	3	4800	570	.119	1600	.333*
SBR	f		130		560	
EBL	2	3200	670	.209	240	.075
EBT	3	4800	1760	.367*	1480	.308*
EBR	f		160		70	
WBL	2	3200	420	.131*	920	.288*
WBT	3	4800	1120	.233	1570	.327
WBR	f		170		180	

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .933 1.020

30. Jamboree & Bristol (N)

General Plan With Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	1140	.356	900	.281*
NBT	3	4800	3270	.681*	2620	.546
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2.5	6400	730	.228	1460	.391*
SBR	1.5		740	.231	1040	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .681 .672

31. Bayview Place & Bristol (S)

General Plan With Project

	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	2	3200	80	.025	360	.113
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	4	6400	3650	.570*	3310	.517*
EBR	1	1600	120	.075	10	.006
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.025*	NBR	.113*
TOTAL CAPACITY UTILIZATION				.595		.630

32. Jamboree & Bristol (S)

General Plan With Project

	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	5	8000	2100	.270*	2360	.309
NBR	0	0	60		110	
SBL	0	0	0		0	
SBT	3	4800	700	.146	1490	.310*
SBR	0	0	0		0	
EBL	1.5		2150	.672*	1180	{.558}*
EBT	1.5	4800	570	.356	1500	.558
EBR	2	3200	1020	.319	1010	.316
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
TOTAL CAPACITY UTILIZATION				.942		.868

33. Jamboree & Bayview Way

General Plan With Project

	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	60	.038
NBT	4	6400	1980	.322*	2230	.359*
NBR	0	0	80		70	
SBL	1	1600	110	.069*	150	.094*
SBT	4	6400	1450	.227	2270	.355
SBR	1	1600	190	.119	80	.050
EBL	2	3200	40	.013*	90	.028*
EBT	1	1600	10	.006	10	.006
EBR	1	1600	40	.025	170	.106
WBL	1	1600	10	.006	40	.025
WBT	1	1600	10	.006*	10	.006*
WBR	1	1600	60	.038	140	.088
Right Turn Adjustment			Multi	.044*	Multi	.179*
TOTAL CAPACITY UTILIZATION				**.454**		**.666**

34. Jamboree & Eastbluff/Univ.

General Plan With Project

	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	50	.031
NBT	3	4800	1620	.338*	1940	.404*
NBR	1	1600	240	.150	360	.225
SBL	2	3200	130	.041*	190	.059*
SBT	3	4800	1090	.227	1920	.400
SBR	1	1600	270	.169	390	.244
EBL	1.5		510		200	
EBT	0.5	3200	120	.197*	110	.097*
EBR	1	1600	10	.006	10	.006
WBL	1.5		340	.106*	340	.106*
WBT	1.5	4800	110	.069	110	.069
WBR	f		170		210	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION	**.682**		**.666**

35. Jamboree & Bison

General Plan With Project

	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	3	4800	1620	.338*	1900	.396*
NBR	d	1600	360	.225	250	.156
SBL	2	3200	90	.028*	160	.050*
SBT	3	4800	1290	.269	1820	.379
SBR	1	1600	50	.031	90	.056
EBL	1	1600	110	.069*	40	.025*
EBT	0	0	0		0	
EBR	1	1600	80	.050	20	.013
WBL	2	3200	270	.084*	490	.153*
WBT	0	0	0		0	
WBR	2	3200	220	.069	200	.063

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.519** **.624**

36. Jamboree & Eastbluff/Ford

General Plan With Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	360	.113*	390	.122*
NBT	3	4800	1780	.417	2080	.523
NBR	0	0	220		430	
SBL	1	1600	60	.038	60	.038
SBT	3	4800	1680	.350*	2310	.481*
SBR	1	1600	50	.031	100	.063
EBL	1	1600	160	.100	50	.031
EBT	1	1600	210	.131*	130	.081*
EBR	f		420		380	
WBL	1.5		480		260	
WBT	1.5	4800	520	.208*	150	.085*
WBR	1	1600	90	.056	20	.013

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.802** **.769**

37. Jamboree & San Joaquin Hills

General Plan With Project

	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	1420	.296*	2070	.431*
NBR	f		150		140	
SBL	2	3200	630	.197*	580	.181*
SBT	3	4800	1740	.363	2430	.506
SBR	1	1600	40	.025	200	.125
EBL	1.5		280	.088*	90	.028*
EBT	1.5	4800	50	.031	30	.019
EBR	1	1600	50	.031	40	.025
WBL	2	3200	90	.028*	250	.078*
WBT	1	1600	10	.006	50	.031
WBR	f		460		690	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.609** **.718**

38. Jamboree & Santa Barbara

General Plan With Project

	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	1630	.340*	1920	.400*
NBR	1	1600	200	.125	100	.063
SBL	2	3200	430	.134*	340	.106*
SBT	3	4800	1370	.285	2070	.431
SBR	1	1600	10	.006	30	.019
EBL	1	1600	60	.038*	20	.013
EBT	1	1600	10	.025	10	.013*
EBR	0	0	30		10	
WBL	1.5		90		480	
WBT	0.5	3200	10	.031*	10	.153*
WBR	1	1600	100	.063	440	.275
Right Turn Adjustment			WBR	.032*	WBR	.122*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.575** **.794**

39. Jamboree & Coast Hw.

General Plan With Project

	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	560	.203*	380	.163*
NBR	0	0	90		140	
SBL	1	1600	180	.113*	150	.094*
SBT	2	3200	290	.091	620	.194
SBR	f		920		1840	
EBL	3	4800	1320	.275*	910	.190*
EBT	4	6400	2130	.336	1560	.245
EBR	0	0	20		10	
WBL	2	3200	90	.028	240	.075
WBT	4	6400	1150	.180*	2270	.355*
WBR	f		120		130	

TOTAL CAPACITY UTILIZATION .771 .802

40. Santa Cruz & San Joaquin H.

General Plan With Project

	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*	400	.125
NBT	1	1600	10	.031	10	.137*
NBR	0	0	40		210	
SBL	1	1600	20	.013	10	.006*
SBT	1	1600	10	.006*	10	.006
SBR	1	1600	70	.044	60	.038
EBL	1	1600	60	.038	100	.063*
EBT	3	4800	470	.147*	400	.125
EBR	0	0	240	.150	250	.156
WBL	1	1600	230	.144*	30	.019
WBT	3	4800	340	.077	510	.113*
WBR	0	0	30		30	
Right Turn Adjustment			Multi	.041*	SBR	.020*

TOTAL CAPACITY UTILIZATION .376 .339

41. Santa Rosa & San Joaquin H.

General Plan With Project

	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	150	.094*
NBT	1	1600	10	.006*	30	.019
NBR	1	1600	200	.125	750	.469
SBL	1	1600	110	.069*	100	.063
SBT	1	1600	20	.013	10	.006*
SBR	1	1600	20	.013	50	.031
EBL	1	1600	40	.025	50	.031
EBT	3	4800	340	.088*	620	.148*
EBR	0	0	80		90	
WBL	2	3200	780	.244*	440	.138*
WBT	3	4800	530	.133	260	.073
WBR	0	0	110		90	
Right Turn Adjustment					Multi	.319*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .407 .705

42. Newport Center & Coast Hw.

General Plan With Project

	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	30	.009*	290	.091*
SBT	0	0	0		0	
SBR	f		100		850	
EBL	2	3200	610	.191*	370	.116*
EBT	3	4800	1960	.408	1690	.352
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1360	.283*	2020	.421*
WBR	f		180		170	

TOTAL CAPACITY UTILIZATION .483 .628

44. Avocado & San Miguel

General Plan With Project

	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*	70	.044
NBT	1	1600	140	.088	30	.019*
NBR	1	1600	70	.044	610	.381
SBL	1	1600	40	.025	240	.150*
SBT	1	1600	50	.031*	170	.106
SBR	1	1600	20	.013	10	.006
EBL	1	1600	10	.006*	10	.006
EBT	2	3200	140	.050	730	.263*
EBR	0	0	20		110	
WBL	2	3200	550	.172	370	.116*
WBT	2	3200	540	.234*	630	.216
WBR	0	0	210		60	
Right Turn Adjustment					NBR	.246*
Note: Assumes Right-Turn Overlap for SBR					NBR	
TOTAL CAPACITY UTILIZATION				**.359**		**.794**

45. Avocado & Coast Hw.

General Plan With Project

	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*	150	.094*
NBT	1	1600	40	.025	100	.063
NBR	1	1600	260	.163	160	.100
SBL	1.5		80	.050	350	
SBT	0.5	3200	90	.056*	150	.156*
SBR	1	1600	50	.031	300	.188
EBL	1	1600	290	.181*	160	.100
EBT	3	4800	1670	.348	1770	.369*
EBR	d	1600	70	.044	70	.044
WBL	1	1600	140	.088	200	.125*
WBT	3	4800	1560	.325*	1800	.375
WBR	1	1600	130	.081	60	.038
Right Turn Adjustment			NBR	.100*	Multi	.038*
Note: Assumes N/S Split Phasing						
TOTAL CAPACITY UTILIZATION				**.725**		**.782**

46. SR-73 NB Ramps & Bison

General Plan With Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		180	{.108}*	230	.072*
NBT	0	4800	0	.108	0	
NBR	1.5		340		100	.063
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	20	.013	10	.006*
EBT	2	3200	1310	.409*	720	.225
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	130	.041	730	.228*
WBR	1	1600	260	.163	850	.531
Right Turn Adjustment					WBR	.303*
TOTAL CAPACITY UTILIZATION				.517		.609

47. SR-73 SB Ramps & Bison

General Plan With Project

	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	990	.309*	370	.116*
SBT	0	0	0		0	
SBR	f		10		10	
EBL	0	0	0		0	
EBT	2	3200	310	.097*	320	.100*
EBR	1	1600	70	.044	100	.063
WBL	2	3200	50	.016*	340	.106*
WBT	2	3200	280	.088	610	.191
WBR	0	0	0		0	
TOTAL CAPACITY UTILIZATION				.422		.322

48. MacArthur & Bison

General Plan With Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	390	.122	260	.081*
NBT	4	6400	3680	.575*	2710	.423
NBR	f		210		140	
SBL	2	3200	60	.019*	40	.013
SBT	4	6400	2710	.423	3090	.483*
SBR	1	1600	390	.244	480	.300
EBL	2	3200	330	.103*	330	.103*
EBT	2	3200	270	.084	210	.066
EBR	f		210		100	
WBL	2	3200	160	.050	220	.069
WBT	2	3200	250	.078*	400	.125*
WBR	1	1600	10	.006	50	.031

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .775 .792

49. MacArthur & Ford/Bonita Cyn

General Plan With Project

	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*	80	.025
NBT	4	6400	2110	.330	2460	.384*
NBR	f		130		550	
SBL	2	3200	390	.122	1040	.325*
SBT	4	6400	3000	.469*	2480	.388
SBR	f		10		70	
EBL	2	3200	40	.013*	10	.003
EBT	2	3200	380	.119	650	.203*
EBR	1	1600	90	.056	110	.069
WBL	2	3200	400	.125	270	.084*
WBT	2	3200	880	.275*	380	.119
WBR	f		1650		730	

TOTAL CAPACITY UTILIZATION .801 0.996

50. MacArthur & San Joaquin H.

General Plan With Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	70	.022	20	.006
NBT	3	4800	1560	.325*	1810	.377*
NBR	1	1600	10	.006	20	.013
SBL	2	3200	590	.184*	920	.288*
SBT	3	4800	1800	.375	1900	.396
SBR	f		1100		450	
EBL	2	3200	230	.072*	1090	.341*
EBT	3	4800	320	.075	620	.148
EBR	0	0	40		90	
WBL	1	1600	20	.013	20	.013
WBT	2	3200	670	.209*	370	.116*
WBR	f		1000		520	

TOTAL CAPACITY UTILIZATION .790 1.122

51. MacArthur & San Miguel

General Plan With Project

	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	190	.059*
NBT	3	4800	1530	.319*	900	.188
NBR	1	1600	340	.213	450	.281
SBL	2	3200	10	.003*	10	.003
SBT	3	4800	1110	.231	1440	.300*
SBR	1	1600	770	.481	560	.350
EBL	2	3200	80	.025	940	.294*
EBT	2	3200	110	.056*	530	.213
EBR	0	0	70		150	
WBL	2	3200	300	.094*	280	.088
WBT	2	3200	360	.113	310	.097*
WBR	d	1600	20	.013	40	.025

Right Turn Adjustment SBR .172*
Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .644 .750

52. MacArthur & Coast Hw.

General Plan With Project

	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	540	.169*	730	.228*
SBT	0	0	0		0	
SBR	f		370		780	
EBL	2	3200	880	.275*	640	.200*
EBT	3	4800	1100	.229	1540	.321
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1340	.279*	1670	.348*
WBR	f		820		530	

TOTAL CAPACITY UTILIZATION .723 .776

53. SR-73 NB Ramps & Bonita Cyn

General Plan With Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	390	.122*	20	.006*
NBT	0	0	0		0	
NBR	1	1600	590	.369	200	.125
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	790	.247*	1220	.381*
EBR	1	1600	10	.006	10	.006
WBL	1	1600	710	.444*	410	.256*
WBT	2	3200	1270	.397	1180	.369
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.247*	NBR	.119*

TOTAL CAPACITY UTILIZATION 1.060 .762

54. SR-73 SB Ramps & Bonita Cyn

General Plan With Project

	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*	150	.047*
NBT	0	0	0		0	
NBR	1	1600	230	.144	350	.219
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	520	.163	810	.253*
EBR	1	1600	160	.100	590	.369
WBL	2	3200	140	.044	230	.072*
WBT	3	4800	1520	.317*	990	.206
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.088*	Multi	.288*
TOTAL CAPACITY UTILIZATION				.461		.660

55. Spyglass Hill & San Miguel

General Plan With Project

	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	.050	20	.031
NBR	d	1600	170	.106	190	.119
SBL	0	0	40		20	
SBT	1	1600	40	.050*	30	.031*
SBR	1	1600	40	.025	40	.025
EBL	1	1600	50	.031	70	.044
EBT	2	3200	340	.106*	520	.163*
EBR	d	1600	30	.019	50	.031
WBL	1	1600	100	.063*	130	.081*
WBT	2	3200	380	.119	440	.138
WBR	d	1600	30	.019	40	.025
Right Turn Adjustment			NBR	.056*	NBR	.081*
TOTAL CAPACITY UTILIZATION				.300		.375

56. San Miguel & San Joaquin H.

General Plan With Project

	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	250	.131*	600	.294*
NBR	0	0	170		340	
SBL	1	1600	60	.038*	140	.088*
SBT	2	3200	480	.150	330	.103
SBR	1	1600	390	.244	140	.088
EBL	2	3200	280	.088*	450	.141
EBT	3	4800	630	.133	910	.192*
EBR	0	0	10		10	
WBL	1	1600	390	.244	260	.163*
WBT	3	4800	1290	.290*	670	.154
WBR	0	0	100		70	

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .547 .737

57. Goldenrod & Coast Hw.

General Plan With Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	112	.070*	84	.053*
NBT	1	1600	0	.015	0	.013
NBR	0	0	24		21	
SBL	0	0	61		36	
SBT	1	1600	0	.076*	0	.039*
SBR	0	0	60		27	
EBL	1	1600	30	.019*	33	.021
EBT	2	3200	1003	.313	1869	.584*
EBR	d	1600	43	.027	53	.033
WBL	1	1600	42	.026	22	.014*
WBT	2	3200	2633	.823*	1658	.518
WBR	d	1600	13	.008	13	.008

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .988 .690

58. Marguerite & San Joaquin H.

General Plan With Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		350		240	
NBT	0.5	3200	40	.122*	60	.094*
NBR	1	1600	20	.013	70	.044
SBL	1	1600	50	.031	70	.044
SBT	1	1600	40	.050*	50	.056*
SBR	0	0	40		40	
EBL	1	1600	30	.019*	40	.025
EBT	2	3200	480	.150	930	.291*
EBR	1	1600	150	.094	440	.275
WBL	1	1600	20	.013	110	.069*
WBT	3	4800	1120	.233*	700	.146
WBR	d	1600	70	.044	40	.025

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

TOTAL CAPACITY UTILIZATION .424 .510

59. Marguerite & Coast Hw.

General Plan With Project

	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	90	.056
NBT	1	1600	170	.156*	210	.163*
NBR	0	0	80		50	
SBL	1	1600	210	.131*	270	.169*
SBT	1	1600	70	.069	120	.094
SBR	0	0	40		30	
EBL	1	1600	80	.050*	70	.044
EBT	2	3200	1360	.425	1860	.581*
EBR	1	1600	40	.025	90	.056
WBL	1	1600	60	.038	140	.088*
WBT	2	3200	2010	.644*	1530	.500
WBR	0	0	50		70	

TOTAL CAPACITY UTILIZATION .981 1.001

60. Spyglass H. & San Joaquin H.

General Plan With Project

	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	50	.031
NBT	1	1600	10	.019*	10	.025*
NBR	0	0	20		30	
SBL	1	1600	70	.044*	40	.025*
SBT	1	1600	10	.006	10	.006
SBR	d	1600	250	.156	150	.094
EBL	1	1600	80	.050*	260	.163*
EBT	2	3200	680	.213	940	.294
EBR	1	1600	20	.013	60	.038
WBL	1	1600	10	.006	10	.006
WBT	2	3200	1130	.353*	660	.206*
WBR	d	1600	70	.044	80	.050
Right Turn Adjustment			SBR	.131*	SBR	.075*
TOTAL CAPACITY UTILIZATION				.597		.494

61. Poppy & Coast Hw.

General Plan With Project

	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	10	.013	10	.050*
NBR	0	0	10		70	
SBL	0	0	70		130	{.081}*
SBT	1	1600	10	.056*	10	.100
SBR	0	0	10		20	
EBL	1	1600	10	.006*	30	.019
EBT	2	3200	1500	.472	1930	.609*
EBR	0	0	10		20	
WBL	1	1600	20	.013	30	.019*
WBT	2	3200	1980	.631*	1660	.531
WBR	0	0	40		40	
TOTAL CAPACITY UTILIZATION				.699		.759

62. Newport Coast & SR-73 NB

General Plan With Project

	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	1520	.475*	990	.309*
NBR	f		480		330	
SBL	0	0	0		0	
SBT	2	3200	600	.188	880	.275
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		440		280	
WBT	0	3200	0	.175*	0	.091*
WBR	0.5		120		10	

TOTAL CAPACITY UTILIZATION .650 .400

64. Newport Coast & San Joaquin

General Plan With Project

	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	130	.041*
NBT	3	4800	1640	.342*	1000	.208
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	1030	.215	1140	.238*
SBR	1	1600	270	.169	450	.281
EBL	1	1600	450	.281*	260	.163*
EBT	0	0	0		0	
EBR	2	3200	180	.056	180	.056
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

Right Turn Adjustment SBR .043*
Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .623 .485

65. Newport Coast & Coast Hw.

General Plan With Project

	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	10	.006*	10	.006*
NBR	1	1600	10	.006	10	.006
SBL	2	3200	380	.119*	1110	.347*
SBT	1	1600	10	.006	10	.006
SBR	f		240		350	
EBL	1	1600	390	.244*	200	.125*
EBT	3	4800	1040	.217	1660	.346
EBR	1	1600	10	.006	10	.006
WBL	1	1600	10	.006	10	.006
WBT	3	4800	1580	.329*	1210	.252*
WBR	f		1100		500	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.698** **.730**

JJ 35

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APPENDIX KK

GENERAL PLAN BUILDOUT WITH PROJECT
INTERSECTION CAPACITY UTILIZATION (ICU) WORKSHEETS
(WITH IMPROVEMENTS)

4. Newport & Hospital LoSD

General Plan With Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	160	.050	240	.075*
NBT	3	4800	2290	.477*	1250	.260
NBR	1	1600	10	.006	80	.050
SBL	1	1600	60	.038*	40	.025
SBT	3	4800	1380	.288	2130	.444*
SBR	d	1600	220	.138	200	.125
EBL	2	3200	130	.041	130	.041
EBT	1	1600	420	.263*	330	.206*
EBR	1	1600	100	.063	10	.006
WBL	1	1600	80	.050*	260	.163*
WBT	2	3200	330	.116	330	.131
WBR	0	0	40		90	
TOTAL CAPACITY UTILIZATION				.828		.888

KK3a

6. Newport & 32nd

General Plan With Project w/ Imp

	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	1220	.381*	870	.272
NBR	d	1600	20	.013	40	.025
SBL	1	1600	60	.038*	80	.050
SBT	2	3200	810	.297	1440	.537*
SBR	0	0	140		280	
EBL	2	3200	430	.134*	160	.050*
EBT	1	1600	50	.044	70	.056
EBR	0	0	20		20	
WBL	1	1600	50	.031	40	.025
WBT	1	1600	40	.025*	60	.038*
WBR	f		150		200	
TOTAL CAPACITY UTILIZATION				.578		.656

KK 3b

KK 3C

LOS E

7. Riverside & Coast Hw.

General Plan With Project

	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	{.012}*
NBT	1	1600	0	.006	0	.013
NBR	d	1600	0	.000	10	.006
SBL	0.5		140		120	
SBT	0.5	1600	10	.094*	10	.081*
SBR	1	1600	350	.219	400	.250
EBL	1	1600	210	.131	340	.213*
EBT	3	4800	2760	.577*	2290	.479
EBR	0	0	10		10	
WBL	1	1600	10	.006*	10	.006
WBT	3	4800	1810	.388	3010	.640*
WBR	0	0	50		60	

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.683** **.946**

KK4

7. Riverside & Coast Hw. LOSD

General Plan With Project

	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	{.012}*
NBT	1	1600	0	.006	0	.013
NBR	d	1600	0	.000	10	.006
SBL	0.5		140		120	
SBT	0.5	1600	10	.094*	10	.081*
SBR	1	1600	350	.219	400	.250
EBL	2	3200	210	.066	340	.106*
EBT	3	4800	2760	.577*	2290	.479
EBR	0	0	10		10	
WBL	1	1600	10	.006*	10	.006
WBT	3	4800	1810	.388	3010	.640*
WBR	0	0	50		60	
Right Turn Adjustment			SBR	.059*	SBR	.063*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .742 .902

8. Tustin & Coast Hw. LOSD

General Plan With Project

	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		110	
SBT	1	1600	0	.038*	0	.094*
SBR	0	0	30		40	
EBL	1	1600	70	.044	140	.088*
EBT	3	4800	2870	.600*	2250	.471
EBR	0	0	10		10	
WBL	0	0	0		0	
WBT	3	4800	1810	.377	3100	.646*
WBR	1	1600	80	.050	180	.113

TOTAL CAPACITY UTILIZATION .638 .828

LOS E

9. MacArthur & Campus

General Plan With Project

	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	320	.200*
NBT	4	6400	1660	.259*	1520	.238
NBR	1	1600	120	.075	80	.050
SBL	1	1600	240	.150*	150	.094
SBT	3.5	8000	990	.193	1510	.303*
SBR	1.5		550		910	
EBL	2	3200	770	.241*	530	.166*
EBT	3	4800	990	.206	700	.146
EBR	d	1600	200	.125	160	.100
WBL	2	3200	40	.013	160	.050
WBT	3	4800	630	.131*	1470	.306*
WBR	f		60		190	
TOTAL CAPACITY UTILIZATION				.781		.975

KK6

LoSD

9. MacArthur & Campus

General Plan With Project

	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	320	.100*
NBT	4	6400	1660	.259*	1520	.238
NBR	1	1600	120	.075	80	.050
SBL	1	1600	240	.150*	150	.094
SBT	3.5	8000	990	.193	1510	.303*
SBR	1.5		550		910	
EBL	2	3200	770	.241*	530	.166*
EBT	3	4800	990	.206	700	.146
EBR	d	1600	200	.125	160	.100
WBL	2	3200	40	.013	160	.050
WBT	3	4800	630	.131*	1470	.306*
WBR	f		60		190	
TOTAL CAPACITY UTILIZATION				.781		.875

KK7

LOSD Alt 1

11. Von Karman & Campus

General Plan With Project

	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	940	.303*	570	.184
NBR	0	0	30		20	
SBL	1	1600	40	.025*	160	.100
SBT	2	3200	580	.209	1140	.441*
SBR	0	0	90		270	
EBL	2	3200	370	.116*	240	.075*
EBT	2	3200	750	.250	1020	.341
EBR	0	0	50		70	
WBL	1	1600	60	.038	40	.025
WBT	2	3200	480	.181*	1040	.369*
WBR	0	0	100		140	

TOTAL CAPACITY UTILIZATION .625 .898

KK8

11. Von Karman & Campus LOSD Alt2

General Plan With Project

	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	940	.303*	570	.184
NBR	0	0	30		20	
SBL	1	1600	40	.025*	160	.100
SBT	2	3200	580	.209	1140	.441*
SBR	0	0	90		270	
EBL	1	1600	370	.231*	240	.150*
EBT	2	3200	750	.250	1020	.341
EBR	0	0	50		70	
WBL	1	1600	60	.038	40	.025
WBT	3	4800	480	.121*	1040	.246*
WBR	0	0	100		140	
TOTAL CAPACITY UTILIZATION				.680		.850

KK9

LOSD Alt 3

11. Von Karman & Campus

General Plan With Project

	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	940	.294*	570	.178
NBR	f		30		20	
SBL	1	1600	40	.025*	160	.100
SBT	2	3200	580	.181	1140	.356*
SBR	1	1600	90	.056	270	.169
EBL	1	1600	370	.231*	240	.150*
EBT	2	3200	750	.234	1020	.319
EBR	1	1600	50	.031	70	.044
WBL	1	1600	60	.038	40	.025
WBT	2	3200	480	.181*	1040	.369*
WBR	0	0	100		140	

TOTAL CAPACITY UTILIZATION .731 .888

KK10

LOSD Alt 4

11. Von Karman & Campus

General Plan With Project

	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	940	.294*	570	.178
NBR	f		30		20	
SBL	1	1600	40	.025*	160	.100
SBT	3	4800	580	.140	1140	.294*
SBR	0	0	90		270	
EBL	1	1600	370	.231*	240	.150*
EBT	2	3200	750	.234	1020	.319
EBR	1	1600	50	.031	70	.044
WBL	1	1600	60	.038	40	.025
WBT	2	3200	480	.181*	1040	.369*
WBR	0	0	100		140	
TOTAL CAPACITY UTILIZATION				.731		.826

13. Jamboree & Campus LOSE

General Plan With Project

	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	160	.050*
NBT	4	6400	2030	.317*	1950	.305
NBR	1	1600	320	.200	720	.450
SBL	2	3200	700	.219*	470	.147
SBT	4	6400	1710	.323	2660	.456*
SBR	0	0	360		260	
EBL	2	3200	260	.081	610	.191*
EBT	2	3200	280	.097*	850	.275
EBR	0	0	30		30	
WBL	2	3200	800	.250*	360	.113
WBT	2	3200	840	.263	650	.203*
WBR	1	1600	170	.106	530	.331
Right Turn Adjustment					NBR	.091*
Note: Assumes Right-Turn Overlap for WBR						
TOTAL CAPACITY UTILIZATION				.883		.991

KK 12

LOSD

13. Jamboree & Campus

General Plan With Project

	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	160	.050*
NBT	4	6400	2030	.317*	1950	.305
NBR	1	1600	320	.200	720	.450
SBL	2	3200	700	.219*	470	.147
SBT	4	6400	1710	.323	2660	.456*
SBR	0	0	360		260	
EBL	2	3200	260	.081	610	.191*
EBT	2	3200	280	.097*	850	.275
EBR	0	0	30		30	
WBL	2	3200	800	.250*	360	.113
WBT	2	3200	840	.263	650	.203*
WBR	1	1600	170	.106	530	.331

Note: Assumes Right-Turn Overlap for WBR NBR

TOTAL CAPACITY UTILIZATION **.883** **.900**

KK 13

14. Jamboree & Birch LOSD

General Plan With Project w/ Imp

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	420	.263*	140	.088
NBT	3	4800	2010	.435	1940	.410*
NBR	0	0	80		30	
SBL	1	1600	10	.006	90	.056*
SBT	4	6400	2030	.317*	2070	.323
SBR	f		800		430	
EBL	1.5		280		680	
EBT	0.5	3200	90	.116*	30	.222*
EBR	f		10		420	
WBL	0	0	80		60	
WBT	1	1600	70	.200*	80	.094*
WBR	0	0	170		10	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .896 .782

KK14a

LOS D A&Z

14. Jamboree & Birch

General Plan With Project w/ Imp

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	420	.131*	140	.044*
NBT	3	4800	2010	.435	1940	.410
NBR	0	0	80		30	
SBL	1	1600	10	.006	90	.056
SBT	3	4800	2030	.423*	2070	.431*
SBR	f		800		430	
EBL	1.5		280		680	
EBT	0.5	3200	90	.116*	30	.222*
EBR	f		10		420	
WBL	0	0	80		60	
WBT	1	1600	70	.200*	80	.094*
WBR	0	0	170		10	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .870 .791

KK 14C

LOS E

15. Campus & Bristol (N)

General Plan With Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	540	.169	600	.188*
NBT	3	4800	3220	.671*	1700	.354
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6400	510	.080	1850	.289*
SBR	2	3200	410	.128	1270	.397
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	310	.097	540	.169
WBT	5	8000	2010	.283*	2880	.378*
WBR	0	0	250		140	
Right Turn Adjustment					SBR	.108*
TOTAL CAPACITY UTILIZATION				.954		.963

KK15

LOSD Alt 1

15. Campus & Bristol (N)

General Plan With Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	540	.169	600	.188*
NBT	4	6400	3220	.503*	1700	.266
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6400	510	.080	1850	.289*
SBR	f		410		1270	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	310	.097	540	.169
WBT	5	8000	2010	.283*	2880	.378*
WBR	0	0	250		140	
TOTAL CAPACITY UTILIZATION				.786		.855

15. Campus & Bristol (N)

LOS D Alt 2

General Plan With Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	540	.169	600	.188*
NBT	4	6400	3220	.503*	1700	.266
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6400	510	.080	1850	.289*
SBR	3	4800	410	.085	1270	.265
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	310	.097	540	.169
WBT	5	8000	2010	.283*	2880	.378*
WBR	0	0	250		140	
TOTAL CAPACITY UTILIZATION				.786		.855

19. Irvine & Mesa

Funded Imp

General Plan With Project

	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	50	.031*
NBT	3	4800	2070	.431*	940	.196
NBR	1	1600	640	.400	170	.106
SBL	1	1600	10	.006*	10	.006
SBT	3	4800	1090	.227	2240	.467*
SBR	1	1600	60	.038	200	.125
EBL	1	1600	300	.188	90	.056*
EBT	1	1600	310	.194*	80	.050
EBR	d	1600	40	.025	220	.138
WBL	2	3200	170	.053*	430	.134
WBT	1	1600	70	.050	600	.381*
WBR	0	0	10		10	
TOTAL CAPACITY UTILIZATION				.684		.935

KK 18

LOSD Alt 1

19. Irvine & Mesa

General Plan With Project

	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	50	.031*
NBT	3	4800	2070	.431*	940	.196
NBR	1	1600	640	.400	170	.106
SBL	1	1600	10	.006*	10	.006
SBT	3	4800	1090	.227	2240	.467*
SBR	1	1600	60	.038	200	.125
EBL	1	1600	300	.188	90	.056
EBT	1	1600	310	.194*	80	.050*
EBR	1	1600	40	.025	220	.138
WBL	1	1600	170	.106*	430	.269*
WBT	2	3200	70	.025	600	.191
WBR	0	0	10		10	
Right Turn Adjustment					EBR	.057*
Note: Assumes Right-Turn Overlap for EBR						
TOTAL CAPACITY UTILIZATION				**.737**		**.874**

KK 19

19. Irvine & Mesa

LOS D Alt 2

General Plan With Project

	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	50	.031*
NBT	3	4800	2070	.431*	940	.196
NBR	1	1600	640	.400	170	.106
SBL	1	1600	10	.006*	10	.006
SBT	3	4800	1090	.227	2240	.467*
SBR	1	1600	60	.038	200	.125
EBL	1	1600	300	.188	90	.056
EBT	1	1600	310	.219*	80	.188*
EBR	0	0	40		220	
WBL	2	3200	170	.053*	571	.178*
WBT	1	1600	70	.050	459	.293
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION **.709** **.864**

KK 20

20. Irvine & University LOS D

General Plan With Project w/ Imp

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	260	.163	180	.113*
NBT	3	4800	2460	.525*	1090	.231
NBR	0	0	60		20	
SBL	1	1600	90	.056*	40	.025
SBT	3	4800	1050	.219	2630	.548*
SBR	1	1600	150	.094	450	.281
EBL	1.5		550		170	
EBT	0.5	3200	110	.206*	30	.063*
EBR	1	1600	210	.131	210	.131
WBL	1	1600	20	.013	20	.013
WBT	1	1600	30	.019*	80	.050*
WBR	d	1600	20	.013	50	.031

Right Turn Adjustment EBR .068*
Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .806 .842

27. Dover & Coast Hw. LOSD

General Plan With Project

	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	1	1600	60	.038*	90	.056*
NBR	1	1600	60	.038	50	.031
SBL	3	4800	1080	.225*	1010	.210*
SBT	1	1600	60	.038	70	.044
SBR	1	1600	90	.056	110	.069
EBL	2	3200	190	.059	140	.044*
EBT	3	4800	2490	.521*	2100	.444
EBR	0	0	10		30	
WBL	1	1600	40	.025*	60	.038
WBT	4	6400	1800	.281	3030	.473*
WBR	f		700		1160	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.809** **.783**

KK 22

LOS E

29. MacArthur & Jamboree

General Plan With Project w/ Imp

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	210	.066	290	.091*
NBT	3	4800	1890	.394*	870	.181
NBR	1	1600	600	.375	620	.388
SBL	2	3200	130	.041*	260	.081
SBT	3	4800	570	.119	1600	.333*
SBR	f		130		560	
EBL	2	3200	670	.209	240	.075
EBT	3	4800	1760	.367*	1480	.308*
EBR	f		160		70	
WBL	3	4800	420	.088*	920	.192*
WBT	3	4800	1120	.233	1570	.327
WBR	f		170		180	

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .890 .924

LOS D Alt 1

29. MacArthur & Jamboree

General Plan With Project w/ Imp

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	210	.066	290	.091*
NBT	3	4800	1890	.394*	870	.181
NBR	1	1600	600	.375	620	.388
SBL	2	3200	130	.041*	260	.081
SBT	3	4800	570	.119	1600	.333*
SBR	f		130		560	
EBL	2	3200	670	.209*	240	.075
EBT	4	6400	1760	.275	1480	.231*
EBR	f		160		70	
WBL	3	4800	420	.088	920	.192*
WBT	3	4800	1120	.233*	1570	.327
WBR	f		170		180	

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION	**.877**	**.847**

LOS D Alt 2A

29. MacArthur & Jamboree

General Plan With Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	210	.066*	290	.091*
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	130	.041	260	.081
SBT	3	4800	570	.119*	1600	.333*
SBR	1	1600	130	.081	560	.350
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	1	1600	160	.100	70	.044
WBL	2	3200	420	.131	920	.288
WBT	3	4800	1120	.233*	1570	.327*
WBR	1	1600	170	.106	180	.113
Right Turn Adjustment					Multi	.022*
TOTAL CAPACITY UTILIZATION				.418		.773

KK 25

LOS D Alt 2B

29. MacArthur & Jamboree

General Plan With Project

	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	3	4800	1890	.394*	870	.181*
NBR	1	1600	600	.375	620	.388
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3200	670	.209	240	.075
EBT	3	4800	1760	.367*	1480	.308*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.207*
TOTAL CAPACITY UTILIZATION				.761		.696

KK 26

LOSD Alt1

32. Jamboree & Bristol (S)

General Plan With Project

	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	6	9600	2100	.225*	2360	.257*
NBR	0	0	60		110	
SBL	0	0	0		0	
SBT	4	6400	700	.109	1490	.233
SBR	0	0	0		0	
EBL	1.5		2150	.672*	1180	{.558}*
EBT	1.5	4800	570	.356	1500	.558
EBR	2	3200	1020	.319	1010	.316
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
TOTAL CAPACITY UTILIZATION				.897		.815

KK 27

LOSP Alt 2

32. Jamboree & Bristol (S)

General Plan With Project

	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	5	8000	2100	.270*	2360	.309
NBR	0	0	60		110	
SBL	0	0	0		0	
SBT	3	4800	700	.146	1490	.310*
SBR	0	0	0		0	
EBL	2.5		2150	.448*	1180	.369
EBT	1.5	6400	570	.356	1500	.469*
EBR	2	3200	1020	.319	1010	.316
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
TOTAL CAPACITY UTILIZATION				.718		.779

49. MacArthur & Ford/Bonita Cyn

General Plan With Project w/ Imp

	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*	80	.025
NBT	4	6400	2110	.330	2460	.384*
NBR	1	1600	130	.081	550	.344
SBL	3	4800	390	.081	1040	.217*
SBT	4	6400	3000	.469*	2480	.388
SBR	f		10		70	
EBL	2	3200	40	.013*	10	.003
EBT	2	3200	380	.119	650	.203*
EBR	1	1600	90	.056	110	.069
WBL	2	3200	400	.125	270	.084*
WBT	2	3200	880	.275*	380	.119
WBR	f		1650		730	
TOTAL CAPACITY UTILIZATION				.801		.888

50. MacArthur & San Joaquin H. LOS E Alt 1

General Plan With Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	70	.022*	20	.006
NBT	4	6400	1560	.245	1810	.286*
NBR	0	0	10		20	
SBL	3	4800	590	.123	920	.192*
SBT	3	4800	1800	.375*	1900	.396
SBR	f		1100		450	
EBL	2	3200	230	.072*	1090	.341*
EBT	3	4800	320	.075	620	.148
EBR	0	0	40		90	
WBL	1	1600	20	.013	20	.013
WBT	2	3200	670	.209*	370	.116*
WBR	f		1000		520	
TOTAL CAPACITY UTILIZATION				.678		.935

KK 30

50. MacArthur & San Joaquin H.

LOSE Alt 2

General Plan With Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	70	.022	20	.006
NBT	4	6400	1560	.245*	1810	.286*
NBR	0	0	10		20	
SBL	2	3200	590	.184*	920	.288*
SBT	3	4800	1800	.375	1900	.396
SBR	f		1100		450	
EBL	3	4800	230	.048*	1090	.227*
EBT	3	4800	320	.075	620	.148
EBR	0	0	40		90	
WBL	1	1600	20	.013	20	.013
WBT	2	3200	670	.209*	370	.116*
WBR	f		1000		520	
TOTAL CAPACITY UTILIZATION				.686		.917

KK 31

50. MacArthur & San Joaquin H.

LOS E Alt 3

General Plan With Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	70	.022	20	.006
NBT	3	4800	1560	.325*	1810	.377*
NBR	1	1600	10	.006	20	.013
SBL	3	4800	590	.123*	920	.192*
SBT	3	4800	1800	.375	1900	.396
SBR	f		1100		450	
EBL	3	4800	230	.048*	1090	.227*
EBT	3	4800	320	.075	620	.148
EBR	0	0	40		90	
WBL	1	1600	20	.013	20	.013
WBT	2	3200	670	.209*	370	.116*
WBR	f		1000		520	

TOTAL CAPACITY UTILIZATION .705 .912

KK 32

50. MacArthur & San Joaquin H. LOS D

General Plan With Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	70	.022*	20	.006
NBT	4	6400	1560	.245	1810	.286*
NBR	0	0	10		20	
SBL	3	4800	590	.123	920	.192*
SBT	3	4800	1800	.375*	1900	.396
SBR	f		1100		450	
EBL	3	4800	230	.048*	1090	.227*
EBT	3	4800	320	.075	620	.148
EBR	0	0	40		90	
WBL	1	1600	20	.013	20	.013
WBT	2	3200	670	.209*	370	.116*
WBR	f		1000		520	
TOTAL CAPACITY UTILIZATION				.654		.821

KK 33

LOS D

53. SR-73 NB Ramps & Bonita Cyn

General Plan With Project w/ Imp

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	390	.122*	20	.006*
NBT	0	0	0		0	
NBR	1	1600	590	.369	200	.125
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	790	.247*	1220	.381*
EBR	1	1600	10	.006	10	.006
WBL	2	3200	710	.222*	410	.128*
WBT	2	3200	1270	.397	1180	.369
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.247*	NBR	.119*
TOTAL CAPACITY UTILIZATION				**.838**		**.634**

57. Goldenrod & Coast Hw. LOS D

General Plan With Project w/ Imp

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	112	.070*	84	.053*
NBT	1	1600	0	.015	0	.013
NBR	0	0	24		21	
SBL	0	0	61		36	
SBT	1	1600	0	.076*	0	.039*
SBR	0	0	60		27	
EBL	1	1600	30	.019*	33	.021
EBT	2	3200	1003	.313	1869	.584*
EBR	d	1600	43	.027	53	.033
WBL	1	1600	42	.026	22	.014*
WBT	3	4800	2633	.551*	1658	.348
WBR	0	0	13		13	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .716 .690

59. Marguerite & Coast Hw. LOSD

General Plan With Project

	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	90	.056
NBT	1	1600	170	.156*	210	.163*
NBR	0	0	80		50	
SBL	1	1600	210	.131*	270	.169*
SBT	1	1600	70	.069	120	.094
SBR	0	0	40		30	
EBL	1	1600	80	.050*	70	.044
EBT	3	4800	1360	.292	1860	.406*
EBR	0	0	40		90	
WBL	1	1600	60	.038	140	.088*
WBT	3	4800	2010	.429*	1530	.333
WBR	0	0	50		70	
TOTAL CAPACITY UTILIZATION				.766		.826

KK36

APPENDIX LL

GENERAL PLAN BUILDOUT WITH PROJECT FREEWAY MAINLINE ANALYSIS

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: 405 Fw. to Bear St.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	10718	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2912	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	4175	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	4175	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

LL3

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: 405 Fw. to Bear St.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	5646	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1534	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	2199	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2199	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	57.1	mi/h
Number of lanes, N	3	
Density, D	38.5	pc/mi/ln
Level of service, LOS	E	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: 405 Fw. to Bear St.
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	10718	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2912	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	2505	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2505	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	5	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

LL5

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: 405 Fw. to Bear St.
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	5646	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1534	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1319	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1319	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	5	
Density, D	20.3	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

LL6

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: 405 Fw. to Bear St.
Jurisdiction:
Analysis Year: General Plan WP w/ Add'l Imps
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	10718	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2912	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	2087	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	6	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2087	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	59.8	mi/h
Number of lanes, N	6	
Density, D	34.9	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

LL 7

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: 405 Fw. to Bear St.
Jurisdiction:
Analysis Year: General Plan WP w/ Add'l Imps
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	5646	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1534	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1100	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	6	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1100	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	6	
Density, D	16.9	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

LL8

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Southbound
From/To: 405 Fw. to Bear St.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	3457	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	939	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1346	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1346	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	3	
Density, D	20.7	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Southbound
From/To: 405 Fw. to Bear St.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	9137	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2483	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	3559	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	3559	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

LL10

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Southbound
From/To: 405 Fw. to Bear St.
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	3457	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	939	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1010	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1010	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	4	
Density, D	15.5	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

LL 11

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Southbound
From/To: 405 Fw. to Bear St.
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	9137	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2483	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	2669	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2669	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	4	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

LL 12

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Southbound
From/To: 405 Fw. to Bear St.
Jurisdiction:
Analysis Year: General Plan WP w/ Add'l Imps
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	3457	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	939	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	673	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	6	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	673	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	6	
Density, D	10.4	pc/mi/ln
Level of service, LOS	A	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Southbound
From/To: 405 Fw. to Bear St.
Jurisdiction:
Analysis Year: General Plan WP w/ Add'l Imps
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	9137	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2483	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1779	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	6	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1779	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	64.1	mi/h
Number of lanes, N	6	
Density, D	27.8	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: Bear St. to 55 Fw.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	12623	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	3430	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	4917	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	4917	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

LL15

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: Bear St. to 55 Fw.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	6650	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1807	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	2590	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2590	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: Bear St. to 55 Fw.
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	12623	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	3430	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	2950	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2950	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	5	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

LL 17

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: Bear St. to 55 Fw.
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	6650	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1807	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1554	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1554	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	5	
Density, D	23.9	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

LL18

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: Bear St. to 55 Fw.
Jurisdiction:
Analysis Year: General Plan WP w/ Add'l Imps
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	12623	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	3430	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1844	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	8	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1844	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	63.5	mi/h
Number of lanes, N	8	
Density, D	29.0	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

LL19

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: Bear St. to 55 Fw.
Jurisdiction:
Analysis Year: General Plan WP w/ Add'l Imps
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	6650	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1807	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	971	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	8	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	971	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	8	
Density, D	14.9	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

LL20

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Southbound
From/To: Bear St. to 55 Fw.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	4072	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1107	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1586	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1586	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	64.9	mi/h
Number of lanes, N	3	
Density, D	24.4	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

LL21

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Southbound
From/To: Bear St. to 55 Fw.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	10761	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2924	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	4191	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	4191	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

LL22

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Southbound
From/To: Bear St. to 55 Fw.
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	4072	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1107	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	952	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	952	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	5	
Density, D	14.6	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

LL 23

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Southbound
From/To: Bear St. to 55 Fw.
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	10761	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2924	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	2515	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2515	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	5	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

LL 24

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Southbound
From/To: Bear St. to 55 Fw.
Jurisdiction:
Analysis Year: General Plan WP w/ Add'l Imps
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	4072	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1107	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	680	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	7	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	680	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	7	
Density, D	10.5	pc/mi/ln
Level of service, LOS	A	

Overall results are not computed when free-flow speed is less than 55 mph.

LL 25

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: yArchie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Southbound
From/To: Bear St. to 55 Fw.
Jurisdiction:
Analysis Year: General Plan WP w/ Add'l Imps
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	10761	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2924	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00 %	
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1796	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	7	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1796	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	63.9	mi/h
Number of lanes, N	7	
Density, D	28.1	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

LL26

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: 55 Fw. to Jamboree Rd.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	10797	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2934	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	4205	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	4205	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

LL 27

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: 55 Fw. to Jamboree Rd.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	5687	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1545	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	2215	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2215	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	56.6	mi/h
Number of lanes, N	3	
Density, D	39.1	pc/mi/ln
Level of service, LOS	E	

Overall results are not computed when free-flow speed is less than 55 mph.

LL 28

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: 55 Fw. to Jamboree Rd.
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	10797	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2934	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	2523	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2523	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	5	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

LL 29

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: 55 Fw. to Jamboree Rd.
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	5687	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1545	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1329	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1329	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	5	
Density, D	20.4	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

LL30

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: 55 Fw. to Jamboree Rd.
Jurisdiction:
Analysis Year: General Plan WP w/ Add'l Imps
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	10797	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2934	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1802	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	7	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1802	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	63.9	mi/h
Number of lanes, N	7	
Density, D	28.2	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

LL31

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: 55 Fw. to Jamboree Rd.
Jurisdiction:
Analysis Year: General Plan WP w/ Add'l Imps
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	5687	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1545	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	949	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	7	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	949	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	7	
Density, D	14.6	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

LL 32

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Southbound
From/To: 55 Fw. to Jamboree Rd.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	3483	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	946	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1357	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1357	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	3	
Density, D	20.9	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

LL 33

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Southbound
From/To: 55 Fw. to Jamboree Rd.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	9205	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2501	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	3585	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	3585	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Southbound
From/To: 55 Fw. to Jamboree Rd.
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	3483	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	946	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	814	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	814	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	5	
Density, D	12.5	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

LL35

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Southbound
From/To: 55 Fw. to Jamboree Rd.
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	9205	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2501	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	2151	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2151	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	58.3	mi/h
Number of lanes, N	5	
Density, D	36.9	pc/mi/ln
Level of service, LOS	E	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Southbound
From/To: 55 Fw. to Jamboree Rd.
Jurisdiction:
Analysis Year: General Plan WP w/ Add'l Imps
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	3483	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	946	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00 %	
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	678	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	6	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	678	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	6	
Density, D	10.4	pc/mi/ln
Level of service, LOS	A	

Overall results are not computed when free-flow speed is less than 55 mph.

LL37

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Southbound
From/To: 55 Fw. to Jamboree Rd.
Jurisdiction:
Analysis Year: General Plan WP w/ Add'l Imps
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	9205	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2501	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1793	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	6	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1793	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	64.0	mi/h
Number of lanes, N	6	
Density, D	28.0	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: Jamboree to Bonita Canyon
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	7780	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2114	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	3030	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	3030	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

LL 39

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: Jamboree to Bonita Canyon
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	4098	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1114	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1596	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1596	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	64.9	mi/h
Number of lanes, N	3	
Density, D	24.6	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

LL 40

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: Jamboree to Bonita Canyon
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	7780	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2114	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1818	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1818	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	63.8	mi/h
Number of lanes, N	5	
Density, D	28.5	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

LL 41

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: Jamboree to Bonita Canyon
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	4098	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1114	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	958	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	958	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	5	
Density, D	14.7	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

LL42

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Southbound
From/To: Jamboree to Bonita Canyon
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	2510	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	682	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	978	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	978	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	3	
Density, D	15.0	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

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HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Southbound
From/To: Jamboree to Bonita Canyon
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	6633	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1802	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	2584	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2584	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Southbound
From/To: Jamboree to Bonita Canyon
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	2510	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	682	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	587	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	587	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	5	
Density, D	9.0	pc/mi/ln
Level of service, LOS	A	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Southbound
From/To: Jamboree to Bonita Canyon
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	6633	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1802	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1550	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1550	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	5	
Density, D	23.9	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

LL 44

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: Bonita Canyon to Newport Coast
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	10797	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2934	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	3154	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	3154	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	4	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

LL 47

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: Bonita Canyon to Newport Coast
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	5687	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1545	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1661	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1661	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	64.7	mi/h
Number of lanes, N	4	
Density, D	25.7	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

LL48

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: Bonita Canyon to Newport Coast
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	10797	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2934	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	2103	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	6	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2103	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	59.5	mi/h
Number of lanes, N	6	
Density, D	35.4	pc/mi/ln
Level of service, LOS	E	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: Bonita Canyon to Newport Coast
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	5687	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1545	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1108	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	6	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1108	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	6	
Density, D	17.0	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

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HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: Bonita Canyon to Newport Coast
Jurisdiction:
Analysis Year: General Plan WP w/ Add'l Imps
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	10797	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2934	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1802	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	7	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1802	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	63.9	mi/h
Number of lanes, N	7	
Density, D	28.2	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

LL51

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: Bonita Canyon to Newport Coast
Jurisdiction:
Analysis Year: General Plan WP w/ Add'l Imps
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	5687	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1545	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	949	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	7	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	949	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	7	
Density, D	14.6	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

LL52

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Southbound
From/To: Bonita Canyon to Newport Coast
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	3483	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	946	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1017	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1017	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	4	
Density, D	15.6	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Southbound
From/To: Bonita Canyon to Newport Coast
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	9205	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2501	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	2689	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2689	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	4	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

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HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Southbound
From/To: Bonita Canyon to Newport Coast
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	3483	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	946	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	678	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	6	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	678	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	6	
Density, D	10.4	pc/mi/ln
Level of service, LOS	A	

Overall results are not computed when free-flow speed is less than 55 mph.

LL55

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Southbound
From/To: Bonita Canyon to Newport Coast
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	9205	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2501	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1793	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	6	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1793	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	64.0	mi/h
Number of lanes, N	6	
Density, D	28.0	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

LL56

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: Newport Coast to Toll Plaza
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	10162	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2761	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	3958	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	3958	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: Newport Coast to Toll Plaza
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	5353	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1455	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	2085	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2085	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	59.8	mi/h
Number of lanes, N	3	
Density, D	34.8	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

LL58

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: Newport Coast to Toll Plaza
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	10162	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2761	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	2375	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2375	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	5	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

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HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: Newport Coast to Toll Plaza
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	5353	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1455	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1251	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1251	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	5	
Density, D	19.2	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

LL 60

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Northbound
From/To: Newport Coast to Toll Plaza
Jurisdiction:
Analysis Year: General Plan WP w/ Add'l Imps
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	10162	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2761	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1979	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	6	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1979	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	61.8	mi/h
Number of lanes, N	6	
Density, D	32.0	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Northbound
From/To: Newport Coast to Toll Plaza
Jurisdiction:
Analysis Year: General Plan WP w/ Add'l Imps
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	5353	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1455	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1042	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	6	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1042	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	6	
Density, D	16.0	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

LL62

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Southbound
From/To: Newport Coast to Toll Plaza
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	3278	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	891	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1277	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1277	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	3	
Density, D	19.6	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

LL63

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Southbound
From/To: Newport Coast to Toll Plaza
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	8663	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2354	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	3374	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	3374	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: AM
Freeway/Direction: SR-73/Southbound
From/To: Newport Coast to Toll Plaza
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	3278	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	891	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	638	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	6	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	638	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	65.0	mi/h
Number of lanes, N	6	
Density, D	9.8	pc/mi/ln
Level of service, LOS	A	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1c

Phone: Fax:
E-mail:

Operational Analysis

Analyst: Archie Lee Tan
Agency or Company: Urban Crossroads
Date Performed: 12/20/2005
Analysis Time Period: PM
Freeway/Direction: SR-73/Southbound
From/To: Newport Coast to Toll Plaza
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Flow Inputs and Adjustments

Volume, V	8663	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2354	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.930	
Driver population factor, fp	1.00	
Flow rate, vp	1687	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	6	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	1687	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	64.6	mi/h
Number of lanes, N	6	
Density, D	26.1	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

APPENDIX MM

GENERAL PLAN BUILDOUT WITH PROJECT FREEWAY RAMP ANALYSIS

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: Bristol St.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	10718	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	45.0	mph
Volume on ramp	2280	vph
Length of first accel/decel lane	0	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	10718	2280		vph

mm3

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2912	620	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	12524	2664	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.436 Using Equation 8

$v_{12} = v_R + (v - v_F) P_{FD}$ = 5871 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	10020	9400	Yes
v_{12}	5871	4400	Yes
$v_{FO} = v - v_R$	7356	9400	No
v_R	2664	2100	Yes

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 54.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable, D_S = 0.538

Space mean speed in ramp influence area, S_R = 53 mph

Space mean speed in outer lanes, S_0 = 67.1 mph

Space mean speed for all vehicles, S = 57.8 mph

mm4

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: Bristol St.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	5646	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	45.0	mph
Volume on ramp	920	vph
Length of first accel/decel lane	0	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	5646	920		vph

mm5

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1534	250	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	6597	1075	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.436 Using Equation 8

$v_{12} = v_R + (v - v_F) P_{FD}$ = 3051 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	5608	9400	No
v_{12}	3051	4400	No
$v_{FO} = v - v_R$	4533	9400	No
v_R	1075	2100	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 30.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, D_S = 0.395

Space mean speed in ramp influence area, S_R = 56 mph

Space mean speed in outer lanes, S_0 = 70.2 mph

Space mean speed for all vehicles, S = 61.6 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: Bristol St.
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	8932	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	2	
Free-Flow speed on ramp	45.0	mph
Volume on ramp	2280	vph
Length of first accel/decel lane	280	ft
Length of second accel/decel lane	0	ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	8932	2280	mm1	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2427	620	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	10437	2664	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.260 Using Equation 0

$v_{12} = v_R + (v - v_F) P_{FD}$ = 4142 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	8350	9400	No
v_{12}	4142	4400	No
$v_{FO} = v - v_R$	5686	9400	No
v_R	2664	4100	No

Level of Service Determination (if not F)

Density, D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D = 34.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, D_S = 0.538

Space mean speed in ramp influence area, S_R = 53 mph

Space mean speed in outer lanes, S_0 = 67.0 mph

Space mean speed for all vehicles, S = 59.0 mph

mm8

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: Bristol St.
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	4705	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	2	
Free-Flow speed on ramp	45.0	mph
Volume on ramp	920	vph
Length of first accel/decel lane	280	ft
Length of second accel/decel lane	0	ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4705	920	mm9	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1279	250	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	5498	1075	pcph

Estimation of V12 Diverge Areas

L = 0.00 (Equation 25-8 or 25-9)
EQ

P = 0.260 Using Equation 0
FD

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2082 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	4949	9400	No
v_{12}	2082	4400	No
$v_{FO} = v_F - v_R$	3874	9400	No
v_R	1075	4100	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ = 17.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, D_S = 0.395

Space mean speed in ramp influence area, S_R = 56 mph

Space mean speed in outer lanes, S_0 = 69.6 mph

Space mean speed for all vehicles, S = 63.1 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Southbound
Junction: Bristol St.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	3457	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	2	
Free-Flow speed on ramp	45.0	mph
Volume on ramp	1370	vph
Length of first accel/decel lane	2725	ft
Length of second accel/decel lane	0	ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3457	1370	MMII	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	939	372	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	4039	1601	pcph

Estimation of V12 Diverge Areas

L = 0.00 (Equation 25-8 or 25-9)
EQ

P = 0.260 Using Equation 0
FD

$v_{12} = v_R + (v_F - v_R) P_{FD} = 2130$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	3636	9400	No
v_{12}	2130	4400	No
$v_{FO} = v_F - v_R$	2035	9400	No
v_R	1601	4100	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D = -26.5$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable, $D_S = 0.442$

Space mean speed in ramp influence area, $S_R = 55$ mph

Space mean speed in outer lanes, $S_0 = 71.3$ mph

Space mean speed for all vehicles, $S = 60.6$ mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Southbound
Junction: Bristol St.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	9137	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	2	
Free-Flow speed on ramp	45.0	mph
Volume on ramp	690	vph
Length of first accel/decel lane	2725	ft
Length of second accel/decel lane	0	ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	9137	690	MM13	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2483	187	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	10676	806	pcph

Estimation of V12 Diverge Areas

L = 0.00 (Equation 25-8 or 25-9)
EQ

P = 0.260 Using Equation 0
FD

$v_{12} = v_R + (v_F - v_R) P_{FD} = 2817$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	8541	9400	No
v_{12}	2817	4400	No
$v_{FO} = v_F - v_R$	7735	9400	No
v_R	806	4100	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D = -20.6$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable, $D_S = 0.371$

Space mean speed in ramp influence area, $S_R = 56$ mph

Space mean speed in outer lanes, $S_0 = 64.0$ mph

Space mean speed for all vehicles, $S = 61.3$ mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: Jamboree Rd.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	7780	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	15.0	mph
Volume on ramp	480	vph
Length of first accel/decel lane	120	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7780	480		vph

MM15

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2114	130	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	rni	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	9091	561	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ
P = 0.237 Using Equation 4
FM
v = v (P) = 1561 pc/h
12 F FM

Capacity Checks

	Actual	Maximum	LOS F?
v FO	7152	9400	No
v R12	2122	4600	No

Level of Service Determination (if not F)

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 21.0 pc/mi/ln
R R 12 A
Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, M = 0.350
S
Space mean speed in ramp influence area, S = 57.0 mph
R
Space mean speed in outer lanes, S = 57.2 mph
0
Space mean speed for all vehicles, S = 57.1 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: Jamboree Rd.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	4098	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	15.0	mph
Volume on ramp	850	vph
Length of first accel/decel lane	120	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4098	850	MM 17	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1114	231	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	4788	993	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = 0.183 Using Equation 4
FM

v = v (P) = 683 pc/h
12 F FM

Capacity Checks

	Actual	Maximum	LOS F?
v FO	4728	9400	No
v R12	1676	4600	No

Level of Service Determination (if not F)

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 17.3 pc/mi/ln
R R 12 A

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, M = 0.338
S

Space mean speed in ramp influence area, S = 57.2 mph
R

Space mean speed in outer lanes, S = 61.3 mph
0

Space mean speed for all vehicles, S = 59.8 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Southbound
Junction: Jamboree Rd.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	3483	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	40.0	mph
Volume on ramp	630	vph
Length of first accel/decel lane	1700	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3483	630	MM 19	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	946	171	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	4070	736	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = 0.600 Using Equation 4
FM

$v_{12} = v_F (P_{FM}) = 1904$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	3911	9400	No
v_{R12}	2640	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\, v_{R12} + 0.0078\, v_{R12} - 0.00627\, L_A = 15.1$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, $M_S = 0.240$

Space mean speed in ramp influence area, $S_R = 59.5$ mph

Space mean speed in outer lanes, $S_0 = 64.5$ mph

Space mean speed for all vehicles, $S = 61.0$ mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Southbound
Junction: Jamboree Rd.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	9205	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	40.0	mph
Volume on ramp	1610	vph
Length of first accel/decel lane	1700	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	9205	1610	MM 21	vph

Peak-hour factor, PHF	0.92	0.92		
Peak 15-min volume, v15	2501	437		v
Trucks and buses	5	5		%
Recreational vehicles	0	0		%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5		
Recreational vehicle PCE, ER	2.0	2.0		
Heavy vehicle adjustment, fHV	0.930	0.930		
Driver population factor, fP	1.00	1.00		
Flow rate, vp	10756	1881		pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = 0.457 Using Equation 4
FM

$v_{12} = v_R (P_{FM}) = 3769$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	10137	9400	Yes
v_{R12}	5650	4600	Yes

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A = 38.0$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable, $M_S = 1.294$

Space mean speed in ramp influence area, $S_R = 35.2$ mph

Space mean speed in outer lanes, $S_0 = 58.7$ mph

Space mean speed for all vehicles, $S = 42.8$ mph

mm 22

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Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Southbound
Junction: Jamboree Rd.
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	2903	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	40.0	mph
Volume on ramp	630	vph
Length of first accel/decel lane	1570	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2903	630	MM 23	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	789	171	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5*	
Recreational vehicle PCE, ER	2.0*	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	3392	736	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = 0.563 Using Equation 4
FM

v = v (P) = 1491 pc/h
12 F FM

Capacity Checks

	Actual	Maximum	LOS F?
v FO	3382	9400	No
v R12	2227	4600	No

Level of Service Determination (if not F)

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 12.7 pc/mi/ln
R R 12 A

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, M = 0.232
S

Space mean speed in ramp influence area, S = 59.7 mph
R

Space mean speed in outer lanes, S = 64.7 mph
0

Space mean speed for all vehicles, S = 61.3 mph

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Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Southbound
Junction: Jamboree Rd.
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	7671	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	40.0	mph
Volume on ramp	1610	vph
Length of first accel/decel lane	1570	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7671	1610	MM 25	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2085	437	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8963	1881	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = 0.420 Using Equation 4
FM

$v_{12} = v_F (P_{FM}) = 2716$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	8344	9400	No
v_{R12}	4597	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 30.6$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, $M_S = 0.582$

Space mean speed in ramp influence area, $S_R = 51.6$ mph

Space mean speed in outer lanes, $S_0 = 60.1$ mph

Space mean speed for all vehicles, $S = 55.1$ mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: MacArthur Bl.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	7780	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	2	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	930	vph
Length of first accel/decel lane	1480	ft
Length of second accel/decel lane	0	ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7780	930	MM 21	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2114	253	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	9091	1087	pcph

Estimation of V12 Diverge Areas

L = 0.00 (Equation 25-8 or 25-9)
EQ

P = 0.260 Using Equation 0
FD

$v_{12} = v_R + (v - v_F) P_{FD}$ = 2695 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	7273	9400	No
v_{12}	2695	4400	No
$v_{FO} = v - v_R$	6186	9400	No
v_R	1087	3800	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 0.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable, D_S = 0.591

Space mean speed in ramp influence area, S_R = 51 mph

Space mean speed in outer lanes, S_0 = 66.3 mph

Space mean speed for all vehicles, S = 59.9 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: MacArthur Bl.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	4098	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	2	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	490	vph
Length of first accel/decel lane	1480	ft
Length of second accel/decel lane	0	ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4098	490	MM 29	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1114	133	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	4788	573	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.260 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 1545 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	4310	9400	No
v_{12}	1545	4400	No
$v_{FO} = v_F - v_R$	3737	9400	No
v_R	573	3800	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ = -9.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable, D_S = 0.545

Space mean speed in ramp influence area, S_R = 52 mph

Space mean speed in outer lanes, S_0 = 69.8 mph

Space mean speed for all vehicles, S = 62.4 mph

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Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: MacArthur Bl.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	7780	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	50.0	mph
Volume on ramp	2570	vph
Length of first accel/decel lane	340	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7780	2570		vph

MM 31

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2114	698	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	9091	3003	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = Using Equation 4
FM

v = v (P) = pc/h
12 F FM

Capacity Checks

	Actual	Maximum	LOS F?
v FO	9594	9400	Yes
v R12		4600	Yes

Level of Service Determination (if not F)

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = pc/mi/ln
R R 12 A

Level of service for ramp-freeway junction areas of influence

Speed Estimation

Intermediate speed variable, M = 0.400
S

Space mean speed in ramp influence area, S = mph
R

Space mean speed in outer lanes, S = 53.6 mph
0

Space mean speed for all vehicles, S = 54.3 mph

MM32

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: MacArthur Bl.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	4098	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	50.0	mph
Volume on ramp	2210	vph
Length of first accel/decel lane	340	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4098	2210	MM 93	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1114	601	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	4788	2582	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = Using Equation 4
FM

v = v (P) = pc/h
12 F FM

Capacity Checks

	Actual	Maximum	LOS F?
v FO	6317	9400	No
v R12		4600	Yes

Level of Service Determination (if not F)

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = pc/mi/ln
R R 12 A

Level of service for ramp-freeway junction areas of influence

Speed Estimation

Intermediate speed variable, M = 0.342
S

Space mean speed in ramp influence area, S = mph
R

Space mean speed in outer lanes, S = 60.2 mph
0

Space mean speed for all vehicles, S = 58.9 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: MacArthur Bl.
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	6483	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	2	
Free-flow speed on ramp	50.0	mph
Volume on ramp	2570	vph
Length of first accel/decel lane	340	ft
Length of second accel/decel lane	0	ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6483	2570	MM 35	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1762	698	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	7575	3003	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ
P = 0.209 Using Equation 0
FM
$v_{12} = v_F (P_{FM}) =$ 1132 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	8420	9400	No
v_{R12}	4135	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A =$ 32.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, $M_S = 0.497$

Space mean speed in ramp influence area, $S_R = 53.6$ mph

Space mean speed in outer lanes, $S_0 = 59.1$ mph

Space mean speed for all vehicles, $S = 56.2$ mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: MacArthur Bl.
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	3415	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	2	
Free-flow speed on ramp	50.0	mph
Volume on ramp	2210	vph
Length of first accel/decel lane	340	ft
Length of second accel/decel lane	0	ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3415	2210	MM31	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	928	601	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	3990	2582	pcph

Estimation of V12 Merge Areas

L_{EQ} = 0.00 (Equation 25-2 or 25-3)

P_{FM} = 0.209 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 651 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	5695	9400	No
v_{R12}	3233	4600	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 25.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, M_S = 0.352

Space mean speed in ramp influence area, S_R = 56.9 mph

Space mean speed in outer lanes, S_0 = 62.4 mph

Space mean speed for all vehicles, S = 59.1 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Southbound
Junction: MacArthur Bl.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	2510	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	2220	vph
Length of first accel/decel lane	1340	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2510	2220	MM 39	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	682	603	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	2933	2594	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.436 Using Equation 8

$v_{12} = v_R + (v - v_F) P_{FD}$ = 2742 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	2933	9400	No
v_{12}	2742	4400	No
$v_{FO} = v - v_R$	339	9400	No
v_R	2594	2000	Yes

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 15.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable, D_S = 0.726

Space mean speed in ramp influence area, S_R = 48 mph

Space mean speed in outer lanes, S_0 = 71.3 mph

Space mean speed for all vehicles, S = 49.3 mph

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Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Southbound
Junction: MacArthur Bl.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	6633	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	2310	vph
Length of first accel/decel lane	1340	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6633	2310	MM41	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1802	628	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	7751	2699	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.436 Using Equation 8

$v_{12} = v_R + (v - v_F) P_{FD}$ = 4226 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	6201	9400	No
v_{12}	4226	4400	No
$v_{FO} = v - v_R$	3502	9400	No
v_R	2699	2000	Yes

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ = 28.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable, D_S = 0.736

Space mean speed in ramp influence area, S_R = 48 mph

Space mean speed in outer lanes, S_0 = 71.3 mph

Space mean speed for all vehicles, S = 53.6 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Southbound
Junction: MacArthur Bl.
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	2510	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	2	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	2220	vph
Length of first accel/decel lane	1340	ft
Length of second accel/decel lane	0	ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2510	2220		vph

MM 43

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	682	603	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	2933	2594	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.260 Using Equation 0

$v_{12} = v_R + (v - v_F) P_{FD}$ = 2682 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	2933	9400	No
v_{12}	2682	4400	No
$v_{FO} = v - v_R$	339	9400	No
v_R	2594	3800	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 3.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable, D_S = 0.726

Space mean speed in ramp influence area, S_R = 48 mph

Space mean speed in outer lanes, S_0 = 71.3 mph

Space mean speed for all vehicles, S = 49.7 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Southbound
Junction: MacArthur Bl.
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	6633	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	2	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	2310	vph
Length of first accel/decel lane	1340	ft
Length of second accel/decel lane	0	ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6633	2310		vph

MM 45

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1802	628	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	7751	2699	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.260 Using Equation 0

$v_{12} = v_R + (v - v_F) P_{FD}$ = 3610 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	6201	9400	No
v_{12}	3610	4400	No
$v_{FO} = v - v_R$	3502	9400	No
v_R	2699	3800	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ = 11.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, D_S = 0.736

Space mean speed in ramp influence area, S_R = 48 mph

Space mean speed in outer lanes, S_0 = 70.2 mph

Space mean speed for all vehicles, S = 55.4 mph

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Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: University Dr.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	7780	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	20.0	mph
Volume on ramp	1310	vph
Length of first accel/decel lane	200	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7780	1310	MM47	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2114	356	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	9091	1531	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = 0.138 Using Equation 4
FM

$v_{12} = v_F (P_{FM}) = 909$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	8122	9400	No
v_{R12}	2440	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 22.5$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, $M_S = 0.358$

Space mean speed in ramp influence area, $S_R = 56.8$ mph

Space mean speed in outer lanes, $S_0 = 55.2$ mph

Space mean speed for all vehicles, $S = 55.7$ mph

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Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: University Dr.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	4098	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	20.0	mph
Volume on ramp	1470	vph
Length of first accel/decel lane	200	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4098	1470		vph

MM 49

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1114	399	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	4788	1718	pcph

Estimation of V12 Merge Areas

L_{EQ} = 0.00 (Equation 25-2 or 25-3)

P_{FM} = 0.115 Using Equation 4

$v_{12} = v_F (P_{FM})$ = 428 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	5453	9400	No
v_{R12}	2146	4600	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 20.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, M_S = 0.346

Space mean speed in ramp influence area, S_R = 57.0 mph

Space mean speed in outer lanes, S_0 = 60.8 mph

Space mean speed for all vehicles, S = 59.3 mph

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Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Southbound
Junction: University Dr.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	2510	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	800	vph
Length of first accel/decel lane	1400	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Ramp	Adjacent	
Volume, V (vph)	2510	800	MM51		vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	682	217	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	2933	935	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.436 Using Equation 8

$v_{12} = v_R + (v - v_F) P_{FD}$ = 1806 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v = v_{Fi}$	2933	9400	No
v_{12}	1806	4400	No
$v = v - v_{FO}$	1998	9400	No
v_R	935	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\ v_{12} - 0.009\ L_D$ = 7.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable, D_S = 0.512

Space mean speed in ramp influence area, S_R = 53 mph

Space mean speed in outer lanes, S_0 = 71.3 mph

Space mean speed for all vehicles, S = 59.0 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Southbound
Junction: University Dr.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	6633	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	840	vph
Length of first accel/decel lane	1400	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6633	840	MM53	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1802	228	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	7751	982	pcph

Estimation of V12 Diverge Areas

L = 0.00 (Equation 25-8 or 25-9)
EQ

P = 0.436 Using Equation 8
FD

$v_{12} = v_R + (v - v_F) P_{FD}$ = 3257 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	6201	9400	No
v_{12}	3257	4400	No
$v_{FO} = v - v_R$	5219	9400	No
v_R	982	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 19.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, D_S = 0.516

Space mean speed in ramp influence area, S_R = 53 mph

Space mean speed in outer lanes, S_0 = 69.5 mph

Space mean speed for all vehicles, S = 59.8 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: Bison Av.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	7780	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	520	vph
Length of first accel/decel lane	0	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7780	520	MM55	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2114	141	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	9091	608	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.436 Using Equation 8

$v_{12} = v_R + (v - v_F) P_{FD}$ = 3514 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	7273	9400	No
v_{12}	3514	4400	No
$v_{FO} = v - v_R$	6665	9400	No
v_R	608	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 34.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, D_S = 0.548

Space mean speed in ramp influence area, S_R = 52 mph

Space mean speed in outer lanes, S_0 = 67.9 mph

Space mean speed for all vehicles, S = 59.4 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: Bison Av.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	4098	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	330	vph
Length of first accel/decel lane	0	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4098	330	MM 57	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1114	90	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	4788	386	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.436 Using Equation 8

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2097 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	4310	9400	No
v_{12}	2097	4400	No
$v_{FO} = v_F - v_R$	3924	9400	No
v_R	386	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ = 22.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, D_S = 0.528

Space mean speed in ramp influence area, S_R = 53 mph

Space mean speed in outer lanes, S_0 = 70.9 mph

Space mean speed for all vehicles, S = 60.8 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: Bison Av.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	7780	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	40.0	mph
Volume on ramp	280	vph
Length of first accel/decel lane	250	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7780	280		vph

MM 59

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2114	76	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	9091	327	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = 0.247 Using Equation 4
FM

$v_{12} = v_F (P_{FM}) = 1625$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	6918	9400	No
v_{R12}	1952	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A = 19.0$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, $M_S = 0.328$

Space mean speed in ramp influence area, $S_R = 57.4$ mph

Space mean speed in outer lanes, $S_0 = 57.4$ mph

Space mean speed for all vehicles, $S = 57.4$ mph

MM 60

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: Bison Av.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	4098	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	40.0	mph
Volume on ramp	860	vph
Length of first accel/decel lane	250	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4098	860	MM 61	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1114	234	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	4788	1005	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = 0.162 Using Equation 4
FM

$v_{12} = v_F (P_{FM}) =$ 605 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	4740	9400	No
v_{R12}	1610	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A =$ 16.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, $M_S = 0.321$

Space mean speed in ramp influence area, $S_R = 57.6$ mph

Space mean speed in outer lanes, $S_0 = 61.2$ mph

Space mean speed for all vehicles, $S = 59.9$ mph

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Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Southbound
Junction: Bison Av.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	2510	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	1000	vph
Length of first accel/decel lane	0	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2510	1000	MM 63	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	682	272	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	2933	1168	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.436 Using Equation 8

$v_{12} = v_R + (v - v_F) P_{FD}$ = 1938 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	2933	9400	No
v_{12}	1938	4400	No
$v_{FO} = v - v_R$	1765	9400	No
v_R	1168	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 20.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, D_S = 0.598

Space mean speed in ramp influence area, S_R = 51 mph

Space mean speed in outer lanes, S_0 = 71.3 mph

Space mean speed for all vehicles, S = 56.7 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Southbound
Junction: Bison Av.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	6633	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	380	vph
Length of first accel/decel lane	0	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6633	380	MM 65	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1802	103	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	7751	444	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.436 Using Equation 8

$v_{12} = v_R + (v - v_F) P_{FD}$ = 2954 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	6201	9400	No
v_{12}	2954	4400	No
$v_{FO} = v - v_R$	5757	9400	No
v_R	444	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ = 29.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, D_S = 0.533

Space mean speed in ramp influence area, S_R = 53 mph

Space mean speed in outer lanes, S_0 = 68.9 mph

Space mean speed for all vehicles, S = 60.1 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Southbound
Junction: Bison Av.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	2510	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	120	vph
Length of first accel/decel lane	740	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2510	120	MM 67	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	682	33	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	2933	140	pcph

Estimation of V12 Merge Areas

L_{EQ} = 0.00 (Equation 25-2 or 25-3)

P_{FM} = 0.436 Using Equation 4

$v_{12} = v_{F} (P_{FM}) =$ 998 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	2428	9400	No
v_{R12}	1138	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_{R} + 0.0078\ v_{12} - 0.00627\ L_{A} =$ 9.6 pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable, $M_S = 0.281$

Space mean speed in ramp influence area, $S_R = 58.5$ mph

Space mean speed in outer lanes, $S_0 = 64.5$ mph

Space mean speed for all vehicles, $S = 61.5$ mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Southbound
Junction: Bison Av.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	6633	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	440	vph
Length of first accel/decel lane	740	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6633	440	MM 69	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1802	120	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	7751	514	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = 0.389 Using Equation 4
FM

$v_{12} = v_F (P_{FM}) = 2157$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	6056	9400	No
v_{R12}	2671	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 21.4$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, $M_S = 0.326$

Space mean speed in ramp influence area, $S_R = 57.5$ mph

Space mean speed in outer lanes, $S_0 = 60.7$ mph

Space mean speed for all vehicles, $S = 59.3$ mph

MM 10

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: Bonita Canyon Dr.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	8998	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	980	vph
Length of first accel/decel lane	1250	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	8998	980	MM 71	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2445	266	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	10514	1145	pcph

Estimation of V12 Diverge Areas

L = 0.00 (Equation 25-8 or 25-9)
EQ

P = 0.436 Using Equation 8
FD

$v_{12} = v_R + (v - v_F) P_{FD} = 4313$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	8412	9400	No
v_{12}	4313	4400	No
$v_{FO} = v - v_R$	7267	9400	No
v_R	1145	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D = 30.1$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, $D_S = 0.596$

Space mean speed in ramp influence area, $S_R = 51$ mph

Space mean speed in outer lanes, $S_0 = 67.2$ mph

Space mean speed for all vehicles, $S = 58.0$ mph

MM 12

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: Bonita Canyon Dr.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	4989	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	220	vph
Length of first accel/decel lane	1250	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4989	220		vph

M M 73

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1356	60	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	5830	257	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.436 Using Equation 8

$v_{12} = v_R + (v - v_F) P_{FD}$ = 2306 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	4956	9400	No
v_{12}	2306	4400	No
$v_{FO} = v - v_R$	4699	9400	No
v_R	257	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 12.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, D_S = 0.516

Space mean speed in ramp influence area, S_R = 53 mph

Space mean speed in outer lanes, S_0 = 70.0 mph

Space mean speed for all vehicles, S = 61.0 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: Bonita Canyon Dr.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	7780	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	25.0	mph
Volume on ramp	720	vph
Length of first accel/decel lane	2440	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7780	720	MM 15	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2114	196	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	9091	841	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = 1.000 Using Equation 4
FM

$v_{12} = v_F (P_{FM}) = 6591$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	7432	9400	No
v_{R12}	7432	4600	Yes

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A = 47.8$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable, $M_S = 6.787$

Space mean speed in ramp influence area, $S_R =$ mph

Space mean speed in outer lanes, $S_0 = 65.0$ mph

Space mean speed for all vehicles, $S =$ mph

MM 76

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: Bonita Canyon Dr.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	4098	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	25.0	mph
Volume on ramp	420	vph
Length of first accel/decel lane	2440	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4098	420	MMTT	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1114	114	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	4788	491	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = 1.000 Using Equation 4
FM

$v_{12} = v_F (P_{FM}) =$ 3735 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	4226	9400	No
v_{R12}	4226	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\, v_{R12} + 0.0078\, v_A - 0.00627\, L =$ 22.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, $M_S = 0.466$

Space mean speed in ramp influence area, $S_R = 54.3$ mph

Space mean speed in outer lanes, $S_0 = 65.0$ mph

Space mean speed for all vehicles, $S = 54.3$ mph

MM 18

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: Bonita Canyon Dr.
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	7780	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	25.0	mph
Volume on ramp	720	vph
Length of first accel/decel lane	1020	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7780	720	MM 79	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2114	196	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	9091	841	pcph

Estimation of V12 Merge Areas

L_{EQ} = 0.00 (Equation 25-2 or 25-3)

P_{FM} = 0.568 Using Equation 4

$v_{12} = v_F (P_{FM})$ = 3741 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	7432	9400	No
v_{R12}	4582	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 34.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, M_S = 0.651

Space mean speed in ramp influence area, S_R = 50.0 mph

Space mean speed in outer lanes, S_0 = 61.7 mph

Space mean speed for all vehicles, S = 53.9 mph

MM80

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: Bonita Canyon Dr.
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	4098	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	25.0	mph
Volume on ramp	420	vph
Length of first accel/decel lane	1020	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4098	420		vph

MM 81

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1114	114	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	4788	491	pcph

Estimation of V12 Merge Areas

L_{EQ} = 0.00 (Equation 25-2 or 25-3)

P_{FM} = 0.611 Using Equation 4

$v_{12} = v_F (P_{FM})$ = 2283 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	4226	9400	No
v_{R12}	2774	4600	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 20.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, M_S = 0.332

Space mean speed in ramp influence area, S_R = 57.4 mph

Space mean speed in outer lanes, S_0 = 64.2 mph

Space mean speed for all vehicles, S = 59.5 mph

MM82

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Southbound
Junction: Bonita Canyon Dr.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	2510	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	410	vph
Length of first accel/decel lane	0	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2510	410	MM 83	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	682	111	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	2933	479	pcph

Estimation of V12 Diverge Areas

L = 0.00 (Equation 25-8 or 25-9)
EQ

P = 0.436 Using Equation 8
FD

$v_{12} = v_R + (v_F - v_R) P_{FD} = 1549$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	2933	9400	No
v_{12}	1549	4400	No
$v_{FO} = v_F - v_R$	2454	9400	No
v_R	479	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D = 17.6$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, $D_S = 0.536$

Space mean speed in ramp influence area, $S_R = 53$ mph

Space mean speed in outer lanes, $S_0 = 71.3$ mph

Space mean speed for all vehicles, $S = 60.1$ mph

MM84

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Southbound
Junction: Bonita Canyon Dr.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	6633	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	500	vph
Length of first accel/decel lane	0	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6633	500	MM 85	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1802	136	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	7751	584	pcph

Estimation of V12 Diverge Areas

L = 0.00 (Equation 25-8 or 25-9)
EQ

P = 0.436 Using Equation 8
FD

$v_{12} = v_R + (v_F - v_R) P_{FD} = 3033$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	6201	9400	No
v_{12}	3033	4400	No
$v_{FO} = v_F - v_R$	5617	9400	No
v_R	584	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D = 30.3$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, $D_S = 0.546$

Space mean speed in ramp influence area, $S_R = 52$ mph

Space mean speed in outer lanes, $S_0 = 69.0$ mph

Space mean speed for all vehicles, $S = 59.8$ mph

MM 86

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Southbound
Junction: Bonita Canyon Dr.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	2510	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	300	vph
Length of first accel/decel lane	400	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2510	300	MM87	vph

Peak-hour factor, PHF	0.92	0.92		
Peak 15-min volume, v15	682	82		v
Trucks and buses	5	5		%
Recreational vehicles	0	0		%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5		
Recreational vehicle PCE, ER	2.0	2.0		
Heavy vehicle adjustment, fHV	0.930	0.930		
Driver population factor, fP	1.00	1.00		
Flow rate, vp	2933	351		pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = 0.301 Using Equation 4
FM

$v_{12} = v_F (P_{FM}) = 689$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	2639	9400	No
v_{R12}	1040	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A = 10.9$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, $M_S = 0.304$

Space mean speed in ramp influence area, $S_R = 58.0$ mph

Space mean speed in outer lanes, $S_0 = 63.9$ mph

Space mean speed for all vehicles, $S = 61.5$ mph

MM 88

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Southbound
Junction: Bonita Canyon Dr.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	6633	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	820	vph
Length of first accel/decel lane	400	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6633	820	MM 89	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1802	223	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	7751	958	pcph

Estimation of V12 Merge Areas

L_EQ = 0.00 (Equation 25-2 or 25-3)

P_FM = 0.225 Using Equation 4

$v_{12} = v_F (P_{FM}) =$ 1250 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	6500	9400	No
v_{R12}	2208	4600	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_{12} + 0.0078\, v_R - 0.00627\, L_A =$ 19.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, $M_S = 0.328$

Space mean speed in ramp influence area, $S_R = 57.4$ mph

Space mean speed in outer lanes, $S_0 = 59.1$ mph

Space mean speed for all vehicles, $S = 58.5$ mph

MM 90

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: Newport Coast Dr.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	10162	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	560	vph
Length of first accel/decel lane	0	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	10162	560	MM 91	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2761	152	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	11874	654	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.436 Using Equation 8

$v_{12} = v_R + (v - v_F) P_{FD}$ = 4511 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	9500	9400	Yes
v_{12}	4511	4400	Yes
$v_{FO} = v - v_R$	8846	9400	No
v_R	654	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 43.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable, D_S = 0.552

Space mean speed in ramp influence area, S_R = 52 mph

Space mean speed in outer lanes, S_0 = 65.5 mph

Space mean speed for all vehicles, S = 58.5 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: Newport Coast Dr.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	5353	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	290	vph
Length of first accel/decel lane	0	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	5353	290	MM 93	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1455	79	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	6255	339	pcph

Estimation of V12 Diverge Areas

L = 0.00 (Equation 25-8 or 25-9)
EQ

P = 0.436 Using Equation 8
FD

$v_{12} = v_R + (v_F - v_R) P_{FD} = 2509$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	5317	9400	No
v_{12}	2509	4400	No
$v_{FO} = v_F - v_R$	4978	9400	No
v_R	339	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D = 25.8$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, $D_S = 0.524$

Space mean speed in ramp influence area, $S_R = 53$ mph

Space mean speed in outer lanes, $S_0 = 69.7$ mph

Space mean speed for all vehicles, $S = 60.7$ mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: Newport Coast Dr.
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	8468	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	560	vph
Length of first accel/decel lane	240	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	8468	560	MM 95	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2301	152	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	9895	654	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.436 Using Equation 8

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3820 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	7916	9400	No
v_{12}	3820	4400	No
$v_{FO} = v_F - v_R$	7262	9400	No
v_R	654	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ = 34.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, D_S = 0.552

Space mean speed in ramp influence area, S_R = 52 mph

Space mean speed in outer lanes, S_0 = 67.2 mph

Space mean speed for all vehicles, S = 59.1 mph

MM96

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: Newport Coast Dr.
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	4461	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	290	vph
Length of first accel/decel lane	240	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4461	290	MM 91	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1212	79	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	5213	339	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.436 Using Equation 8

$v_{12} = v_R + (v - v_F) P_{FD}$ = 2237 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	4692	9400	No
v_{12}	2237	4400	No
$v_{FO} = v_F - v_R$	4353	9400	No
v_R	339	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ = 21.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, D_S = 0.524

Space mean speed in ramp influence area, S_R = 53 mph

Space mean speed in outer lanes, S_0 = 70.4 mph

Space mean speed for all vehicles, S = 60.9 mph

MM 98

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: Newport Coast Dr.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	10162	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	25.0	mph
Volume on ramp	480	vph
Length of first accel/decel lane	1250	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	10162	480	MM 99	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2761	130	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	11874	561	pcph

Estimation of V12 Merge Areas

L_{EQ} = 0.00 (Equation 25-2 or 25-3)

P_{FM} = 0.705 Using Equation 4

$v_{12} = v_F (P_{FM})$ = 6610 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	9935	9400	Yes
v_{R12}	7171	4600	Yes

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 53.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable, M_S = 5.333

Space mean speed in ramp influence area, S_R = mph

Space mean speed in outer lanes, S_0 = 61.8 mph

Space mean speed for all vehicles, S = 222.2 mph

MM 100

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: Newport Coast Dr.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	5353	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	25.0	mph
Volume on ramp	330	vph
Length of first accel/decel lane	1250	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	5353	330	MM 101	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1455	90	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	6255	386	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = 0.727 Using Equation 4
FM

$v_{12} = v_F (P_{FM}) =$ 3456 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	5140	9400	No
v_{R12}	3842	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A =$ 27.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, $M_S = 0.440$

Space mean speed in ramp influence area, $S_R = 54.9$ mph

Space mean speed in outer lanes, $S_0 = 64.5$ mph

Space mean speed for all vehicles, $S = 57.0$ mph

MM 102

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Northbound
Junction: Newport Coast Dr.
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	8468	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	25.0	mph
Volume on ramp	480	vph
Length of first accel/decel lane	860	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	8468	480	MM 103	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2301	130	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	9895	561	pcph

Estimation of V12 Merge Areas

L_{EQ} = 0.00 (Equation 25-2 or 25-3)

P_{FM} = 0.531 Using Equation 4

$v_{12} = v_F (P_{FM})$ = 3928 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	7956	9400	No
v_{R12}	4489	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 34.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, M_S = 0.625

Space mean speed in ramp influence area, S_R = 50.6 mph

Space mean speed in outer lanes, S_0 = 60.6 mph

Space mean speed for all vehicles, S = 54.5 mph

MM104

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Northbound
Junction: Newport Coast Dr.
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	4461	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	25.0	mph
Volume on ramp	330	vph
Length of first accel/decel lane	860	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4461	330	MM 105	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	1212	90	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Rolling
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	5213	386	pcph

Estimation of V12 Merge Areas

L_{EQ} = 0.00 (Equation 25-2 or 25-3)

P_{FM} = 0.553 Using Equation 4

$v_{12} = v_F (P_{FM}) =$ 2249 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	4453	9400	No
v_{R12}	2635	4600	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A =$ 20.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, M_S = 0.332

Space mean speed in ramp influence area, S_R = 57.4 mph

Space mean speed in outer lanes, S_0 = 63.5 mph

Space mean speed for all vehicles, S = 59.7 mph

MM 106

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Southbound
Junction: Newport Coast Dr.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	2903	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	680	vph
Length of first accel/decel lane	0	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2903	680	MM 107	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	789	185	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Level
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	3392	795	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.436 Using Equation 8

$v_{12} = v_R + (v - v_F) P_{FD}$ = 1927 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	3392	9400	No
v_{12}	1927	4400	No
$v_{FO} = v - v_R$	2597	9400	No
v_R	795	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 20.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, D_S = 0.565

Space mean speed in ramp influence area, S_R = 52 mph

Space mean speed in outer lanes, S_0 = 71.3 mph

Space mean speed for all vehicles, S = 58.9 mph

MM 108

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Southbound
Junction: Newport Coast Dr.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	7671	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	1050	vph
Length of first accel/decel lane	0	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7671	1050	MM 109	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2085	285	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Level
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8963	1227	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.436 Using Equation 8

$v_{12} = v_R + (v - v_F) P_{FD}$ = 3819 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	7171	9400	No
v_{12}	3819	4400	No
$v_{FO} = v - v_R$	5944	9400	No
v_R	1227	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 37.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence E

Speed Estimation

Intermediate speed variable, D_S = 0.603

Space mean speed in ramp influence area, S_R = 51 mph

Space mean speed in outer lanes, S_0 = 68.7 mph

Space mean speed for all vehicles, S = 58.1 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Southbound
Junction: Newport Coast Dr.
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	2903	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	680	vph
Length of first accel/decel lane	240	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2903	680	MM III	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	789	185	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Level
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	3392	795	pcph

Estimation of V12 Diverge Areas

L = 0.00 (Equation 25-8 or 25-9)
EQ

P = 0.436 Using Equation 8
FD

$v_{12} = v_R + (v - v_F) P_{FD} = 1927$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	3392	9400	No
v_{12}	1927	4400	No
$v_{FO} = v - v_R$	2597	9400	No
v_R	795	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D = 18.7$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, $D_S = 0.565$

Space mean speed in ramp influence area, $S_R = 52$ mph

Space mean speed in outer lanes, $S_0 = 71.3$ mph

Space mean speed for all vehicles, $S = 58.9$ mph

MM 112

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/13/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Southbound
Junction: Newport Coast Dr.
Jurisdiction:
Analysis Year: General Plan w/ Project w/ Imp
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	7671	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	1050	vph
Length of first accel/decel lane	240	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7671	1050	MM 113	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2085	285	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Level
Grade	0.00 %	0.00 %	%
Length	0.00 mi	0.00 mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8963	1227	pcph

Estimation of V12 Diverge Areas

L_{EQ} = 0.00 (Equation 25-8 or 25-9)

P_{FD} = 0.436 Using Equation 8

$v_{12} = v_R + (v - v_F) P_{FD}$ = 3819 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	7171	9400	No
v_{12}	3819	4400	No
$v_{FO} = v - v_R$	5944	9400	No
v_R	1227	2000	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ = 34.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, D_S = 0.603

Space mean speed in ramp influence area, S_R = 51 mph

Space mean speed in outer lanes, S_0 = 68.7 mph

Space mean speed for all vehicles, S = 58.1 mph

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: AM
Freeway/dir or travel: SR-73/Southbound
Junction: Newport Coast Dr.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	2903	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	30.0	mph
Volume on ramp	460	vph
Length of first accel/decel lane	360	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2903	460		vph

MM 115

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	789	125	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Level
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	3392	537	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = 0.284 Using Equation 4
FM

$v_{12} = v_F (P_{FM}) = 753$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	3183	9400	No
v_{R12}	1290	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A = 13.0$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, $M_S = 0.314$

Space mean speed in ramp influence area, $S_R = 57.8$ mph

Space mean speed in outer lanes, $S_0 = 63.4$ mph

Space mean speed for all vehicles, $S = 61.0$ mph

MM116

HCS2000: Ramps and Ramp Junctions Release 4.1c

Phone: Fax:
E-mail:

Merge Analysis

Analyst: Archie Tan
Agency/Co.: Urban Crossroads
Date performed: 12/12/2005
Analysis time period: PM
Freeway/dir or travel: SR-73/Southbound
Junction: Newport Coast Dr.
Jurisdiction:
Analysis Year: General Plan With Project
Description: Newport Beach General Plan Update

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	7671	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	30.0	mph
Volume on ramp	600	vph
Length of first accel/decel lane	360	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7671	600	MM 117	vph

Peak-hour factor, PHF	0.92	0.92	
Peak 15-min volume, v15	2085	163	v
Trucks and buses	5	5	%
Recreational vehicles	0	0	%
Terrain type:	Rolling	Rolling	Level
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	
Heavy vehicle adjustment, fHV	0.930	0.930	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8963	701	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
EQ

P = 0.264 Using Equation 4
FM

$v_{12} = v_F (P_{FM}) =$ 1706 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	7164	9400	No
v_{R12}	2407	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 21.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, M_S = 0.343

Space mean speed in ramp influence area, S_R = 57.1 mph

Space mean speed in outer lanes, S_0 = 58.0 mph

Space mean speed for all vehicles, S = 57.7 mph

MM 118