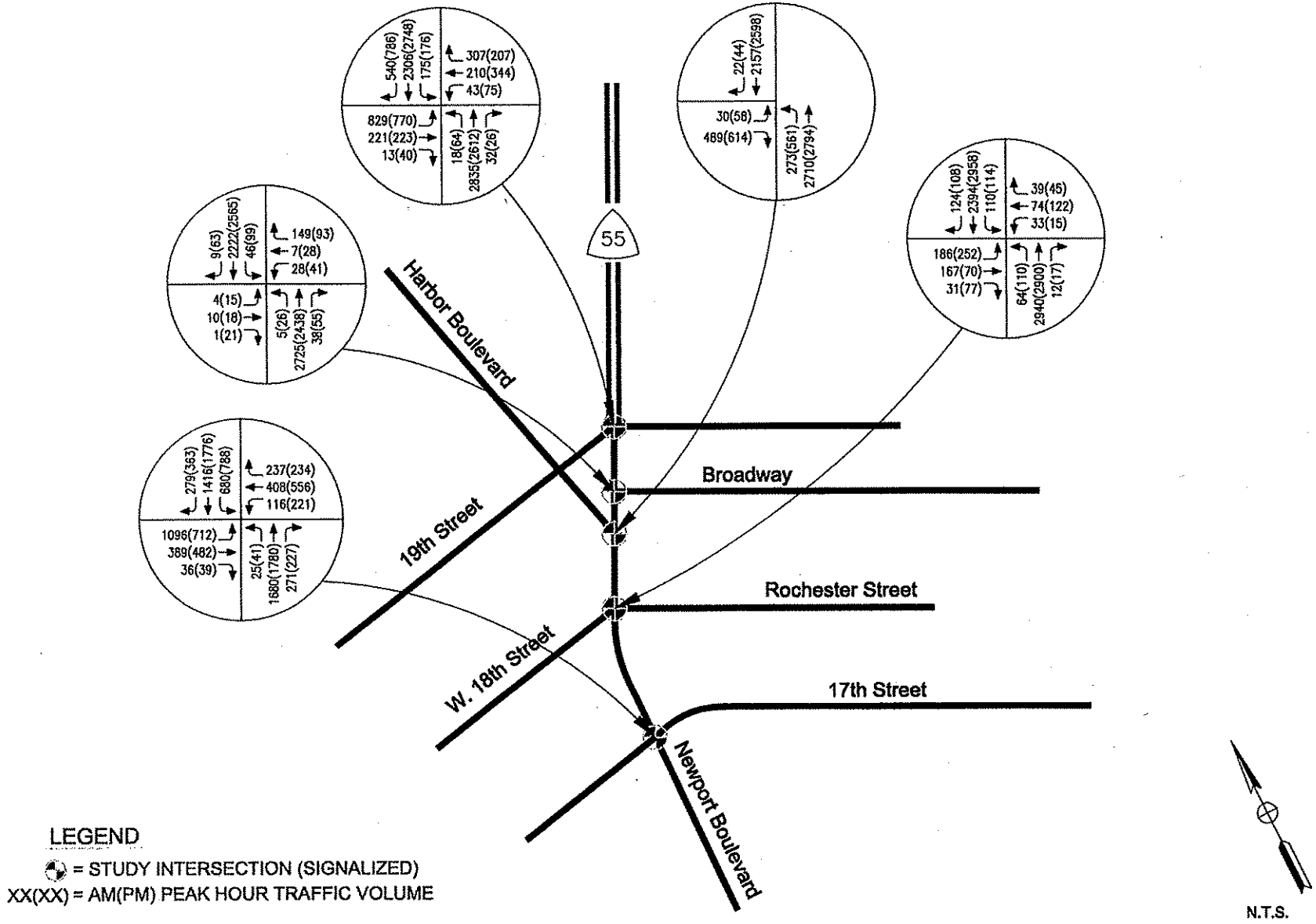
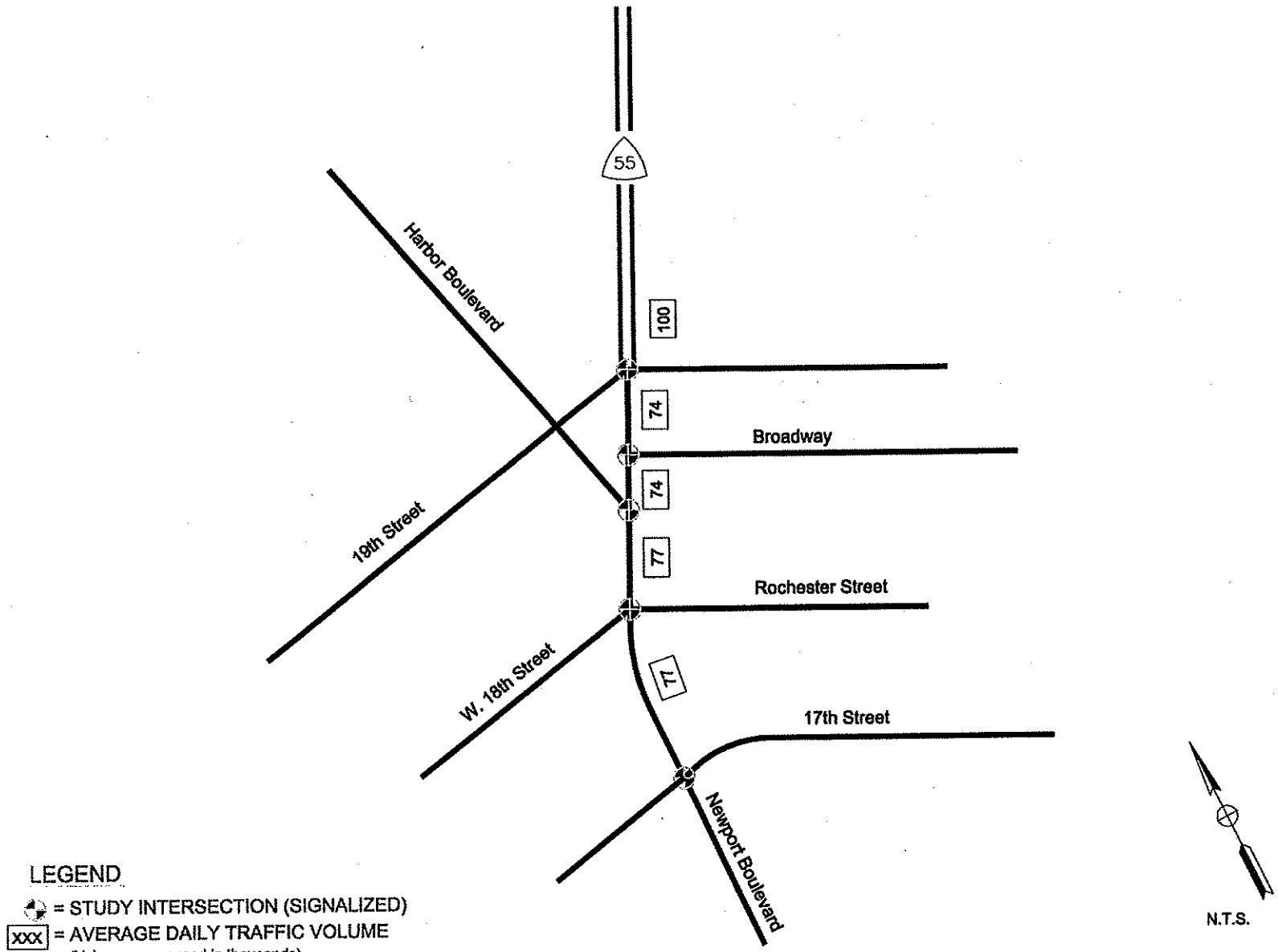


Existing Intersection Turning Movement Volumes

PARSONS

SR-55/Newport Boulevard Improvements

FIGURE 2

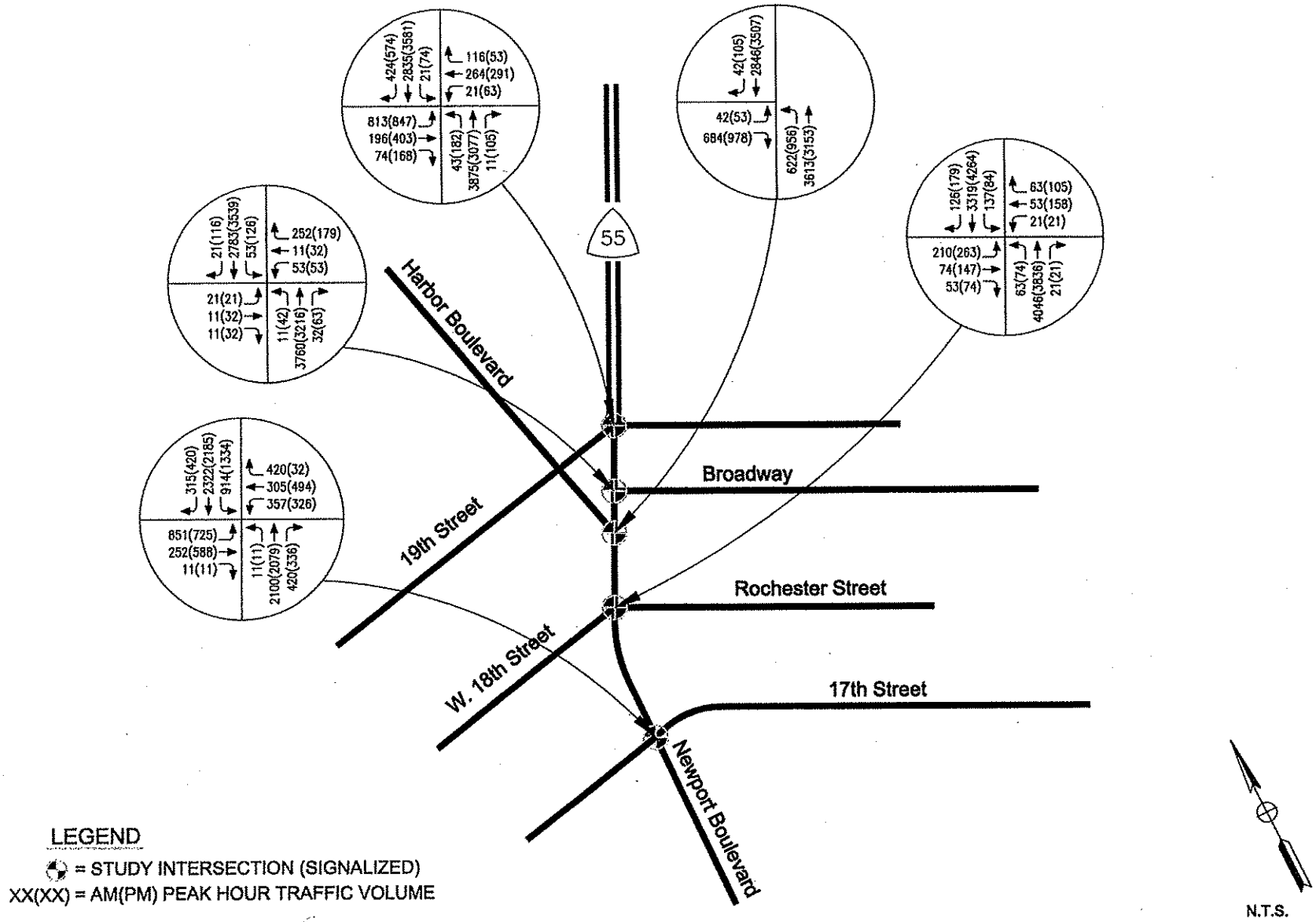


Existing Average Daily Traffic Volumes

PARSONS

SR-55/Newport Boulevard Improvements

FIGURE 3

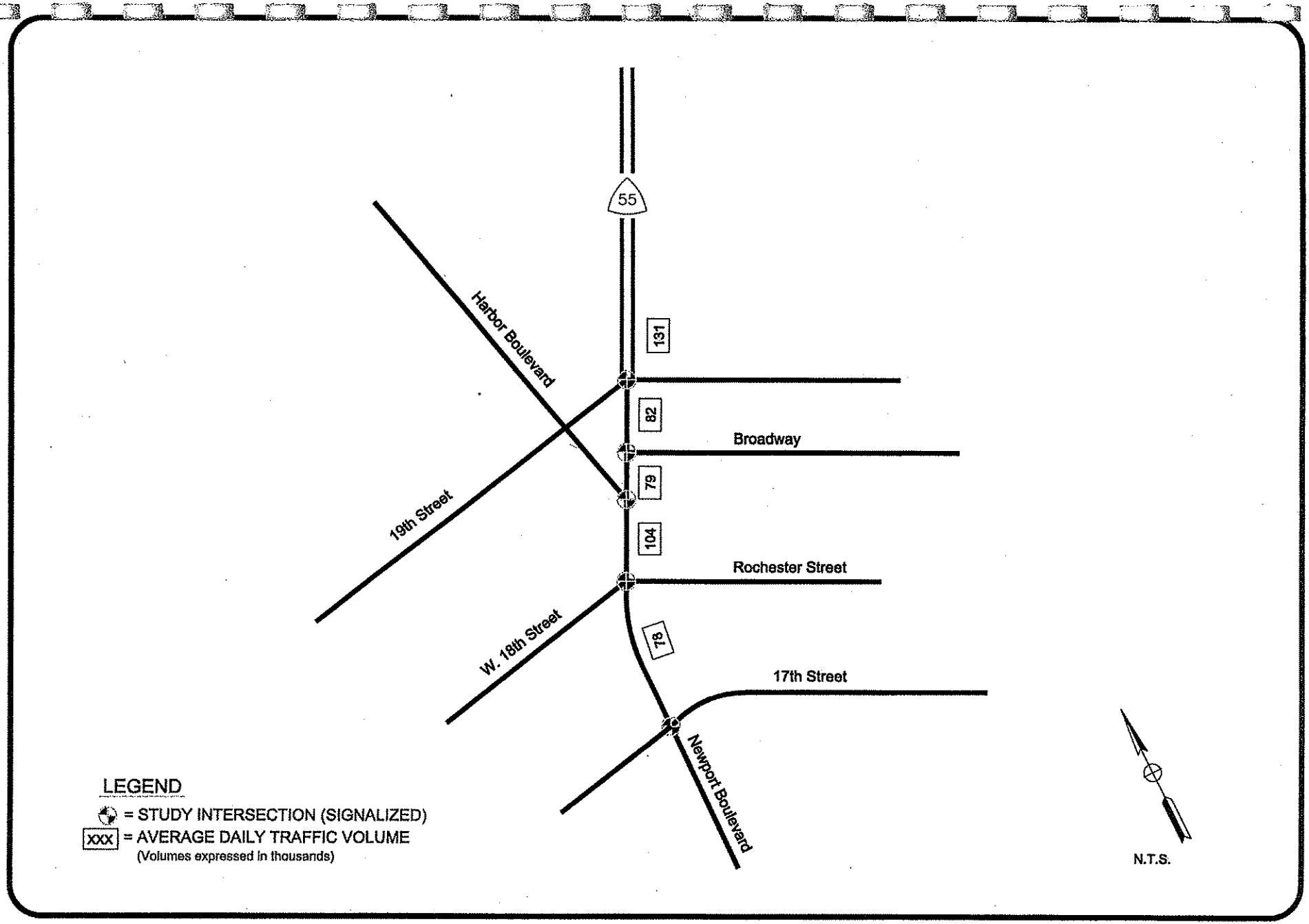


Future (Year 2025) Intersection Turning Movement Volumes

PARSONS

SR-55/Newport Boulevard Improvements

FIGURE 5



Future (Year 2025) Average Daily Traffic Volumes

PARSONS

SR-55/Newport Boulevard Improvements

FIGURE 6

TABLE 7
Intersection LOS Comparison

HCM METHODOLOGY

Intersection	Existing				No-Build (year 2025)				Build (year 2025)				Change in Delay[1]	
	AM		PM		AM		PM		AM		PM			
	Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]	AM	PM
Newport Blvd. @ 19th Street	36.3	D	33.5	C	60.1	E	61.1	E	23.7	C	29.3	C	-36.4	-31.8
Newport Blvd. @ Broadway	11.4	B	13.4	B	26.9	C	24.5	C	13.5	B	19.8	B	-13.4	-4.7
Newport Blvd. @ Harbor Blvd.	18.5	B	29.4	C	45.1	D	132.7	F	38.0	D	130.8	F	-7.1	-1.9
Newport Blvd. @ 18th Street	20.0	B	23.1	C	61.4	E	82.8	F	23.0	C	63.6	E	-38.4	-19.2
Newport Blvd. @ 17th Street	43.3	D	47.8	D	105.9	F	89.5	F	93.7	F	78.4	E	-12.2	-11.1

ICU METHODOLOGY

Intersection	Existing				No-Build (year 2025)				Build (year 2025)				Change in ICU[3]	
	AM		PM		AM		PM		AM		PM			
	ICU[3]	LOS[2]	ICU[3]	LOS[2]	ICU[3]	LOS[2]	ICU[3]	LOS[2]	ICU[3]	LOS[2]	ICU[3]	LOS[2]	AM	PM
Newport Blvd. @ 19th Street	0.939	E	0.901	E	1.049	F	1.116	F	0.847	D	0.929	E	-0.202	-0.187
Newport Blvd. @ Broadway	0.711	C	0.677	B	1.008	F	0.929	E	0.810	D	0.929	E	-0.198	0.000
Newport Blvd. @ Harbor Blvd.	0.656	B	0.788	C	0.868	D	1.129	F	0.868	D	1.129	F	0.000	0.000
Newport Blvd. @ 18th Street	0.859	D	0.868	D	1.071	F	1.191	F	0.859	D	1.191	F	-0.212	0.000
Newport Blvd. @ 17th Street	0.879	D	0.896	D	1.013	F	1.140	F	0.969	E	1.084	F	-0.044	-0.056

[1]Delay expressed in seconds per vehicle
[2]Level of Service
[3]Intersection Capacity Utilization

Note: It should be noted that ICU results are conservative since 1600 vphpl was used as the capacity per lane.