TRAFFIC IMPACT STUDY
FOR THE
CIRCULATION ELEMENT UPDATE

IN THE CITY YORBA LINDA

Prepared for:

City of Yorba Linda

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TRANSPORTATION AND CIRCULATION
CITY OF YORBA LINDA GENERAL PLAN UPDATE
TRAFFIC IMPACT ANALYSIS

INTRODUCTION

This Traffic Impact Analysis provides an evaluation of the existing and future planned circulation system in the City of Yorba Linda and will serve as the basis for the transportation analysis for the EIR for the General Plan Update for the City of Yorba Linda. It addresses existing traffic conditions, the impacts of future traffic growth, planned physical improvements, and additional improvements needed, if any, to accommodate future growth.

The City of Yorba Linda is largely built out, with individual properties throughout the city that are currently vacant or underutilized (not fully developed to their General Plan potential). The designated land uses and the potential future amount of development for each of these parcels were identified in the Land Use Element. The trips to be generated by these proposed land uses have been calculated and analyzed for the build-out circulation system for the General Plan in the City of Yorba Linda (Year 2035).

The City of Yorba Linda Circulation Element is and will continue to be the primary resource for transportation and circulation decisions in Yorba Linda. The Orange County Congestion Management Program (CMP) guides transportation decisions countywide.

EXISTING TRANSPORTATION SETTING AND CIRCULATION SYSTEM

The City of Yorba Linda is located in the northernmost area of Orange County. Yorba Linda shares borders with the Cities of Placentia and Anaheim, and the County of Orange. Many of the arterial roadways through the City of Yorba Linda extend beyond the city boundaries into neighboring cities. Circulation issues and travel patterns, likewise, extend beyond the Yorba Linda City limits. The land use decisions and traffic patterns in these other jurisdictions have the potential to affect the quality of traffic flow and mobility in the City of Yorba Linda, and conversely, traffic conditions and decisions made by the City of Yorba Linda can affect its neighbors. Impacts to the City's circulation system resulting from land use decisions and circulation system improvements in adjacent jurisdictions were considered during the course of this analysis.

Regional Access

The regional setting of the City of Yorba Linda is presented on Figure 1.

The freeways providing regional circulation for the City are:

- the Riverside Freeway (SR-91), an east-west freeway just south of the City limits, and
- Imperial Highway (State Route 90) which is configured as a freeway from the south city limits to Yorba Linda Boulevard, and becomes a modified major arterial north of Yorba Linda Boulevard.

North-south arterials that extend through and beyond the boundaries of the City of Yorba Linda include Rose Drive (becomes Tustin Avenue at the boundary with the City of Anaheim), Richfield Road, Lakeview Avenue, Imperial Highway, Fairmont Boulevard, and Yorba Linda Boulevard. Rose Drive, Tustin Avenue, Lakeview Avenue, Imperial Highway, and Yorba Linda Boulevard have full or partial interchanges with SR-91.

East-west arterials that extend through and beyond the city limits include Imperial Highway, Bastanchury Road, and Yorba Linda Boulevard. Imperial Highway and Yorba Linda Boulevard have full interchanges with the SR-57 Freeway, located about two miles west of the city limits of Yorba Linda in the City of Fullerton.

Local Access

The City of Yorba Linda circulation needs are served by a combination of some curvilinear streets and some straight north-south and east-west arterials. Smaller collector and neighborhood streets connect neighborhoods and commercial land uses to the arterial street system.

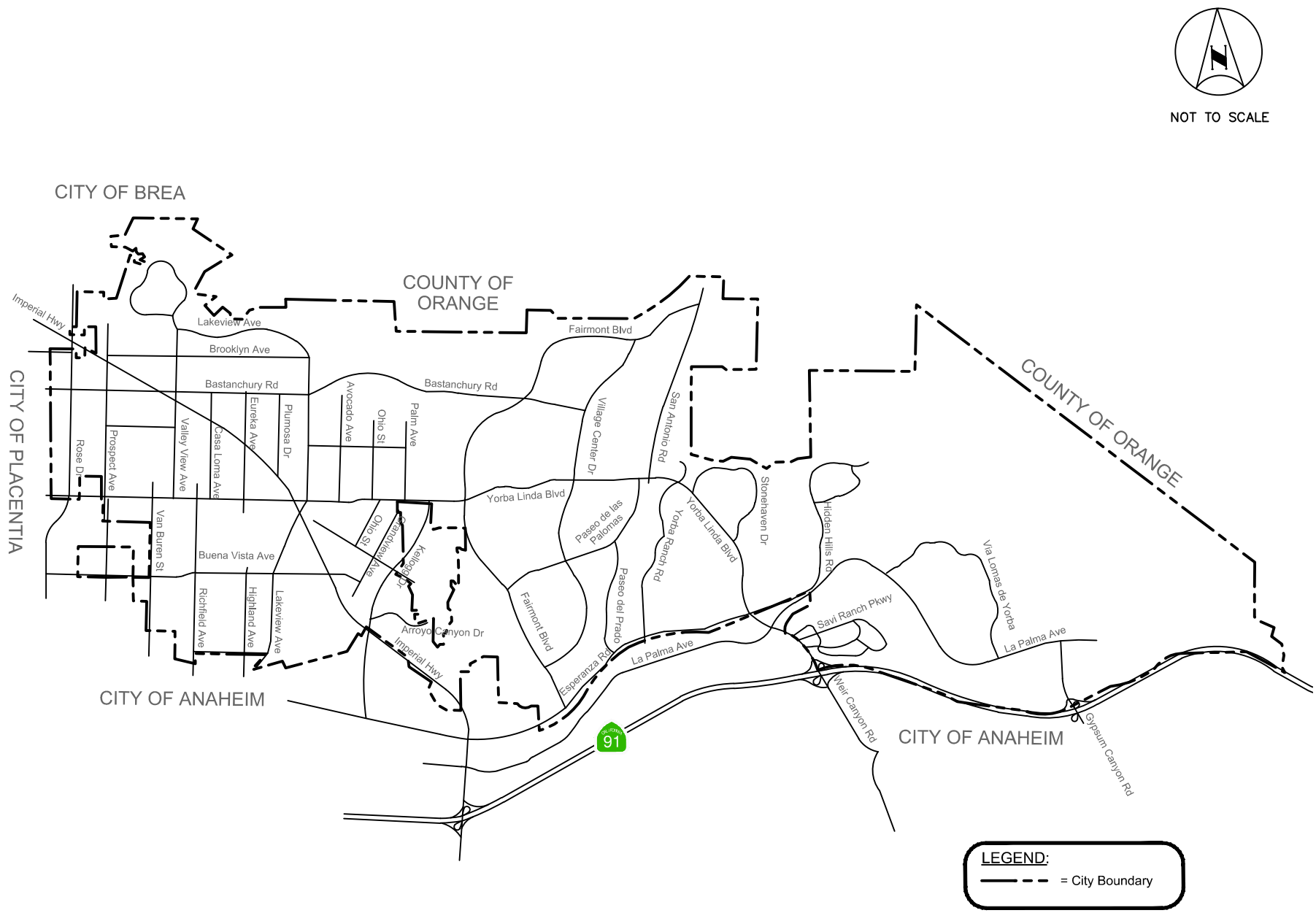

FIGURE 1
CITY MAP

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Orange County Congestion Management Program (CMP)

The Orange County Congestion Management Program (CMP) was established in 1991, to reduce traffic congestion and to provide a mechanism for coordinating land use and development decisions. Compliance with the CMP requirements ensures a city's eligibility to compete for State gas tax funds for local transportation projects.

A copy of the County of Orange CMP Highway System is provided on Figure 2. Within the City of Yorba Linda, the CMP Highway System includes two arterials: Rose Drive and Imperial Highway. There are no CMP monitoring intersections located in the City of Yorba Linda.

City of Yorba Linda Functional Roadway Classification System

The City of Yorba Linda circulation system consists of a network of local neighborhood streets providing access to the City's arterial street system, which in turn provides access to the regional arterial freeway system. This network serves two distinct and equally important functions: it provides access to adjacent land uses, and it facilitates the movement of persons and goods to and from, within and through the City. The design and operation of each street is determined by the importance placed on each of these functions. Streets that have a mobility and/or regional access function will typically have more lanes, higher speed limits and fewer driveways. Where direct access to properties is required, streets will have fewer lanes, lower speeds, on-street parking, and more frequent driveways to serve abutting properties.

To define the intended uses of roadways, many jurisdictions, including the City of Yorba Linda, use a functional roadway classification system. The system provides a logical framework for the design and operation of the roadway system and helps identify preferred characteristics of each street. In the General Plan, the City of Yorba Linda uses a functional classification system with the following street classifications:

- Smart Street
- Major
- Primary
- Secondary
- Collector

The existing functional classification for the arterial roadways in the City of Yorba Linda are presented on Figure 3. Typical cross sections for roadways in the City of Yorba Linda are presented on Figure 4.

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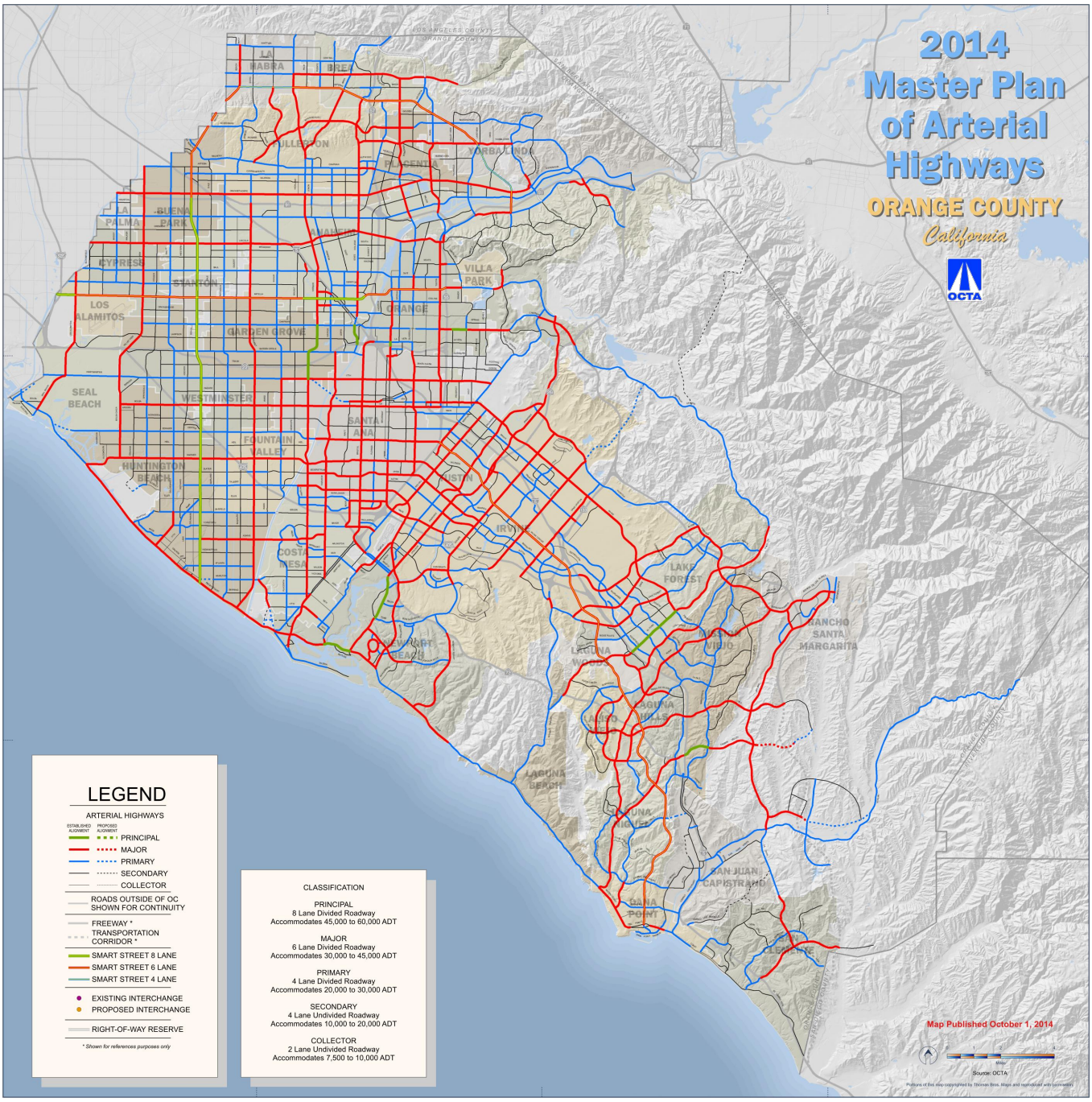

FIGURE 2
COUNTY OF ORANGE
CMP HIGHWAY SYSTEM

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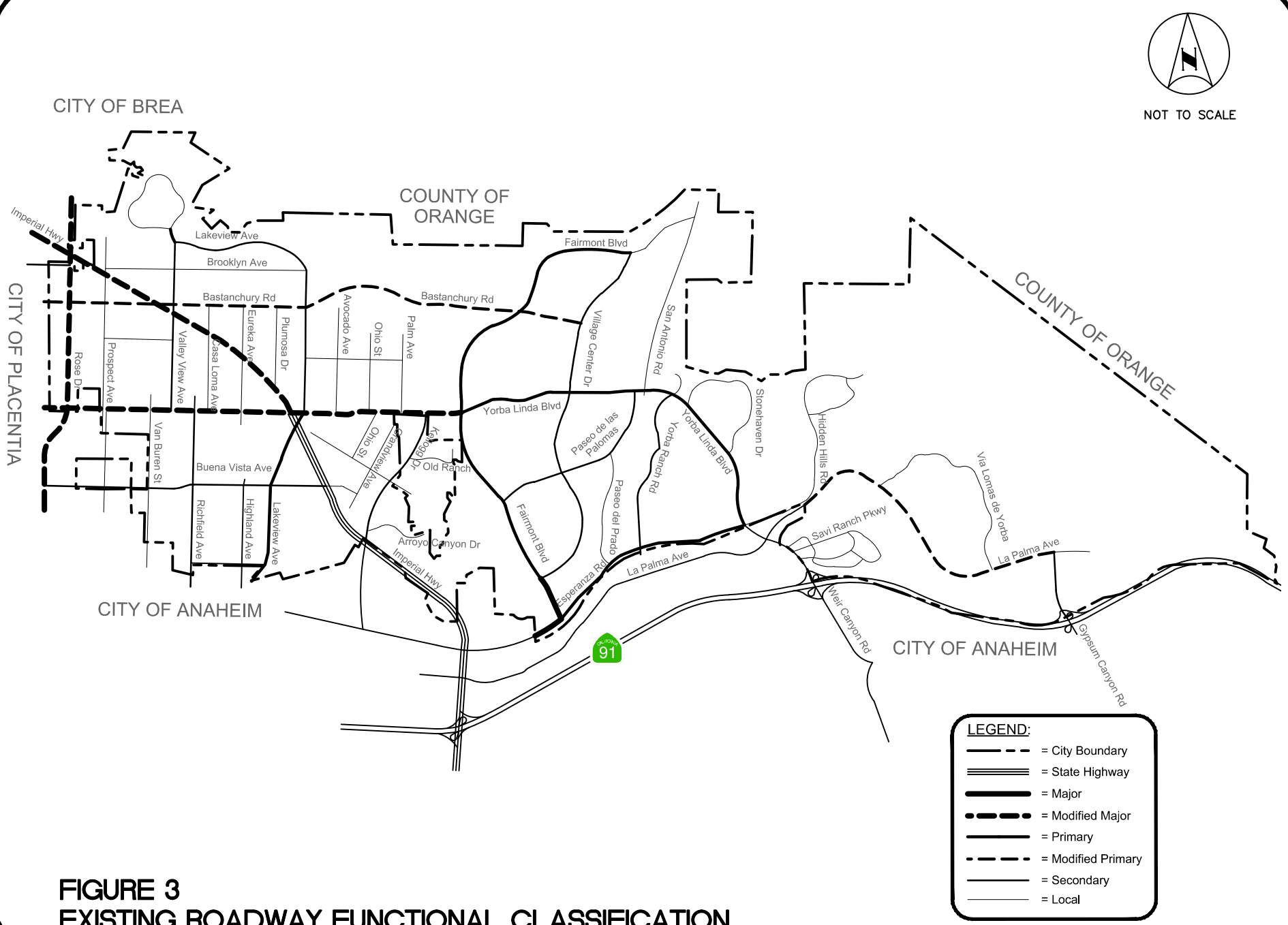

FIGURE 3
EXISTING ROADWAY FUNCTIONAL CLASSIFICATION

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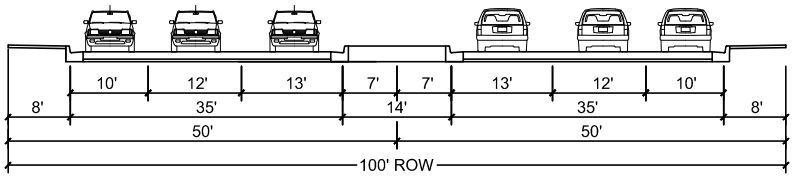
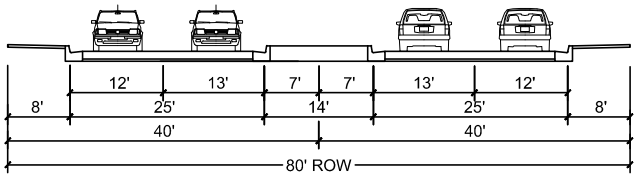
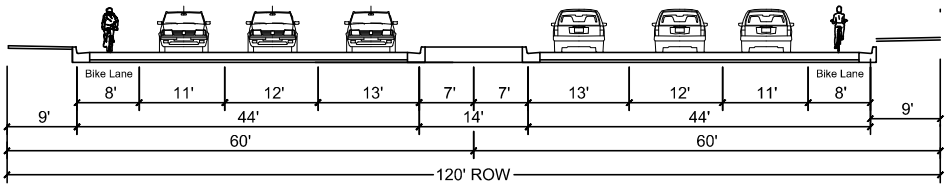


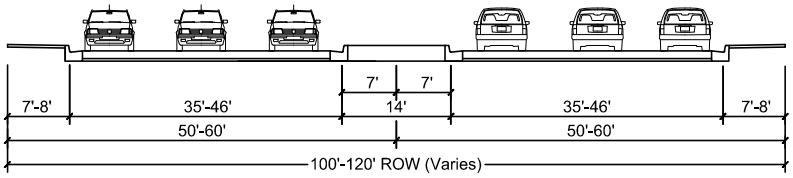
SMART STREET (SIX LANE)
Diagram Not To Scale



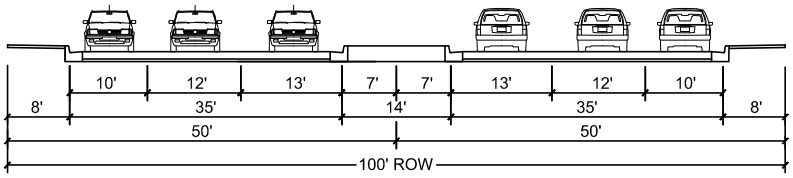
SMART STREET (FOUR LANE)
Diagram Not To Scale



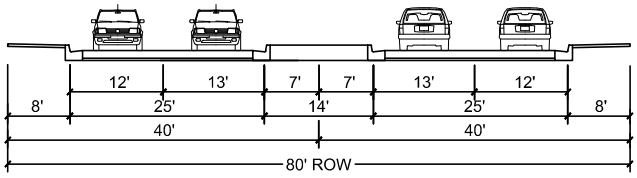
MAJOR
Diagram Not To Scale



MODIFIED MAJOR
Diagram Not To Scale



PRIMARY
Diagram Not To Scale



MODIFIED PRIMARY
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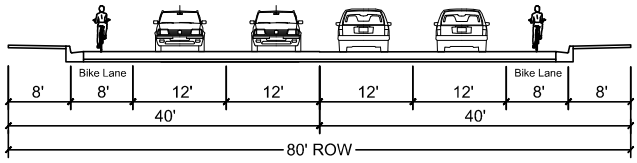
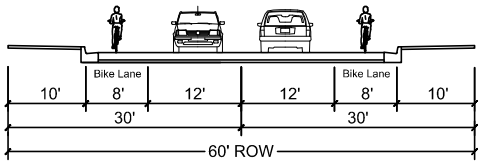


SECONDARY
Diagram Not To Scale



COLLECTOR
Diagram Not To Scale

FIGURE 4
TYPICAL ROADWAY CROSS SECTIONS

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Major Arterial

A Major Arterial is a 6-lane divided roadway, with 84 to 106 feet of curb-to-curb width within 100 to 120 feet of right-of-way. The right-of-way width for a 6-lane Major arterial would be 120 feet, but where necessary, the 6-lane cross section could be accommodated within less right-of-way (Modified Major). A minimum right-of-way of 100 feet is considered appropriate where it is not feasible to obtain the desirable right-of-way width of 120 feet. A Major arterial would be designated with emphasis for automobile, goods movement, and/or transit, and is designed to accommodate approximately 45,000 vehicles per day (vpd) at Level of Service "C". The LOS E capacity of a 6-lane Major arterial would be 56,300 vpd. Major arterials, especially those that parallel a freeway, may carry a component of regional through traffic not handled by the freeway system.

A Major arterial would typically consist of three through lanes in each direction, with one or two left-turn lanes and a dedicated right-turn lane at intersections. Major arterials in the City of Yorba Linda consist of:

- Imperial Highway: from Rose Drive to Lakeview Avenue
- Yorba Linda Boulevard: from Rose Drive to Fairmont Boulevard
- Rose Drive: City limits
- Fairmont Boulevard: from Village Center Drive S to Esperanza Road

Primary Arterial

A Primary Arterial is a 6-lane divided roadway, with 64 to 84 feet of curb-to-curb width within 80 to 100 feet of right-of-way. The right-of-way width for a 4-lane Primary arterial would be 100 feet, but where necessary, the 6-lane cross section could be accommodated within less right-of-way (Modified Primary). A minimum right-of-way of 80 feet is considered appropriate where it is not feasible to obtain the desirable right-of-way width of 100 feet. A Primary arterial would be designated with emphasis for automobile, goods movement, transit and bicycle, and is designed to accommodate approximately 30,000 vehicles per day at Level of Service "C". The LOS E capacity of a 4-lane Primary arterial would be 37,500 vpd. Primary arterials function similarly to Major arterials, with the primary difference between the two classifications being vehicular capacity.

A Primary arterial would typically consist of two through lanes in each direction, with a left-turn lane, and may include a dedicated right-turn lane at intersections. Primary arterials in the City of Yorba Linda consist of:

- Imperial Highway: from Lakeview Avenue to Orangethorpe Avenue
- Yorba Linda Boulevard: from Fairmont Boulevard to Esperanza Road
- Lakeview Avenue: from Yorba Linda Boulevard to south of Buena Vista Avenue
- Fairmont Boulevard: from Village Center Drive N to Village Center Drive S

Secondary Arterial

A Secondary Arterial is a 4-lane undivided roadway, with 64 feet of curb-to-curb width within 80 feet of right-of-way. A Secondary arterial would be designated with emphasis for automobiles and bicycles, and is designed to accommodate approximately 20,000 vehicle trips per day at Level of Service "C". A Secondary arterial often provides a collector function, distributing traffic between local streets and Major and Primary arterials. Although some Secondary arterials may also serve as through routes, most provide more direct access to surrounding land uses.

A Secondary Arterial would typically consist of two travel lanes in each direction, with a left-turn lane at intersections. Secondary arterials in the City of Yorba Linda consist of:

- Buena Vista Avenue: from Rose Drive to Lakeview Avenue
- Valley View Avenue: from Lakeview Avenue to Yorba Linda Boulevard
- Richfield Road: from Yorba Linda Boulevard to City Limit
- Lakeview Avenue: from Bastanchury Road to Yorba Linda Boulevard
- Kellogg Drive: from Yorba Linda Boulevard to City Limit
- Village Center Drive: from Fairmont Boulevard N to Fairmont Boulevard S
- Yorba Ranch Road: from Yorba Linda Boulevard to Esperanza Road

Collector

A Collector is a 2-lane undivided roadway, with 40 feet of curb-to-curb width within 60 feet of right-of-way. A Collector would be designated with emphasis for automobiles and bicycles, and is designed to accommodate approximately 10,000 vehicle trips per day at Level of Service "C". A Collector carries traffic from the neighborhoods to the higher classification street system.

Existing Transit Service

The Orange County Transportation Authority (OCTA) operates local public transit routes that extend into and through the City of Yorba Linda. Bus routes currently operated by OCTA in or near the City of Yorba Linda shown on Figure 5. Routes 30, 38, and 71 of the Orange County Transportation Authority (OCTA) currently serve the City of Yorba Linda. A brief description of each of the transit lines in the City of Yorba Linda is provided below.

Route 30 operates between Cerritos and Anaheim, travelling along Fairmont Boulevard and Esperanza Road in the City of Yorba Linda. Service is provided every day with an approximate headway of 45 minutes during the weekdays and 60 minutes during the weekends and holidays.

Route 38 operates between Lakewood and Yorba Linda, travelling along Savi Ranch Parkway and Yorba Linda Boulevard in the City of Yorba Linda. Service is provided every day with varying headways during the weekdays and approximately 45 minutes headways during the weekends and holidays.

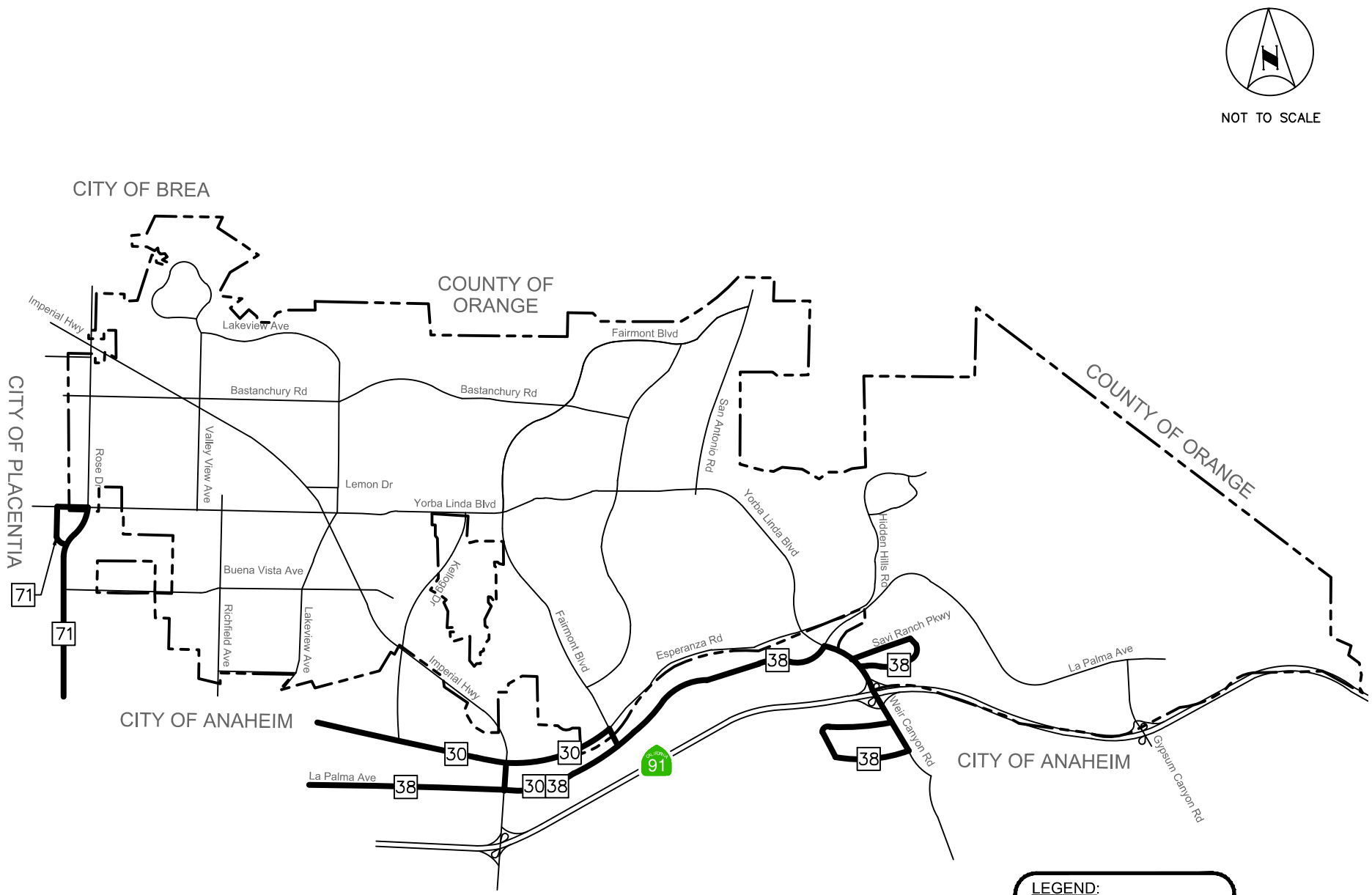

FIGURE 5
OCTA BUS ROUTES

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Route 71 operates between Balboa/Newport Beach and Yorba Linda, traveling along Rose Drive, ending at Yorba Linda Boulevard. Service is provided every day with an approximate headway of 45 minutes Monday through Saturday, and 60 minutes on Sundays and holidays.

Bicycle and Pedestrian Facilities

Bicycle lanes and bicycle routes are provided on a number of roadways within the City of Yorba Linda. Existing bicycle facilities in City of Yorba Linda are shown on Figure 6. The bike system is intended to provide bicyclists with connections between neighborhoods, parks, schools, and other neighborhood and recreational facilities. Most city bikeways are Class II – on-street bike lanes marked in the curb or parking lane on selected city streets. The City does not currently have a formal Bicycle Master Plan.

Sidewalks are generally provided along the arterial roadways and on the vast majority of residential streets throughout the city. The City of Yorba Linda circulation system has been designed to ensure that adequate facilities are provided for pedestrian circulation, especially in the vicinity of schools, parks, major retail facilities, and other locations with high levels of pedestrian activity. The City of Yorba Linda does not currently have a formal Pedestrian Master Plan.

Truck Routes

The designation of truck routes within a city limits is intended to direct truck traffic to those streets where they would cause the least amount of neighborhood intrusion and where noise and other impacts would not be considered nuisances. The City of Yorba Linda has designated two roadways as truck routes to provide for the regulated movement of trucks through the City: Imperial Highway and the SR-91 Riverside Freeway. These designated truck routes in Yorba Linda are illustrated on Figure 7.

For destinations west of Village Center (designated as the City Midpoint – also shown on Figure 7), trucks are directed to use Imperial Highway to the greatest extent possible to get to and from their destination. For destinations to east of the Village Center Drive midpoint, trucks are to use Yorba Linda Boulevard/Weir Canyon Road from the SR-91 Freeway. Note: The designation of truck routes does not prohibit trucks from using non-designated roads or streets to make deliveries, once the truck has progressed as far as possible on the designated truck route, or for other reasons as defined in the Motor Vehicle Code of the State of California.

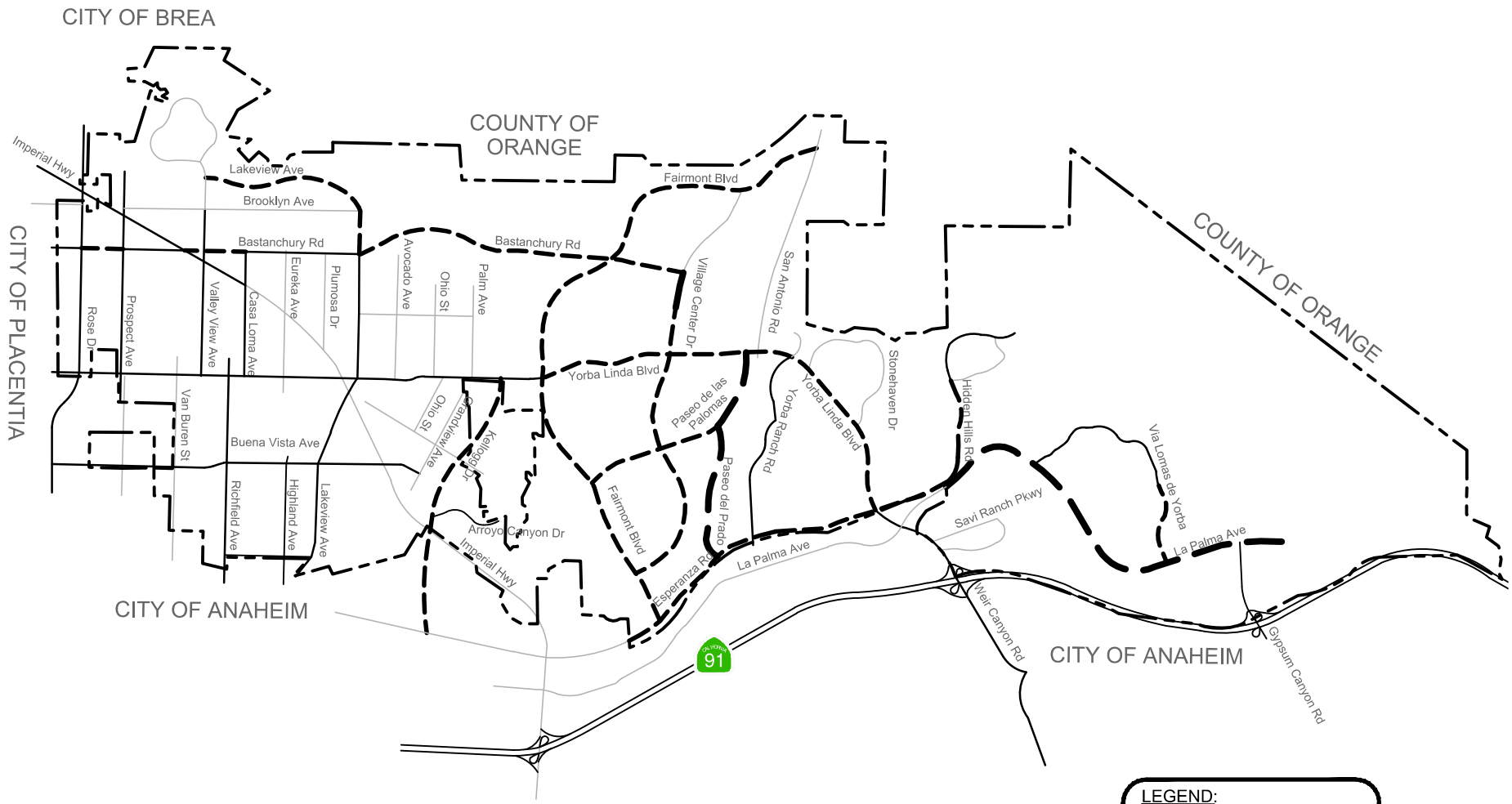

FIGURE 6
EXISTING BICYCLE FACILITIES

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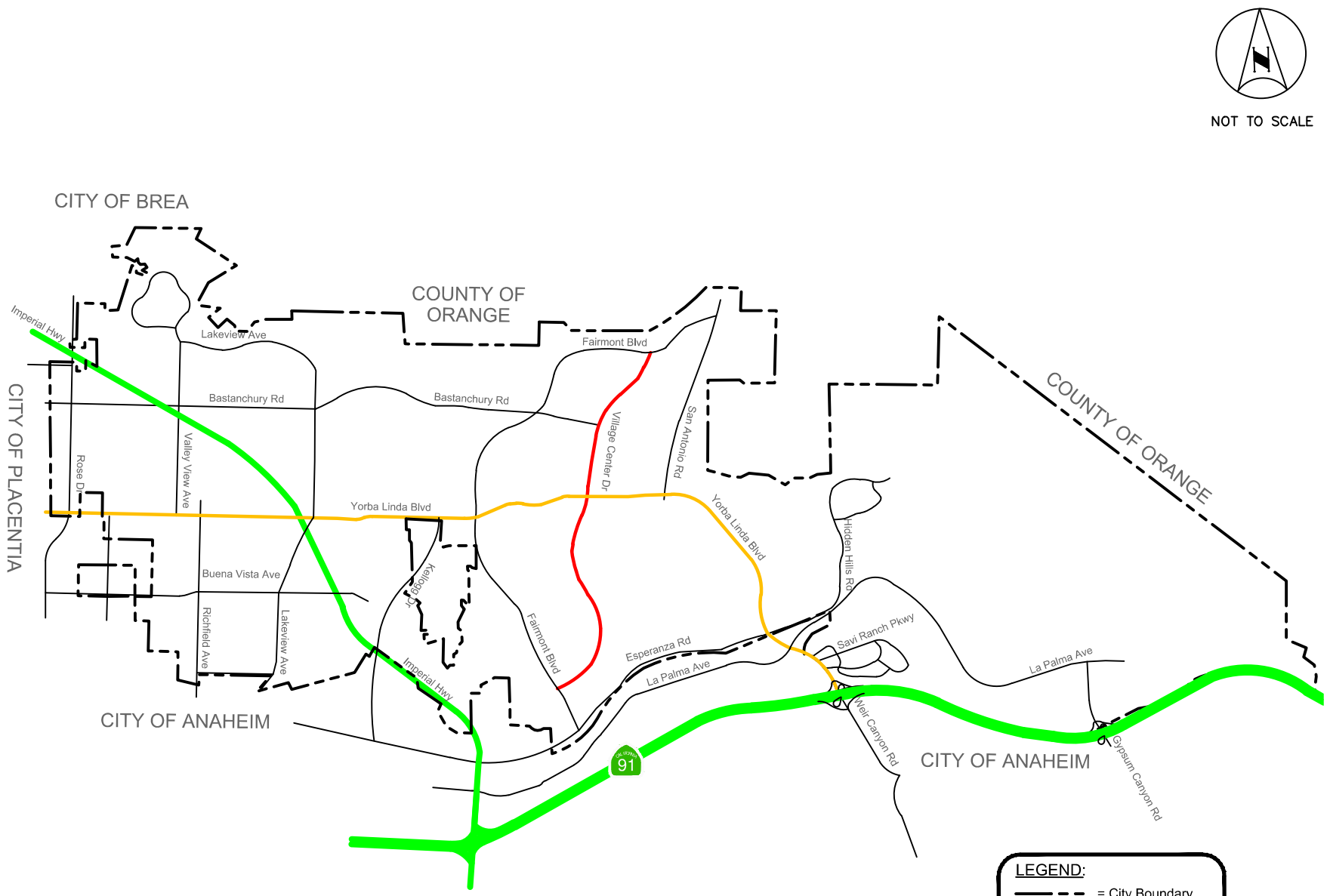

FIGURE 7
TRUCK ROUTES

SOURCE: CITY OF YORBA LINDA

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ANALYSIS OF EXISTING OPERATING CONDITIONS

Peak Hour Operating Conditions

Level of Service Definition for Intersections

Intersections are analyzed using the Intersection Capacity Utilization (ICU) methodology. The ICU methodology uses peak hourly traffic volumes and lane capacities to calculate a volume-to-capacity ratio (V/C ratio) for each turning movement on each approach. Critical movements are then identified and an ICU value determined based on a summation of the critical V/C ratios. The ICU methodology provides a comparison of intersection volumes to the intersection capacity and the results are then related to LOS values, ranging from "A" to "F", according to following chart.

Level of Service	Intersection Capacity Utilization (ICU)
A	0.00 – 0.60
B	0.61 – 0.70
C	0.71 – 0.80
D	0.81 – 0.90
E	0.91 – 1.00
F	Greater than 1.00

Study Intersections

The intersections shown on the chart on the following page were selected for analysis of peak hour operating conditions. Study intersections generally consist of intersections of two arterial roadways (Secondary or higher) within the City of Yorba Linda, as well as selected intersections that are currently carrying high peak hour volumes or have other operating characteristics based on input from City staff. The location of the study intersections are shown on Figure 8. The existing lane geometry and traffic control at each study intersection are shown on Figures 9a and 9b.

Peak Hour Intersection Traffic Volumes

Morning and evening peak hour traffic counts for many of the study intersections were provided by the City, or were obtained from previously approved traffic studies. Where no previous counts were provided, new traffic count data was collected. For prior year traffic counts, a half percent (0.5%) growth rate was applied to adjust to 2015 traffic volumes. A summary of the source of the peak hour traffic data for each of the study intersections is provided on the table on the following page. Existing peak hour traffic volumes are illustrated on Figures 10a and 10b and are provided in *Appendix A*.

Int. #	Study Intersection	Traffic Control	Traffic Count Source and Date
1	Rose Drive at Imperial Highway	Signalized	YL Commons - 2013
2	Rose Drive at Bastanchury Road	Signalized	NDS Counts - 2012
3	Rose Drive at Yorba Linda Boulevard	Signalized	YL Commons – 2013
4	Imperial Highway at Bastanchury Road	Signalized	YL Commons – 2013
5	Valley View Avenue at Bastanchury Road	Signalized	NDS Counts – 2012
6	Valley View Avenue at Imperial Highway	Signalized	NDS Counts – 2012
7	Valley View Avenue at Yorba Linda Boulevard	Signalized	New Count - 2015
8	Richfield Road at Yorba Linda Boulevard	Signalized	YL Commons – 2013
9	Richfield Road at Buena Vista Avenue	Signalized	New Count – 2015
10	Lakeview Avenue at Bastanchury Road	Signalized	Melia Study – 2014
11	Imperial Highway at Yorba Linda Boulevard	Signalized	New Count – 2015
12	Lakeview Avenue at Yorba Linda Boulevard	Signalized	Melia Study – 2014
13	Lakeview Avenue at Buena Vista Avenue	Unsignalized	YL Commons – 2013
14	Kellogg Drive at Yorba Linda Boulevard	Signalized	YL Commons – 2013
15	Kellogg Drive at Imperial Highway (North)	Signalized	New Count – 2015
16	Kellogg Drive at Imperial Highway (South)	Unsignalized	New Count – 2015
17	Fairmont Boulevard at Bastanchury Road	Signalized	New Count – 2015
18	Fairmont Boulevard at Yorba Linda Boulevard	Signalized	YL Commons – 2013
19	Fairmont Boulevard at Paseo de las Palomas	Signalized	NDS Counts - 2012
20	Fairmont Boulevard (South) at Village Center	Signalized	New Count – 2015
21	Village Center Drive at Fairmont Boulevard	Unsignalized	New Count – 2015
22	Village Center Drive at Bastanchury Road	Signalized	New Count – 2015
23	Village Center Drive at Yorba Linda Boulevard	Signalized	EH Study – 2012
24	Village Center Drive at Paseo de las Palomas	Unsignalized	New Count – 2015
25	Paseo de las Palomas at Yorba Linda Boulevard	Signalized	EH Study – 2012
26	San Antonio Road at Yorba Linda Boulevard	Signalized	EH Study – 2012
27	Yorba Ranch Road at Yorba Linda Boulevard	Signalized	EH Study – 2012
28	Yorba Ranch Road at Esperanza Road	Unsignalized	New Count – 2015
29	Yorba Linda Boulevard at La Palma Avenue	Signalized	EH Study - 2012
30	Yorba Linda Boulevard at Savi Ranch Parkway	Signalized	Costco Study - 2012

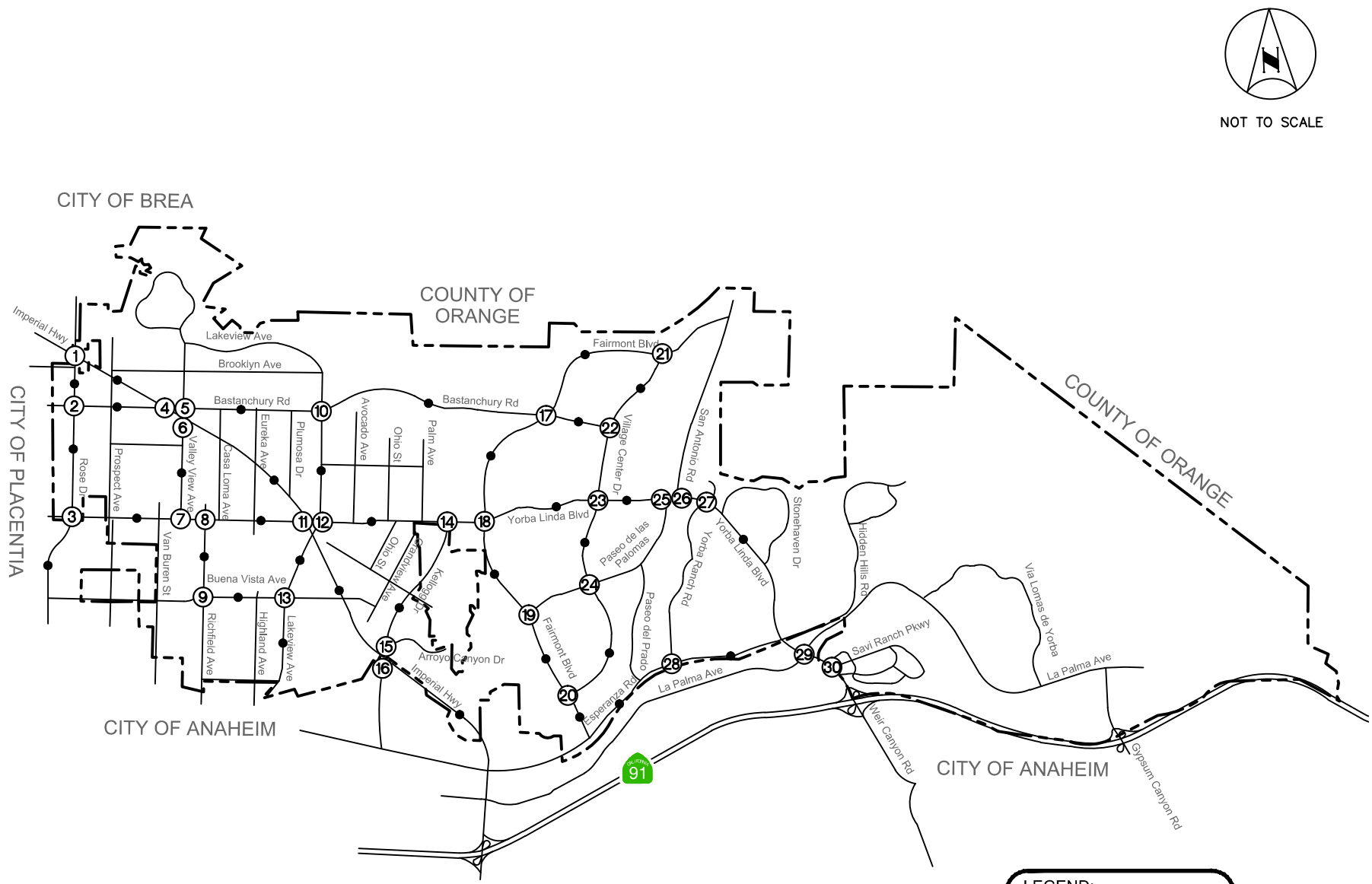

FIGURE 8
STUDY INTERSECTIONS AND ROADWAY SEGMENTS

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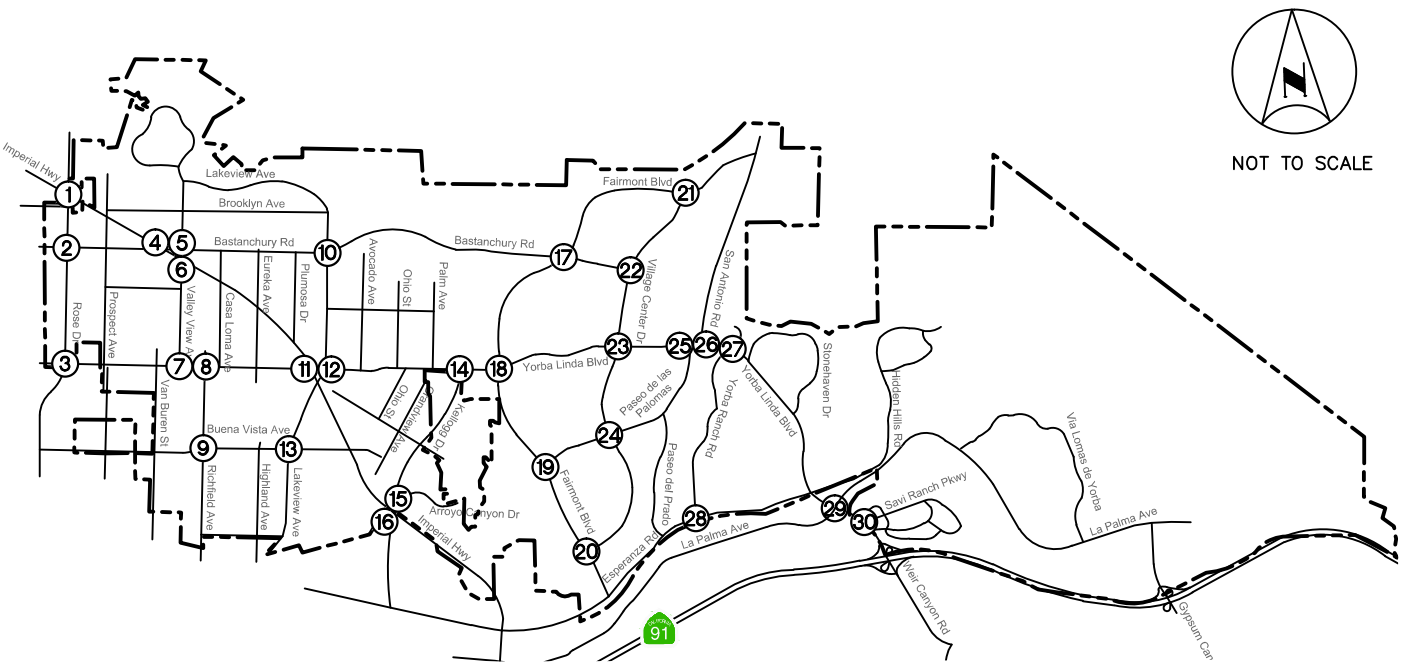
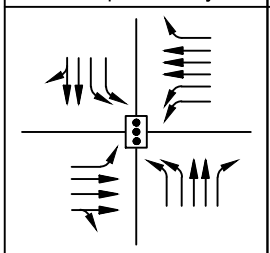
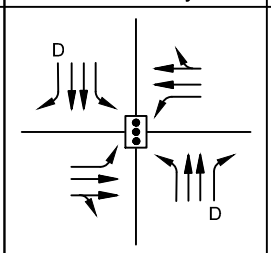
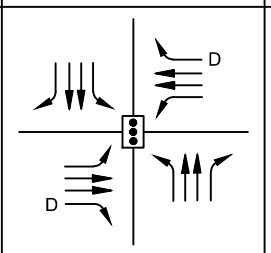
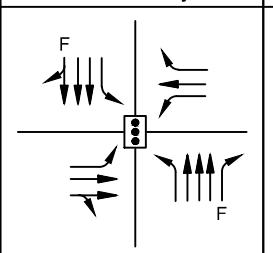
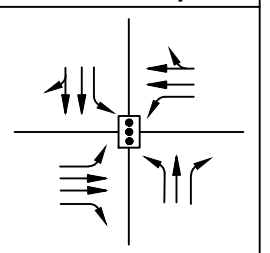
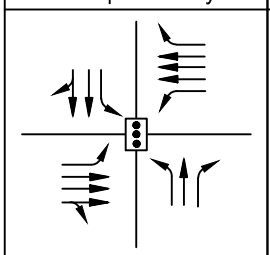
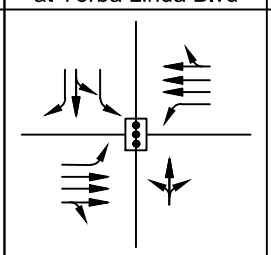
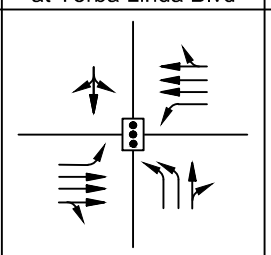
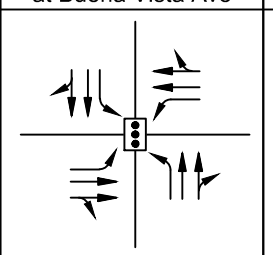
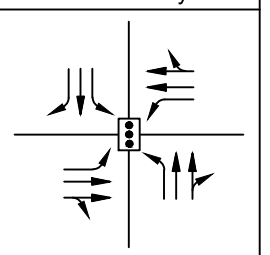
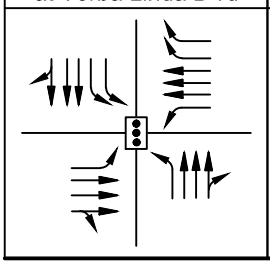
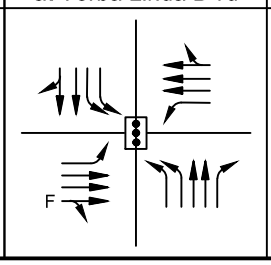
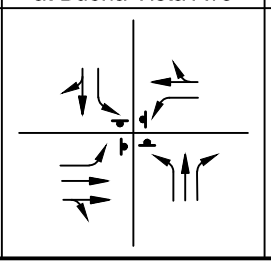
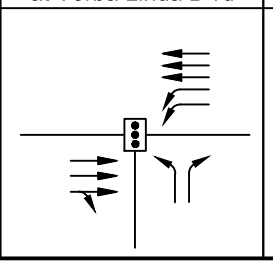
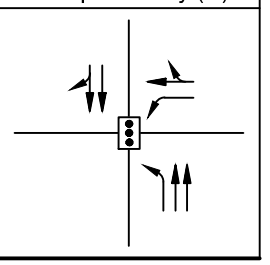


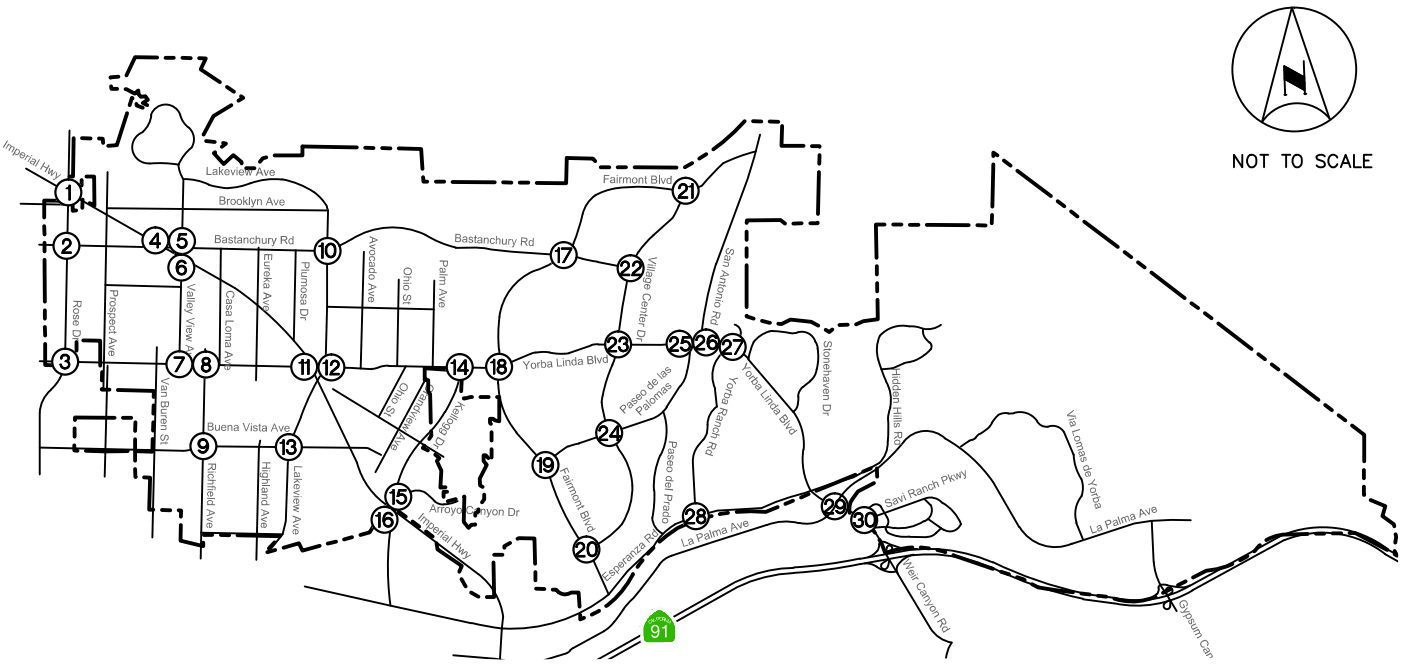
1. Rose Dr at Imperial Hwy	2. Rose Dr at Bastanchury Rd	3. Rose Dr at Yorba Linda Blvd	4. Imperial Hwy at Bastanchury Rd	5. Valley View Ave at Bastanchury Rd
				
6. Valley View Ave at Imperial Hwy	**7. Valley View Ave at Yorba Linda Blvd**	**8. Richfield Rd at Yorba Linda Blvd**	**9. Richfield Rd at Buena Vista Ave**	**10. Lakeview Ave at Bastanchury Rd**
				
11. Imperial Hwy at Yorba Linda Blvd	**12. Lakeview Ave at Yorba Linda Blvd**	**13. Lakeview Ave at Buena Vista Ave**	**14. Kellogg Dr at Yorba Linda Blvd**	**15. Kellogg Dr at Imperial Hwy (N)**
				

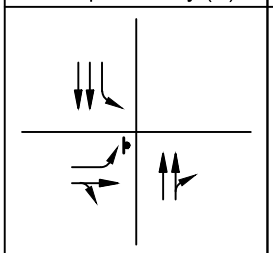
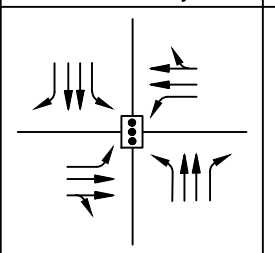
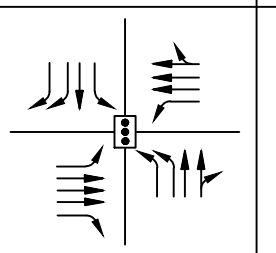
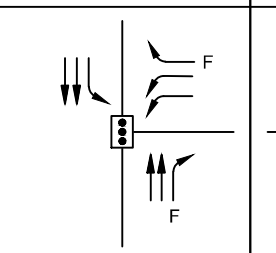
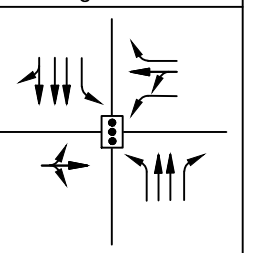
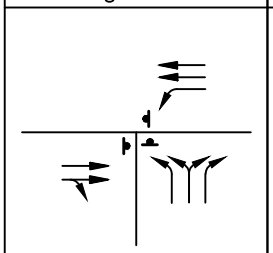
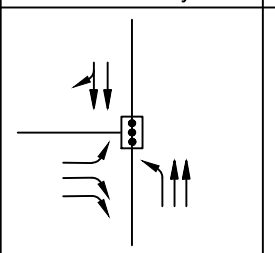
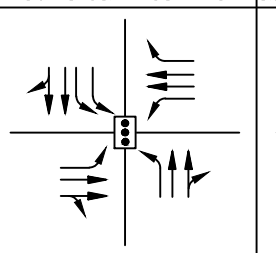
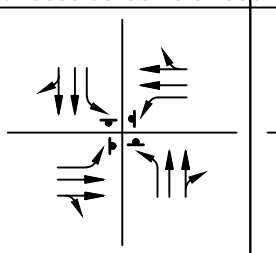
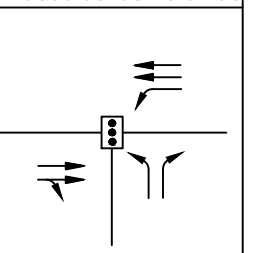
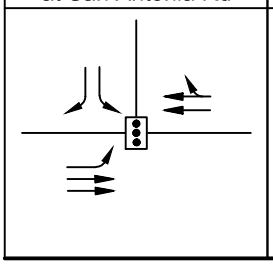
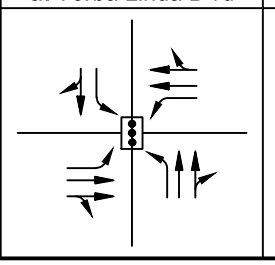
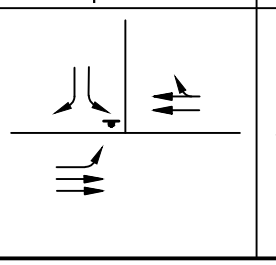
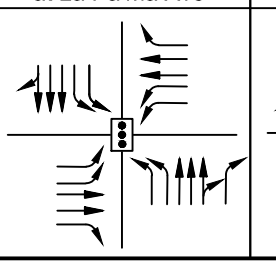
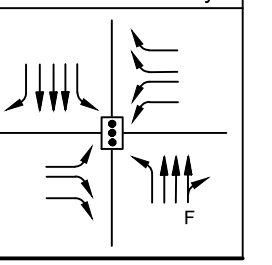
LEGEND:

- = Signal
- = Stop Sign
- = Study Intersection
- D = Defacto Right Turn
- F = Free Right Turn

FIGURE 9a
EXISTING LANE CONFIGURATION AND TRAFFIC CONTROL

Kimley»Horn



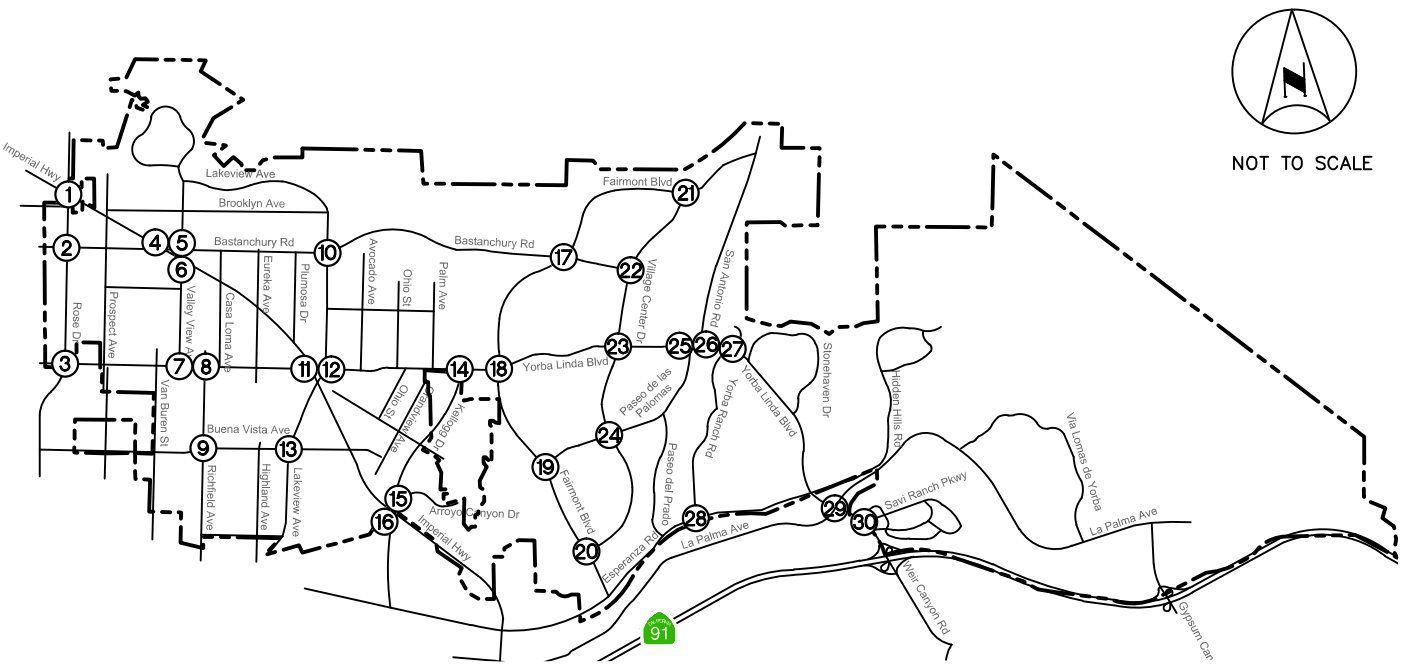
16. Kellogg Dr at Imperial Hwy (S)	17. Fairmont Blvd at Bastanchury Rd	18. Fairmont Blvd at Yorba Linda Blvd	19. Fairmont Blvd at Paseo de las Palomas	20. Fairmont Blvd (S) at Village Center Dr
				
21. Fairmont Blvd (N) at Village Center Dr	**22. Village Center Dr at Bastanchury Rd**	**23. Village Center Dr at Yorba Linda Blvd**	**24. Village Center Dr at Paseo de las Palomas**	**25. Yorba Linda Blvd at Paseo de las Palomas**
				
26. Yorba Linda Blvd at San Antonia Rd	**27. Yorba Ranch Rd at Yorba Linda Blvd**	**28. Yorba Ranch Rd at Esperanza Rd**	**29. Yorba Linda Blvd at La Palma Ave**	**30. Yorba Linda Blvd at Savi Ranch Pkwy**
				

LEGEND:

- = Signal
- = Stop Sign
- (X) = Study Intersection
- D = Defacto Right Turn
- F = Free Right Turn

FIGURE 9b
EXISTING LANE CONFIGURATION AND TRAFFIC CONTROL

Kimley»Horn



1. Rose Dr at Imperial Hwy	2. Rose Dr at Bastanchury Rd	3. Rose Dr at Yorba Linda Blvd	4. Imperial Hwy at Bastanchury Rd	5. Valley View Ave at Bastanchury Rd
23/23 ↙ 427/283 ↓ 562/715 ↘	71/74 ↙ 536/472 ↓ 119/54 ↘	64/94 ↙ 722/428 ↓ 105/136 ↘	7/9 ↙ 1209/1533 ↓ 206/468 ↘	275/169 ↙ 325/204 ↓ 68/60 ↘
590/613 ← 1334/895 ← 195/166 ←	61/40 ← 632/417 ← 83/88 ←	132/156 ← 740/574 ← 214/186 ←	610/247 ← 427/241 ← 7/5 ←	44/26 ← 687/376 ← 50/41 ←
73/42 ↗ 708/1110 → 84/110 ↘	61/70 ↗ 439/562 → 117/88 ↘	92/117 ↗ 519/677 → 64/73 ↘	17/10 ↗ 189/357 → 266/238 ↘	105/194 ↗ 255/619 → 10/23 ↘
217/218 ↑ 223/442 ↑ 117/84 ↑	135/175 ↑ 450/719 ↑ 116/111 ↑	96/174 ↑ 576/800 ↑ 118/192 ↑	288/238 ↑ 1587/1331 ↑ 5/0 ↑	16/12 ↑ 151/275 ↑ 36/96 ↑

6. Valley View Ave at Imperial Hwy	7. Valley View Ave at Yorba Linda Blvd	8. Richfield Rd at Yorba Linda Blvd	9. Richfield Rd at Buena Vista Ave	10. Lakeview Ave at Bastanchury Rd
12/8 ↙ 167/96 ↓ 181/119 ↘	121/138 ↙ 36/49 ↓ 229/239 ↘	6/2 ↙ 4/1 ↓ 0/3 ↘	59/61 ↙ 478/274 ↓ 54/67 ↘	29/14 ↙ 95/82 ↓ 29/48 ↘
90/133 ← 1826/1553 ← 16/30 ←	192/289 ← 841/829 ← 53/51 ←	4/2 ← 813/765 ← 200/111 ←	77/55 ← 240/140 ← 166/79 ←	30/59 ← 535/434 ← 135/126 ←
10/17 ↗ 1412/1742 → 166/157 ↘	103/205 ↗ 598/884 → 88/120 ↘	4/3 ↗ 642/858 → 211/171 ↘	56/67 ↗ 172/258 → 110/69 ↘	12/23 ↗ 272/578 → 51/99 ↘
118/163 ↑ 111/145 ↑ 51/26 ↑	55/94 ↑ 36/58 ↑ 41/47 ↑	159/267 ↑ 4/1 ↑ 156/145 ↑	104/121 ↑ 254/543 ↑ 83/167 ↑	86/94 ↑ 40/111 ↑ 81/154 ↑

11. Imperial Hwy at Yorba Linda Blvd	12. Lakeview Ave at Yorba Linda Blvd	13. Lakeview Ave at Buena Vista Ave	14. Kellogg Dr at Yorba Linda Blvd	15. Kellogg Dr at Imperial Hwy (N)
41/56 ↙ 1424/1221 ↓ 350/620 ↘	127/123 ↙ 211/177 ↓ 66/167 ↘	94/104 ↙ 417/247 ↓ 45/41 ↘		74/50 ↙ 730/419 ↓
494/416 ← 639/532 ← 246/197 ←	28/107 ← 726/1036 ← 166/119 ←	90/35 ← 152/60 ← 79/17 ←	1154/833 ← 285/202 ←	185/348 ← 114/119 ←
25/101 ↗ 328/661 → 294/374 ↘	107/104 ↗ 501/875 → 88/70 ↘	115/159 ↗ 121/80 → 57/35 ↘	582/1167 ↗ 66/66 ↘	
277/335 ↑ 1003/1005 ↑ 191/240 ↑	98/177 ↑ 108/264 ↑ 86/193 ↑	38/67 ↑ 256/402 ↑ 52/58 ↑	77/73 ↑ 221/326 ↑	178/190 ↑ 256/307 ↑

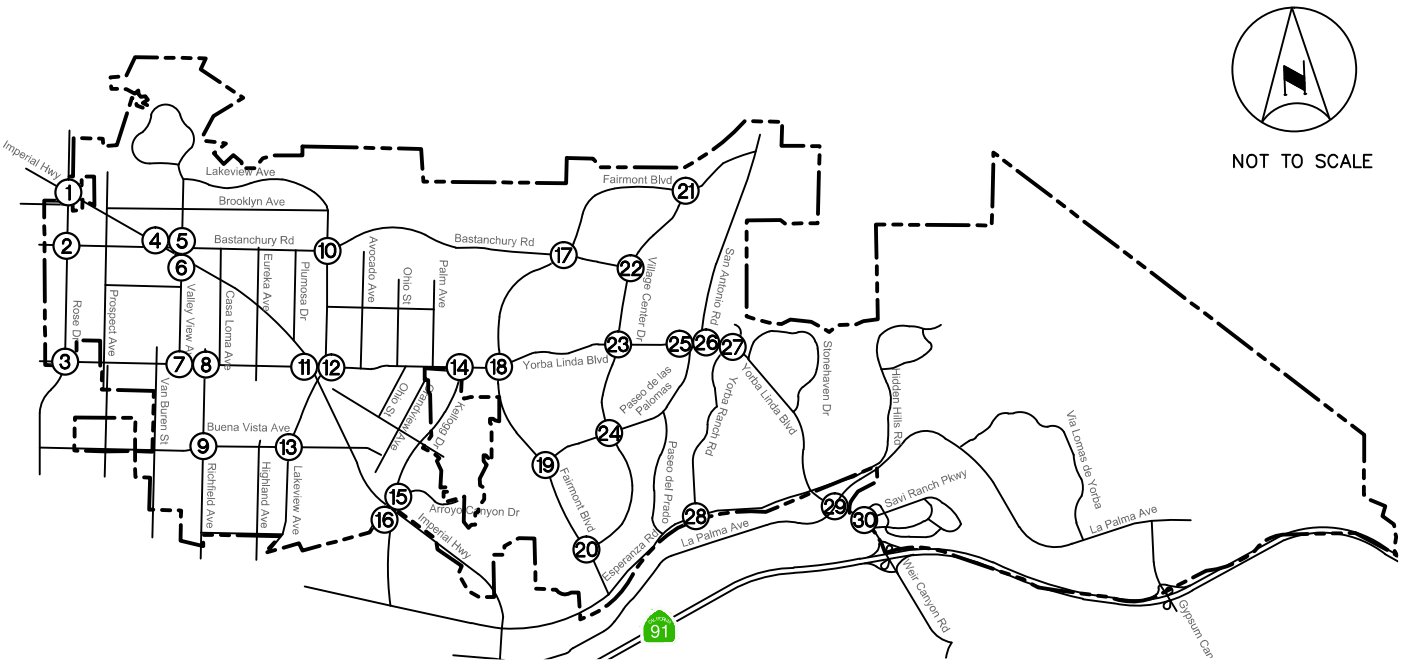
LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

FIGURE 10a
EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES

Kimley»Horn



16. Kellogg Dr at Imperial Hwy (S)	17. Fairmont Blvd at Bastanchury Rd	18. Fairmont Blvd at Yorba Linda Blvd	19. Fairmont Blvd at Paseo de las Palomas	20. Fairmont Blvd (S) at Village Center Dr
↓ 444/314 370/226	↓ 263/124 266/84 48/20 ← 13/39 515/483 131/72	↓ 321/149 267/175 99/144 ← 118/58 917/660 85/57	↓ 442/250 152/176 ← 228/132 93/75	↓ 9/13 637/294 48/40 ← 84/27 0/4 401/233
12/67 ↱ 0/1 → 241/204 ↳ ↑ 440/421 ↱ 255/79	118/174 ↱ 400/452 → 240/242 ↳ 248/177 ↑ 93/141 ↑ ↱ 43/47	151/230 ↱ 487/870 → 222/248 ↳ 290/210 ↑ 188/140 ↑ ↱ 65/55	↑ 365/288 ↱ 58/85	15/9 ↱ 1/2 → 10/5 ↳ 4/9 ↑ 371/454 ↑ ↱ 164/392

21. Fairmont Blvd (N) at Village Center Dr	22. Village Center Dr at Bastanchury Rd	23. Village Center Dr at Yorba Linda Blvd	24. Village Center Dr at Paseo de las Palomas	25. Yorba Linda Blvd at Paseo de las Palomas
← 128/55 39/31	↓ 97/51 177/95	↓ 125/82 143/269 337/380 ← 376/164 752/500 56/119	↓ 46/38 168/151 23/33 ← 25/20 63/53 60/38	← 1036/941 50/133
26/61 → 43/28 ↳ ↑ 33/40 ↱ 26/54	45/72 ↱ 435/440 ↳ 563/574 ↑ ↱ 70/128	78/151 ↱ 462/758 → 52/83 ↳ 81/32 ↑ 134/223 ↑ ↱ 38/89	39/38 ↱ 86/56 → 16/17 ↳ 25/10 ↑ 105/178 ↑ ↱ 42/86	701/1110 → 21/43 ↳ 46/41 ↑ ↱ 115/128

26. Yorba Linda Blvd at San Antonia Rd	27. Yorba Ranch Rd at Yorba Linda Blvd	28. Yorba Ranch Rd at Esperanza Rd	29. Yorba Linda Blvd at La Palma Ave	30. Yorba Linda Blvd at Savi Ranch Pkwy
↓ 71/60 115/71 ← 52/76 1138/975	↓ 2/4 9/6 21/2 ← 10/14 1112/980 49/41	↓ 96/69 27/15 ← 7/28 421/286	↓ 59/64 939/798 347/609 ← 682/327 304/167 277/333	↓ 170/170 1396/1396 194/194 ← 110/110 155/155
26/54 ↱ 931/1189 → 1/1 ↳ 2/0 ↑ ↱ 4/2	6/19 ↱ 962/1152 → 82/93 ↳ 66/87 ↑ 3/5 ↑ ↱ 41/40	39/98 ↱ 284/391 →	45/83 ↱ 145/576 → 268/403 ↳ 279/360 ↑ 796/1216 ↑ ↱ 251/595	59/59 ↱ 143/143 ↳ 169/169 ↑ 1117/1117 ↑ ↱ 678/678

LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

FIGURE 10b
EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES

Kimley»Horn

Peak Hour Intersection Analysis – Existing Conditions

ICU analyses were conducted to evaluate the existing operating conditions of the study intersections. The resulting ICU values and the corresponding LOS are summarized on Table 1. Based on Table 1, all study intersections are forecast to at LOS D or better under existing conditions, with the exception of the following study intersection:

- Yorba Linda Boulevard at Savi Ranch Parkway: LOS E – PM

Daily Traffic Conditions

Level of Service Definition for Roadways

Congestion is a result of a street network that carries traffic volumes in excess of the network's designed capacity. A roadway's capacity is a function primarily of the number of lanes provided to carry traffic volumes, and whether or not the roadway is divided with a median or center turn lane. Generally, the more lanes provided, the more capacity the roadway has to accommodate traffic demand. Below is a summary of the theoretical daily traffic-carrying capacities for each of the roadway types.

Roadway Type	Roadway Capacity (vpd)				
	LOS **A**	LOS **B**	LOS **C**	LOS **D**	LOS **E**
Major Arterial (6D)	33,900	39,400	45,000	50,600	56,300
Primary Arterial (4D)	22,500	26,300	30,000	33,800	37,500
Secondary Arterial (4U)	15,000	17,500	20,000	22,500	25,000

The daily capacity of a roadway is also affected by a number of variables, including the type and number of intersection controls, signal timing, the presence and frequency of driveways, on-street parking, percentage of the daily traffic in the peak hour, the directionality of traffic in the peak hour, and other factors. The daily capacities shown above provide a general guideline as to the adequacy or deficiency of the roadway system.

Level of Service (LOS) terms are used to qualitatively describe prevailing conditions and their effect on traffic. Broadly interpreted, the LOS concept denotes any one of a number of differing combinations of operating conditions that may take place as a roadway is accommodating various traffic volumes. The Level of Service is related to the volume-to-capacity (V/C ratio. To determine the V/C ratio, the average daily traffic volume on a particular roadway link is divided by the link capacity. There are six defined Levels of Service, A through F which describe conditions ranging from "ideal" to "worst" as defined in the following chart.

TABLE 1
SUMMARY OF INTERSECTION OPERATION
EXISTING CONDITIONS

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			ICU	LOS	ICU	LOS
1	Rose Drive at Imperial Highway	S	0.713	C	0.821	D
2	Rose Drive at Bastanchury Road	S	0.557	A	0.567	A
3	Rose Drive at Yorba Linda Boulevard	S	0.632	B	0.713	C
4	Imperial Highway at Bastanchury Road	S	0.723	C	0.663	B
5	Valley View Avenue at Bastanchury Road	S	0.542	A	0.506	A
6	Valley View Avenue at Imperial Highway	S	0.619	B	0.629	B
7	Valley View Avenue at Yorba Linda Boulevard	S	0.488	A	0.622	B
8	Richfield Road at Yorba Linda Boulevard	S	0.459	A	0.427	A
9	Richfield Road at Buena Vista Avenue	S	0.475	A	0.465	A
10	Lakeview Avenue at Bastanchury Road	S	0.348	A	0.467	A
11	Imperial Highway at Yorba Linda Boulevard	S	0.866	D	0.860	D
12	Lakeview Avenue at Yorba Linda Blvd	S	0.413	A	0.526	A
13	Lakeview Avenue at Buena Vista Avenue	U	0.411	A	0.436	A
14	Kellogg Drive at Yorba Linda Boulevard	S	0.322	A	0.416	A
15	Kellogg Drive at Imperial Highway (North)	S	0.484	A	0.390	A
16	Kellogg Drive at Imperial Highway (South)	U	0.456	A	0.339	A
17	Fairmont Boulevard at Bastanchury Road	S	0.651	B	0.510	A
18	Fairmont Boulevard at Yorba Linda Boulevard	S	0.618	B	0.518	A
19	Fairmont Boulevard at Paseo de las Palomas	S	0.288	A	0.273	A
20	Fairmont Boulevard (South) at Village Center Drive	S	0.338	A	0.404	A
21	Village Center Drive at Fairmont Boulevard (North)	U	0.062	A	0.060	A
22	Village Center Drive at Bastanchury Road	S	0.516	A	0.499	A
23	Village Center Drive at Yorba Linda Boulevard	S	0.493	A	0.603	B
24	Village Center Drive at Paseo de las Palomas	U	0.152	A	0.150	A
25	Paseo de las Palomas at Yorba Linda Boulevard	S	0.403	A	0.519	A
26	San Antonio Road at Yorba Linda Boulevard	S	0.510	A	0.466	A
27	Yorba Ranch Road at Yorba Linda Boulevard	S	0.455	A	0.525	A
28	Yorba Ranch Road at Esperanza Road	U	0.175	A	0.169	A
29	Yorba Linda Boulevard at La Palma Avenue	S	0.765	C	0.807	D
30	Yorba Linda Boulevard at Savi Ranch Parkway	S	0.707	C	0.924	E

Notes:
Bold and shaded values indicate intersections operating at LOS E or F per City standards.
Intersection operation is expressed in volume-to-capacity (V/C) for all study intersections using the ICU Methodology.
S = Signalized
U = Unsignalized
ICU = Intersection Capacity Utilization
LOS = Level of Service

Level of Service	Description of Roadway Operating Conditions	Range of V/C Ratios
A	Describes primarily free-flow conditions at average travel speeds. Vehicles are seldom impeded in their ability to maneuver in the traffic stream. Delay at intersections are minimal.	0.00 - 0.60
B	Represents reasonably unimpeded operations at average travel speeds. The ability to maneuver in the traffic stream is slightly restricted; delays are not bothersome	0.61 - 0.70
C	Represents stable operations, however, ability to change lanes and maneuver may be more restricted than LOS B and longer queues are experienced at intersections.	0.71 - 0.80
D	Congestion occurs and a small change in volumes increases delays substantially.	0.81 - 0.90
E	Severe congestion occurs with extensive delays and low travel speeds occur.	0.91 - 1.00
F	Characterizes arterial flow at extremely low speeds and intersection congestion occurs with high delays and extensive queuing.	> 1.00

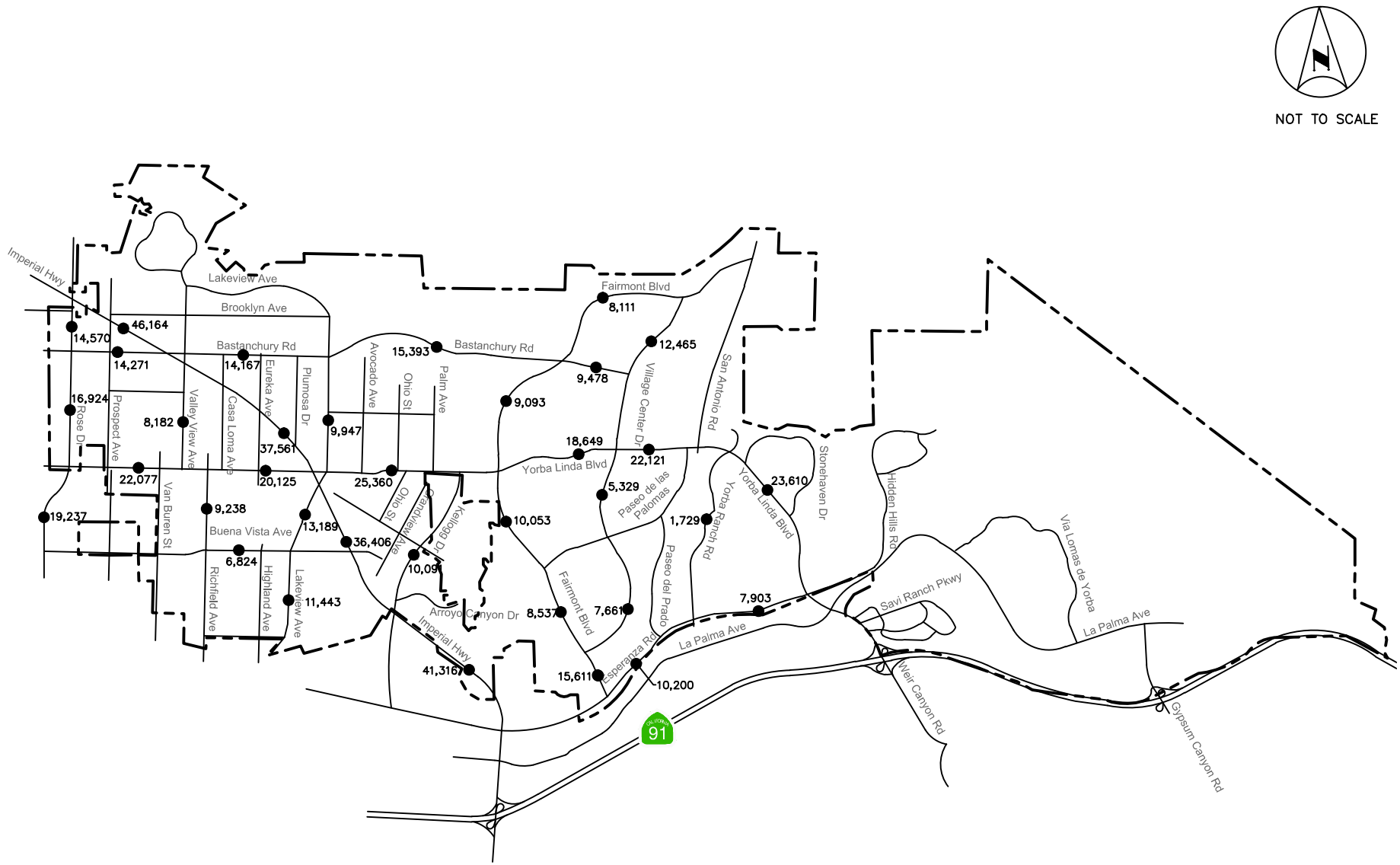
As shown on the table above, traffic conditions are best when the daily traffic volumes on a roadway are less than 60 or 70% of the theoretical capacity of the roadway, while congestion and delays can be expected when the daily traffic volumes approach or exceed 100% of the roadway capacity. The threshold Level of Service for the City of Yorba Linda for daily roadway operation is LOS C for planning purposes.

Existing Traffic Conditions on Roadways

Existing roadway volumes were compared to roadway capacity to assess existing levels of service. Existing daily traffic volumes on roadway segments are presented on Figure 11. For each roadway segment, the daily capacity was determined in accordance with the current facility type and existing number of lanes, and a v/c ratio was computed. The resulting volumes and associated v/c ratios and LOS are summarized on Table 2.

The data on Table 2 indicates that all roadway segments currently operate at LOS C or better except for the following roadway segments:

- Imperial Highway (Rose Drive to Valley View Avenue)
- Imperial Highway (Lakeview Avenue to Kellogg Drive)
- Imperial Highway (Kellogg Drive to Orangethorpe Avenue)
- Bastanchury Road (Imperial Highway to Lakeview Avenue)
- Lakeview Avenue (Yorba Linda Boulevard to Buena Vista Avenue)
- Kellogg Drive (Yorba Linda Boulevard to Imperial Highway)



LEGEND:

x,xxx = Average Daily Traffic Volume

FIGURE 11
EXISTING ROADWAY SEGMENT VOLUMES

Kimley»Horn

K:\ORA_TPTO\ZSAC\Projects\Projects for Others\2015\Barquist\Yorba Linda – Ciruclation Element Update\6 CADD\FIGURES–Yorba Linda GP.dwg

TABLE 2
SUMMARY OF ROADWAY SEGMENT ANALYSIS
EXISTING CONDITIONS

Roadway	Segment	Number of Lanes	LOS E Capacity	Daily Traffic Volume	V/C	LOS
Imperial Highway	Rose Dr to Valley View Ave	6D	56,300	46,164	0.820	D
	Valley View Ave to Yorba Linda Blvd	6D	56,300	37,561	0.667	B
	Yorba Linda Blvd to Kellogg Dr	4D	37,500	36,406	0.971	E
	Kellogg Dr to Orangethorpe Ave	4D	37,500	41,316	1.102	F
Bastanchury Road	Rose Dr to Imperial Hwy	4D	37,500	14,271	0.381	A
	Imperial Hwy to Lakeview Ave	2U	12,500	14,167	1.133	F
	Lakeview Ave to Fairmont Blvd	4D	37,500	15,393	0.410	A
	Fairmont Blvd to Village Center Dr	2U	12,500	9,478	0.758	C
Yorba Linda Boulevard	Rose Dr to Valley View Ave	4D	37,500	22,077	0.589	A
	Valley View Ave to Imperial Hwy	6D	56,300	20,125	0.357	A
	Lakeview Ave to Fairmont Blvd	6D	56,300	25,360	0.450	A
	Fairmont Blvd to Village Center Dr	4D	37,500	18,649	0.497	A
	Village Center Dr to Paseo de las Palomas	4D	37,500	22,121	0.590	A
	Paseo de las Palomas to New River Rd	4D	37,500	23,610	0.630	B
Buena Vista Avenue	Rose Dr to Lakeview Ave	4U	25,000	7,784	0.311	A
Esperanza Road	Fairmont Blvd to Paseo del Prado	4D	37,500	10,200	0.272	A
	Paseo del Prado to New River Rd	4D	37,500	7,903	0.211	A
Rose Drive	Imperial Hwy to Bastanchury Rd	4D	37,500	14,570	0.389	A
	Bastanchury Rd to Yorba Linda Blvd	4D	37,500	16,924	0.451	A
	Yorba Linda Blvd to Buena Vista Ave	4D	37,500	19,237	0.513	A
Valley View Avenue	Bastanchury Rd to Yorba Linda Blvd	2U	12,500	8,182	0.655	B
Richfield Road	Yorba Linda Blvd to Buena Vista Ave	4U	25,000	9,238	0.370	A
Lakeview Avenue	Bastanchury Rd to Yorba Linda Blvd	2U	12,500	9,947	0.796	C
	Yorba Linda Blvd to Buena Vista Ave	2U	12,500	13,189	1.055	F
	South of Buena Vista Ave	4D	37,500	11,443	0.305	A
Kellogg Drive	Yorba Linda Blvd to Imperial Hwy	2U	12,500	10,091	0.807	D
Fairmont Blvd	Village Center Dr N to Bastanchury Rd	4D	37,500	8,111	0.216	A
	Bastanchury Rd to Yorba Linda Blvd	4D	37,500	9,093	0.242	A
	Yorba Linda Blvd to Paseo de las Palomas	4D	37,500	10,053	0.268	A
	Paseo de las Palomas to Village Center Dr S	4D	37,500	8,537	0.228	A
	Village Center Dr S to Fairmont Connector	6D	56,300	15,611	0.277	A
Village Center Drive	Fairmont Blvd to Yorba Linda Blvd	4U	25,000	12,465	0.499	A
	Yorba Linda Blvd to Paseo de las Palomas	4U	25,000	5,329	0.213	A
	Paseo de las Palomas to Fairmont Blvd	4U	25,000	7,661	0.306	A
Yorba Ranch Road	Yorba Linda Blvd to Esperanza Road	4U	25,000	1,729	0.069	A

Notes: V/C = Volume-to-Capacity ratio, LOS = Level of Service, D = Divided Roadway, U = Undivided Roadway
Bold V/C and LOS values indicate a deficient Level of Service based on City of Yorba Linda General Plan Policy.

ANALYSIS OF BUILD-OUT TRAFFIC CONDITIONS

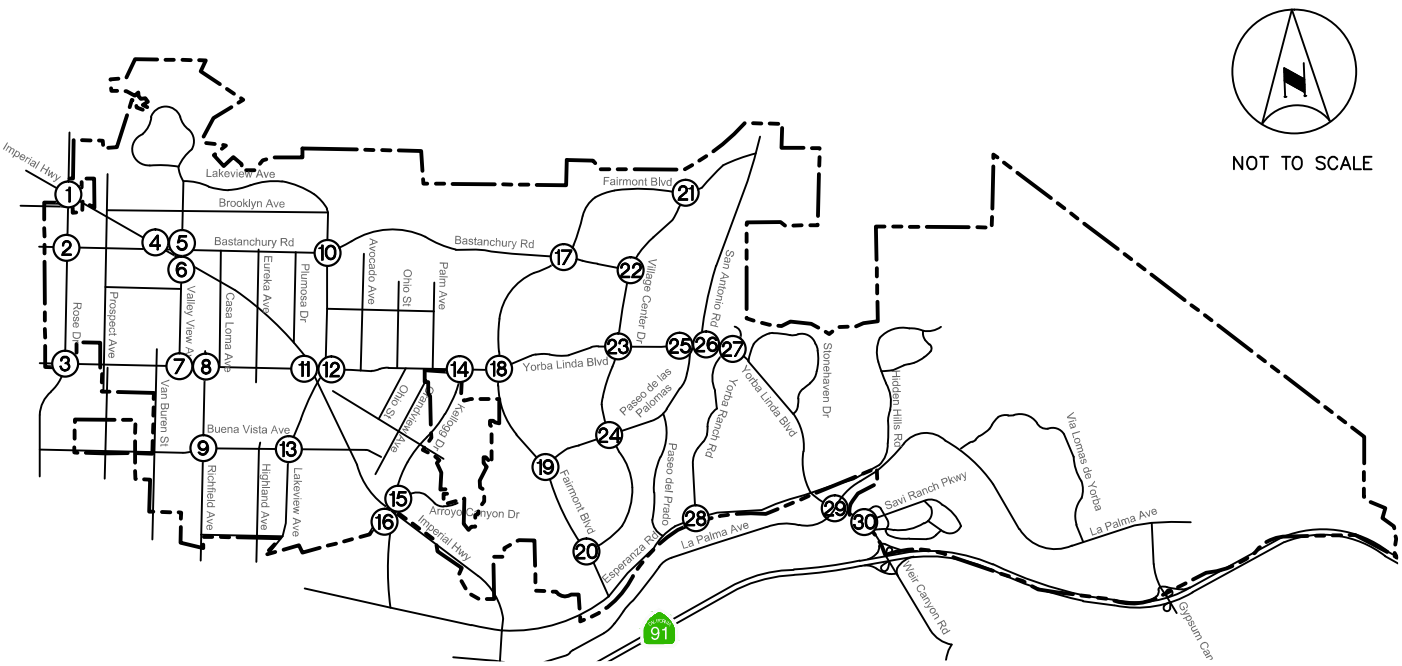
Analysis of projected traffic conditions at build-out of the City was conducted to determine whether or not the City's circulation system can accommodate the future traffic demands of the City's land use plan. Build-out year is assumed to be Year 2035. If roadway or intersection deficiencies are projected to occur as a result of build-out of General Plan land uses, then improvements needed to accommodate future traffic volumes will be identified.

Methodology

The methodology for developing future traffic forecasts volumes on the roadway segments and at the study intersections in Yorba Linda is a multi-step process, based on the following resources and assumptions:

- Regional Baseline and Build-out traffic forecasts were obtained from the Orange County Transportation Analysis Model (OCTAM).
- Baseline OCTAM forecasts reflect current land use and socio-economic data, and roadway network conditions for the City.
- Build-out conditions for the study roadway segments and intersections reflect forecasted conditions assuming build-out of the City's current General Plan land uses and roadway system, per the existing Circulation Element.
- The growth increment between the Baseline and Build-out forecasts was estimated and applied to each roadway segment and intersection approach for study locations.
- The traffic growth per intersection was applied to existing traffic volumes to generate Build Out 2035 projected volumes.

The resulting peak hour Build-out 2035 turning movement volumes are shown on Figure 12. The resulting daily roadway volumes for Build-out 2035 are shown on Figure 13.



1. Rose Dr at Imperial Hwy	2. Rose Dr at Bastanchury Rd	3. Rose Dr at Yorba Linda Blvd	4. Imperial Hwy at Bastanchury Rd	5. Valley View Ave at Bastanchury Rd
38/38 ↙ 701/378 ↓ 678/774 ↖	105/120 ↙ 800/584 ↓ 174/91 ↖	55/92 ↙ 936/526 ↓ 81/124 ↖	9/9 ↙ 1502/1539 ↓ 237/512 ↖	382/208 ↙ 410/230 ↓ 77/62 ↖
534/759 ←	95/62 ←	109/142 ←	685/282 ←	44/31 ←
1400/1082 ←	675/474 ←	750/545 ←	513/265 ←	741/395 ←
206/163 ←	90/77 ←	330/223 ←	8/6 ←	49/40 ←
107/65 ↗	100/104 ↗	76/115 ↗	19/12 ↗	129/274 ↗
883/1099 →	491/631 →	474/651 →	211/433 →	279/654 →
143/134 ↘	133/74 ↘	98/95 ↘	321/265 ↘	12/27 ↘
267/298 ↑	106/164 ↑	129/219 ↑	292/283 ↑	19/13 ↑
236/620 ↑	516/919 ↑	629/967 ↑	1500/1647 ↑	166/340 ↑
106/76 ↑	91/107 ↑	143/226 ↑	5/0 ↑	35/89 ↑

6. Valley View Ave at Imperial Hwy	7. Valley View Ave at Yorba Linda Blvd	8. Richfield Rd at Yorba Linda Blvd	9. Richfield Rd at Buena Vista Ave	10. Lakeview Ave at Bastanchury Rd
13/9 ↙ 268/128 ↓ 165/112 ↖	235/205 ↙ 60/67 ↓ 376/303 ↖	6/2 ↙ 4/1 ↓ 0/2 ↖	81/71 ↙ 574/308 ↓ 71/68 ↖	41/16 ↙ 126/99 ↓ 46/63 ↖
85/125 ←	243/415 ←	3/2 ←	88/72 ←	43/77 ←
1720/1786 ←	721/774 ←	667/707 ←	284/149 ←	667/445 ←
23/39 ←	39/44 ←	195/109 ←	171/81 ←	159/138 ←
13/17 ↗	157/315 ↗	4/3 ↗	64/97 ↗	13/29 ↗
1590/1701 →	521/754 →	582/718 →	193/267 →	289/660 →
329/214 ↘	78/110 ↘	327/224 ↘	113/79 ↘	46/104 ↘
142/290 ↑	51/84 ↑	216/381 ↑	119/110 ↑	92/97 ↑
132/211 ↑	49/80 ↑	5/1 ↑	279/605 ↑	50/146 ↑
53/37 ↑	32/36 ↑	148/140 ↑	90/133 ↑	97/184 ↑

11. Imperial Hwy at Yorba Linda Blvd	12. Lakeview Ave at Yorba Linda Blvd	13. Lakeview Ave at Buena Vista Ave	14. Kellogg Dr at Yorba Linda Blvd	15. Kellogg Dr at Imperial Hwy (N)
37/41 ↙ 1665/1386 ↓ 296/449 ↖	82/242 ↙ 461/175 ↓ 54/221 ↖	382/128 ↙ 512/170 ↓ 92/41 ↖		82/65 ↙ 763/427 ↓
289/446 ←	47/103 ←	90/48 ←	1029/791 ←	209/481 ↖
439/524 ←	390/928 ←	152/63 ←	285/209 ←	118/138 ←
221/301 ←	303/54 ←	79/10 ←		
20/87 ↗	170/115 ↗	218/276 ↗		
285/517 →	321/607 →	104/80 →	522/1066 →	
354/458 ↘	152/36 ↘	30/26 ↘	66/80 ↘	
361/373 ↑	53/294 ↑	37/77 ↑	127/49 ↑	170/172 ↑
1114/1218 ↑	182/470 ↑	274/605 ↑	160/178 ↑	251/258 ↑
235/265 ↑	59/215 ↑	25/58 ↑		

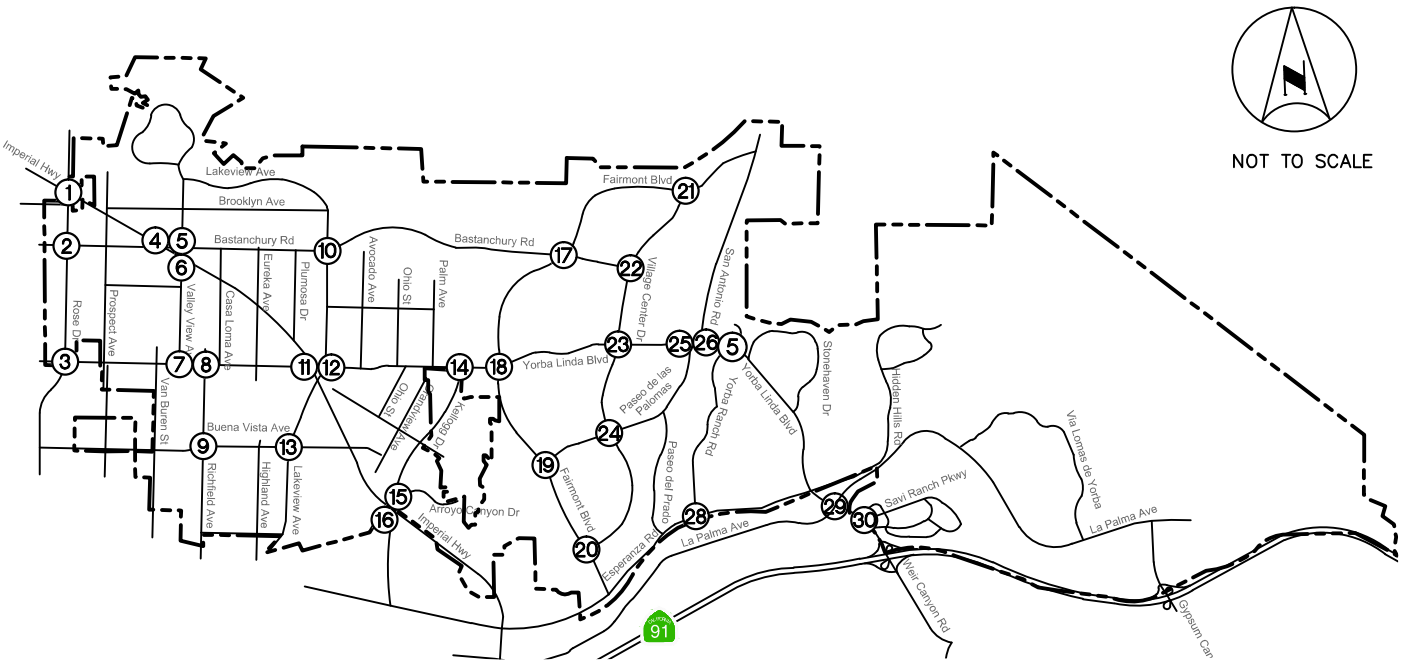
LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

FIGURE 12a
BUILD-OUT 2035 PEAK HOUR TURNING MOVEMENT VOLUMES

Kimley»Horn



16. Kellogg Dr at Imperial Hwy (S)	17. Fairmont Blvd at Bastanchury Rd	18. Fairmont Blvd at Yorba Linda Blvd	19. Fairmont Blvd at Paseo de las Palomas	20. Fairmont Blvd (S) at Village Center Dr
↓ 361/301 ↓ 489/265 ↑ 425/353 ↑ 259/79 14/67 ↗ 0/1 → 183/200 ↘	↓ 320/152 ↓ 294/108 48/22 ↖ 14/44 ← 524/475 ← 121/74 ← ↑ 329/190 ↑ 131/175 47/45 ↗ 149/226 ↗ 395/452 → 260/285 ↘	↓ 249/133 ↓ 350/238 96/135 ↖ 116/74 ← 587/599 ← 92/79 ← ↑ 240/244 ↑ 239/228 67/67 ↗ 142/220 ↗ 369/623 → 228/258 ↘	↓ 616/373 141/175 ↖ 224/124 ← 163/99 ← ↑ 432/480 ↑ 81/133	↓ 8/12 ↓ 888/445 50/46 ↖ 92/30 ← 0/3 ← 613/310 ← ↑ 5/10 ↑ 465/697 213/538 ↗ 13/9 ↗ 1/2 → 12/6 ↘
21. Fairmont Blvd (N) at Village Center Dr	**22. Village Center Dr at Bastanchury Rd**	**23. Village Center Dr at Yorba Linda Blvd**	**24. Village Center Dr at Paseo de las Palomas**	**25. Yorba Linda Blvd at Paseo de las Palomas**
← 137/62 ← 40/31 ↑ 18/33 ↑ 29/57 46/72 → 35/23 ↘	↓ 98/53 ↓ 201/108 ↑ 561/571 ↑ 80/136 46/70 ↗ 436/442 ↘	↓ 92/75 ↓ 189/274 345/393 ↖ 398/172 ← 528/440 ← 71/117 ← ↑ 52/30 ↑ 128/249 33/95 ↗ 67/120 ↗ 362/574 → 53/62 ↘	↓ 40/33 ↓ 270/181 23/37 ↖ 32/20 ← 68/54 ← 118/53 ← ↑ 25/13 ↑ 122/227 47/138 ↗ 37/32 ↗ 79/59 → 23/19 ↘	← 844/882 ← 85/153 ↑ 32/41 ↑ 125/160 630/921 → 25/35 ↘
26. Yorba Linda Blvd at San Antonia Rd	**27. Yorba Ranch Rd at Yorba Linda Blvd**	**28. Yorba Ranch Rd at Esperanza Rd**	**29. Yorba Linda Blvd at La Palma Ave**	**30. Yorba Linda Blvd at Savi Ranch Pkwy**
↓ 141/87 ↓ 151/62 48/106 ← 925/920 ← ↑ 3/0 ↑ 3/2 40/107 ↗ 842/960 → 1/1 ↘	↓ 9/15 ↓ 39/25 113/9 ↖ 17/64 ← 884/941 ← 39/46 ← ↑ 57/71 ↑ 5/19 43/41 ↗ 10/57 ↗ 932/910 → 64/68 ↘	↓ 154/107 21/1 ↖ 3/11 ← 261/238 ← 57/149 ↗ 303/71 →	↓ 19/43 ↓ 1039/389 339/420 ↖ 451/364 ← 96/193 ← 299/281 ← ↑ 99/345 ↑ 591/1124 269/589 ↗ 34/77 ↗ 156/570 → 327/282 ↘	↓ 179/147 ↓ 1350/808 409/221 ↖ 154/394 ← 289/640 ← ↑ 158/190 ↑ 719/730 1269/1005 ↗ 48/53 ↗ 153/148 ↘

LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

FIGURE 12b
BUILDOUT 2035 WITHOUT PROJECT
PEAK HOUR TURNING MOVEMENT VOLUMES

Kimley»Horn

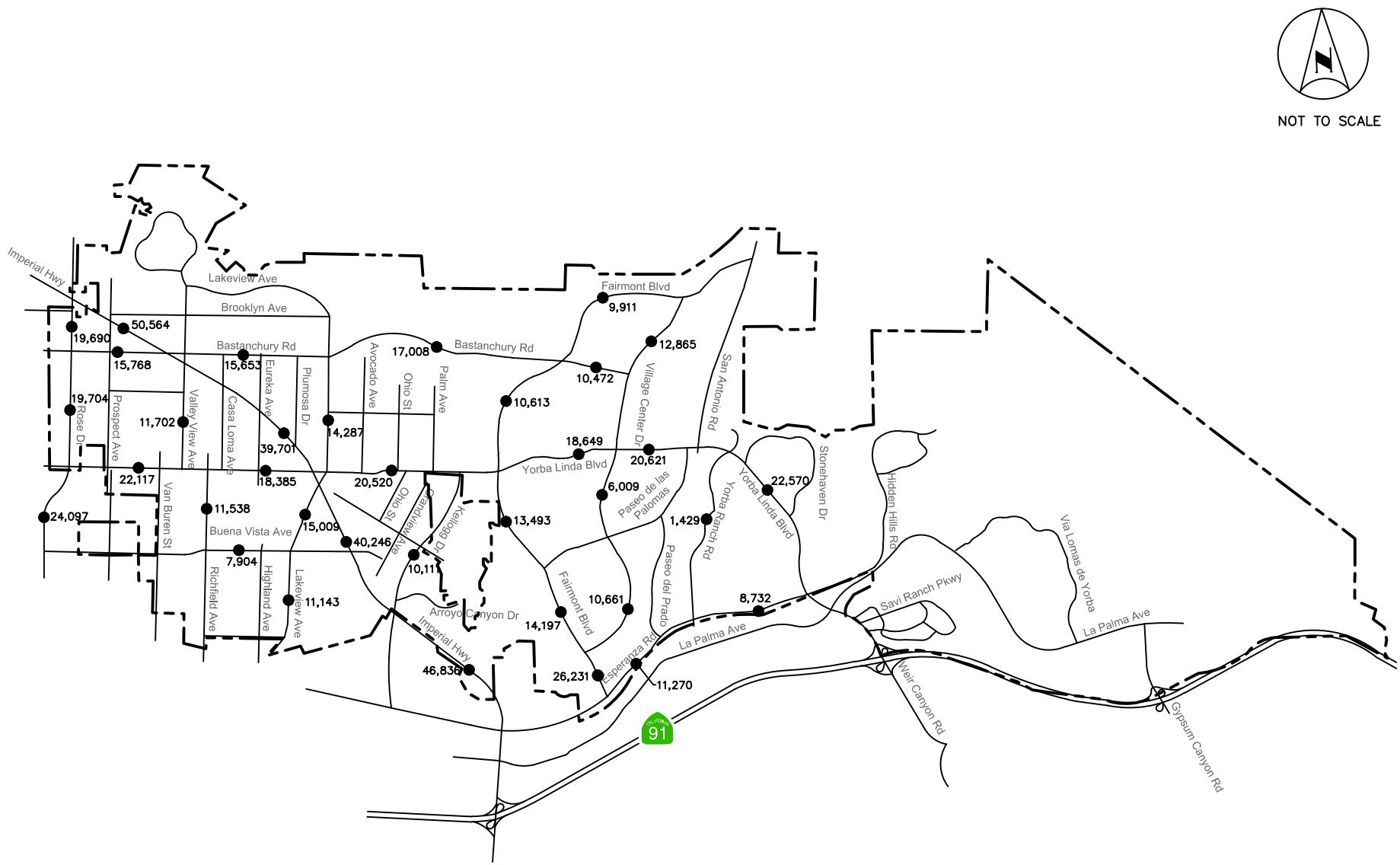


FIGURE 13
BUILD-OUT 2035 ROADWAY SEGMENT VOLUMES

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Peak Hour Intersection Analysis

Intersection Level of Service analysis was conducted for the morning and evening peak hours to evaluate the Build-out 2035 operating conditions at the study intersections. The resulting ICU values and the corresponding peak hour Level of Service are summarized on Table 3.

Based on Table 3, all study intersections are forecast to at LOS D or better, with the exception of the following study intersections:

- Rose Drive at Imperial Highway: LOS F – PM
- Imperial Highway at Yorba Linda Boulevard: LOS E – AM, LOS E – PM
- Yorba Linda Boulevard at Savi Ranch Parkway: LOS F – PM

Daily Roadway Operating Conditions

Build-out 2035 roadway volumes were compared to roadway capacity to assess Build-out 2035 levels of service. For each roadway segment, the daily capacity was determined in accordance with the designated facility type and General Plan number of lanes, and a v/c ratio was computed. The resulting volumes and associated v/c ratios and LOS are summarized on Table 4.

The analysis results on Table 4 indicates that all roadway segments would operate at LOS C or better, with the exception of the following roadway segments:

- Imperial Highway (Rose Drive to Valley View Avenue)
- Imperial Highway (Lakeview Avenue to Kellogg Drive)
- Imperial Highway (Kellogg Drive to Orangethorpe Avenue)

TABLE 3
SUMMARY OF INTERSECTION OPERATION
BUILD-OUT YEAR 2035 WITHOUT PROJECT

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			ICU	LOS	ICU	LOS
1	Rose Drive at Imperial Highway	S	0.736	C	1.001	F
2	Rose Drive at Bastanchury Road	S	0.669	B	0.663	B
3	Rose Drive at Yorba Linda Boulevard	S	0.778	C	0.773	C
4	Imperial Highway at Bastanchury Road	S	0.880	D	0.775	C
5	Valley View Avenue at Bastanchury Road	S	0.635	B	0.606	B
6	Valley View Avenue at Imperial Highway	S	0.650	B	0.697	B
7	Valley View Avenue at Yorba Linda Boulevard	S	0.578	A	0.759	C
8	Richfield Road at Yorba Linda Boulevard	S	0.478	A	0.435	A
9	Richfield Road at Buena Vista Avenue	S	0.532	A	0.482	A
10	Lakeview Avenue at Bastanchury Road	S	0.416	A	0.529	A
11	Imperial Highway at Yorba Linda Boulevard	S	0.990	E	0.974	E
12	Lakeview Avenue at Yorba Linda Blvd	S	0.526	A	0.580	A
13	Lakeview Avenue at Buena Vista Avenue	U	0.590	A	0.646	B
14	Kellogg Drive at Yorba Linda Boulevard	S	0.341	A	0.385	A
15	Kellogg Drive at Imperial Highway (North)	S	0.494	A	0.398	A
16	Kellogg Drive at Imperial Highway (South)	U	0.528	A	0.343	A
17	Fairmont Boulevard at Bastanchury Road	S	0.736	C	0.567	A
18	Fairmont Boulevard at Yorba Linda Boulevard	S	0.579	A	0.553	A
19	Fairmont Boulevard at Paseo de las Palomas	S	0.324	A	0.340	A
20	Fairmont Boulevard (South) at Village Center Drive	S	0.448	A	0.523	A
21	Village Center Drive at Fairmont Boulevard (North)	U	0.056	A	0.059	A
22	Village Center Drive at Bastanchury Road	S	0.523	A	0.501	A
23	Village Center Drive at Yorba Linda Boulevard	S	0.499	A	0.552	A
24	Village Center Drive at Paseo de las Palomas	U	0.218	A	0.195	A
25	Paseo de las Palomas at Yorba Linda Boulevard	S	0.334	A	0.470	A
26	San Antonio Road at Yorba Linda Boulevard	S	0.473	A	0.476	A
27	Yorba Ranch Road at Yorba Linda Boulevard	S	0.483	A	0.469	A
28	Yorba Ranch Road at Esperanza Road	U	0.131	A	0.201	A
29	Yorba Linda Boulevard at La Palma Avenue	S	0.583	A	0.715	C
30	Yorba Linda Boulevard at Savi Ranch Parkway	S	0.562	A	1.059	F

Notes:
Bold and shaded values indicate intersections operating at LOS E or F.
Intersection operation is expressed in volume-to-capacity (V/C) for all study intersections using the ICU Methodology.
S = Signalized
U = Unsignalized
ICU = Intersection Capacity Utilization
LOS = Level of Service

TABLE 4
SUMMARY OF ROADWAY SEGMENT ANALYSIS
BUILD OUT 2035 CONDITIONS

Roadway	Segment	Roadway Classification	Number of Lanes	LOS **E** Capacity	Traffic Volume	V/C	LOS
Imperial Highway	Rose Dr to Valley View Ave	Major	6D	56,300	50,964	0.905	E
	Valley View Ave to Yorba Linda Blvd	Major	6D	56,300	39,701	0.705	C
	Yorba Linda Blvd to Kellogg Dr	Primary	4D	37,500	40,246	1.073	F
	Kellogg Dr to Orangethorpe Ave	Primary	4D	37,500	46,836	1.249	F
Bastanchury Road	Rose Dr to Imperial Hwy	Primary	4D	37,500	15,768	0.420	A
	Imperial Hwy to Lakeview Ave	Secondary	4U	25,000	15,653	0.626	B
	Lakeview Ave to Fairmont Blvd	Primary	4D	37,500	17,008	0.454	A
	Fairmont Blvd to Village Center Dr	Secondary	4U	25,000	10,472	0.419	A
Yorba Linda Boulevard	Rose Dr to Valley View Ave	Major	6D	56,300	22,117	0.393	A
	Valley View Ave to Imperial Hwy	Major	6D	56,300	18,385	0.327	A
	Lakeview Ave to Fairmont Blvd	Major	6D	56,300	20,520	0.364	A
	Fairmont Blvd to Village Center Dr	Primary	4D	37,500	16,149	0.431	A
	Village Center Dr to Paseo de las Palomas	Primary	4D	37,500	20,621	0.550	A
	Paseo de las Palomas to New River Rd	Primary	4D	37,500	22,570	0.602	A
Buena Vista Avenue	Rose Dr to Lakeview Ave	Secondary	4U	25,000	7,904	0.316	A
Esperanza Road	Fairmont Blvd to Paseo del Prado	Primary	4D	37,500	11,270	0.301	A
	Paseo del Prado to New River Rd	Primary	4D	37,500	8,732	0.233	A
Rose Drive	Imperial Hwy to Bastanchury Rd	Major	6D	56,300	19,690	0.350	A
	Bastanchury Rd to Yorba Linda Blvd	Major	6D	56,300	19,704	0.350	A
	Yorba Linda Blvd to Buena Vista Ave	Major	6D	56,300	24,097	0.428	A
Valley View Avenue	Bastanchury Rd to Yorba Linda Blvd	Secondary	4U	25,000	11,702	0.468	A
Richfield Road	Yorba Linda Blvd to Buena Vista Ave	Secondary	4U	25,000	11,538	0.462	A
Lakeview Avenue	Bastanchury Rd to Yorba Linda Blvd	Secondary	4U	25,000	14,287	0.571	A
	Yorba Linda Blvd to Buena Vista Ave	Primary	4D	37,500	15,009	0.400	A
	South of Buena Vista Ave	Primary	4D	37,500	11,143	0.297	A
Kellogg Drive	Yorba Linda Blvd to Imperial Hwy	Secondary	4U	25,000	10,111	0.404	A
Fairmont Blvd	Village Center Dr N to Bastanchury Rd	Primary	4D	37,500	9,911	0.264	A
	Bastanchury Rd to Yorba Linda Blvd	Primary	4D	37,500	10,613	0.283	A
	Yorba Linda Blvd to Paseo de las Palomas	Primary	4D	37,500	13,493	0.360	A
	Paseo de las Palomas to Village Center Dr S	Primary	4D	37,500	14,197	0.379	A
	Village Center Dr S to Fairmont Connector	Major	6D	56,300	26,231	0.466	A
Village Center Drive	Fairmont Blvd to Yorba Linda Blvd	Secondary	4U	25,000	12,865	0.515	A
	Yorba Linda Blvd to Paseo de las Palomas	Secondary	4U	25,000	6,009	0.240	A
	Paseo de las Palomas to Fairmont Blvd	Secondary	4U	25,000	10,661	0.426	A
Yorba Ranch Road	Yorba Linda Blvd to Esperanza Road	Secondary	4U	25,000	1,429	0.057	A

Notes: V/C = Volume-to-Capacity ratio, LOS = Level of Service, D = Divided Roadway, U = Undivided Roadway
Bold V/C and LOS values indicate a deficient Level of Service, based on City of Yorba Linda General Plan Policy

ANALYSIS OF BUILD-OUT 2035 WITH PROJECT TRAFFIC CONDITIONS

Future Land Use Trip Generation

While the City of Yorba Linda is generally fully developed, some parcels are still vacant, or underdeveloped and have the potential for enhanced or further development. For purposes of this General Plan Update, these areas have been designated "Focus Areas". The locations of these focus areas are presented on Figure 14. Discussion of the potential changes in the nature or quantity of development in these focus areas is provided in the Land Use section.

The Land Use Element of the General Plan quantifies the current potential development in these areas. The current remaining potential development in these focus areas represents the growth increment that was accounted for in the analysis of Build-out Conditions in the prior section of this report.

For the analysis of Build-out 2035 With Project traffic conditions, the focus areas were evaluated in terms of its potential future land use, including the land use type (residential, retail, office, industrial, etc.) and the quantity of those land uses (dwelling units, thousand square feet, etc.). The number of trips that would be generated by the potential development in these focus areas was calculated, and is summarized on Table 5.

As reflected on this table, the greatest amount of potential traffic growth associated with the focus areas would occur in the eastern area of the city, i.e., the Cielo Esperanza area, and the Savi Ranch area. On the other hand, some of the development potential identified in some of the focus areas are related to policy and development standards, with relatively small or no trip generation increases.

Build-out 2035 With Project Volumes

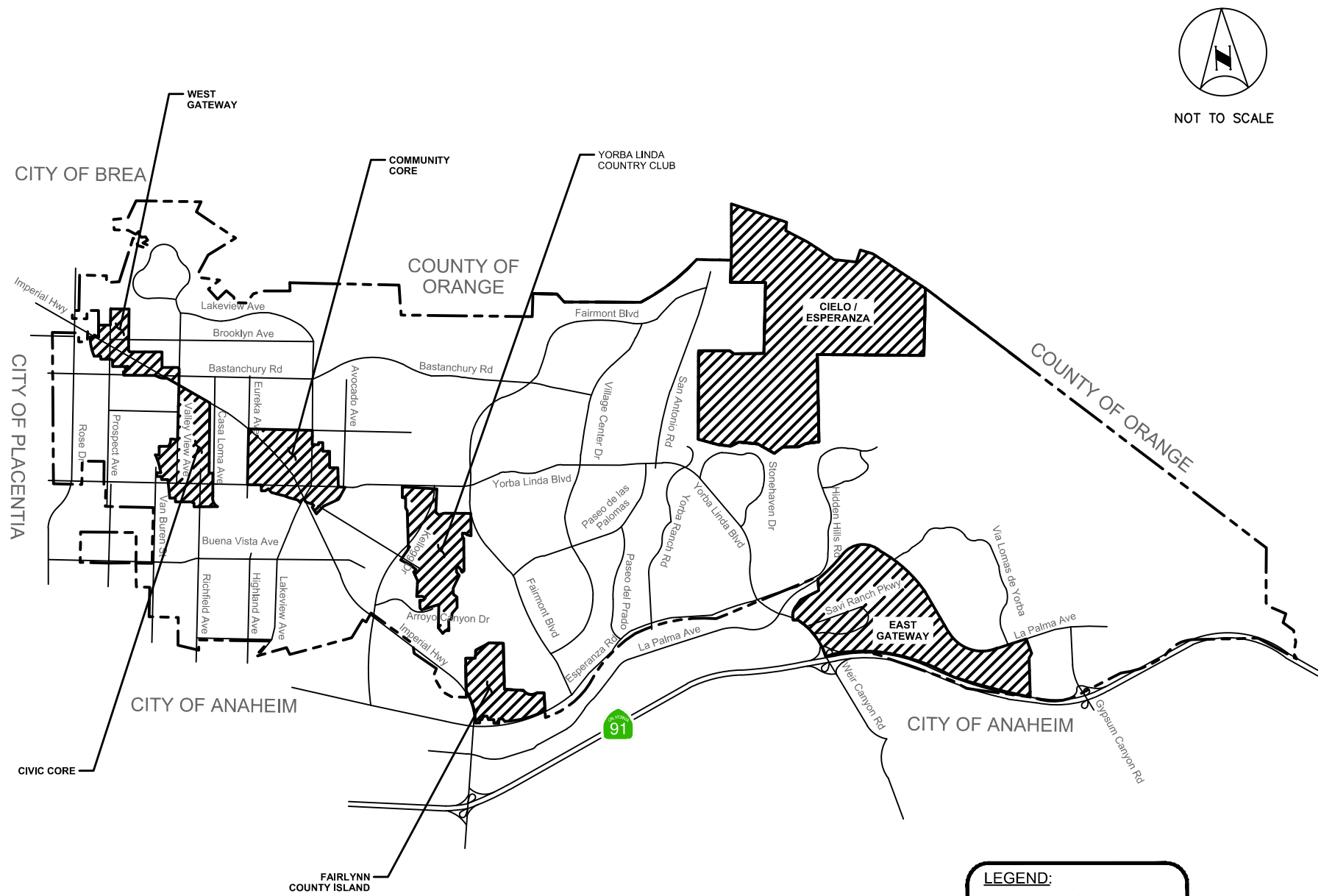
The additional trips that would be generated by the focus area development potential were estimated and distributed to the surrounding road network. The additional trips were added to the Build-out 2035 condition to create a Build-out 2035 With Project condition. The resulting peak hour Build-out 2035 With Project turning movement volumes are shown on Figure 14. The resulting daily roadway volumes for Build-out 2035 are shown on Figure 15.

TABLE 5
SUMMARY OF PROJECT TRIP GENERATION

Land Use	ITE Code	Unit	Trip Generation Rates [1]						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
General Light Industrial	110	KSF	6.970	0.810	0.110	0.920	0.116	0.854	0.970
Single-Family Detached Housing	210	DU	9.520	0.188	0.563	0.750	0.630	0.370	1.000
Apartment	220	DU	6.650	0.102	0.408	0.510	0.403	0.217	0.620
Residential Condominium/Townhouse	230	DU	5.810	0.075	0.365	0.440	0.348	0.172	0.520
General Office Building	710	KSF	11.030	1.373	0.187	1.560	0.253	1.237	1.490
Shopping Center	820	KSF	42.700	0.595	0.365	0.960	1.781	1.929	3.710

Focus Area	Land Use	Quantity	Unit	Trip Generation Estimates						
				Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Cielo/Esperanza	Single-Family Detached Housing	626	DU	5,960	118	352	470	394	232	626
Civic Core	No Increase	0	N/A	0	0	0	0	0	0	0
Community Core	Single-Family Detached Housing	7	DU	67	1	4	5	4	3	7
	Apartment	47	DU	313	5	19	24	19	10	29
	Shopping Center	125.635	KSF	5,365	75	46	121	224	242	466
East Gate	Apartment	441	DU	2,933	45	180	225	178	96	274
	General Office Building	1,373.997	KSF	15,155	1,886	257	2,143	348	1,700	2,048
	Shopping Center	433.894	KSF	18,527	258	158	416	773	837	1,610
	General Light Industrial	-1,195.891	KSF	-8,335	-969	-132	-1,101	-139	-1,021	-1,160
Fairlynn	No Increase	0	N/A	0	0	0	0	0	0	0
West Gate	Single-Family Detached Housing	7	DU	67	1	4	5	4	3	7
	Shopping Center	72.244	KSF	3,085	43	26	69	129	139	268
Yorba Linda Country Club	No Increase	0	N/A	0	0	0	0	0	0	0
Total Project Trips				43,137	1,463	914	2,377	1,934	2,241	4,175

[1] Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition



LEGEND:
= City Boundary
= Focus Area

FIGURE 14
LOCATION OF FOCUS AREAS

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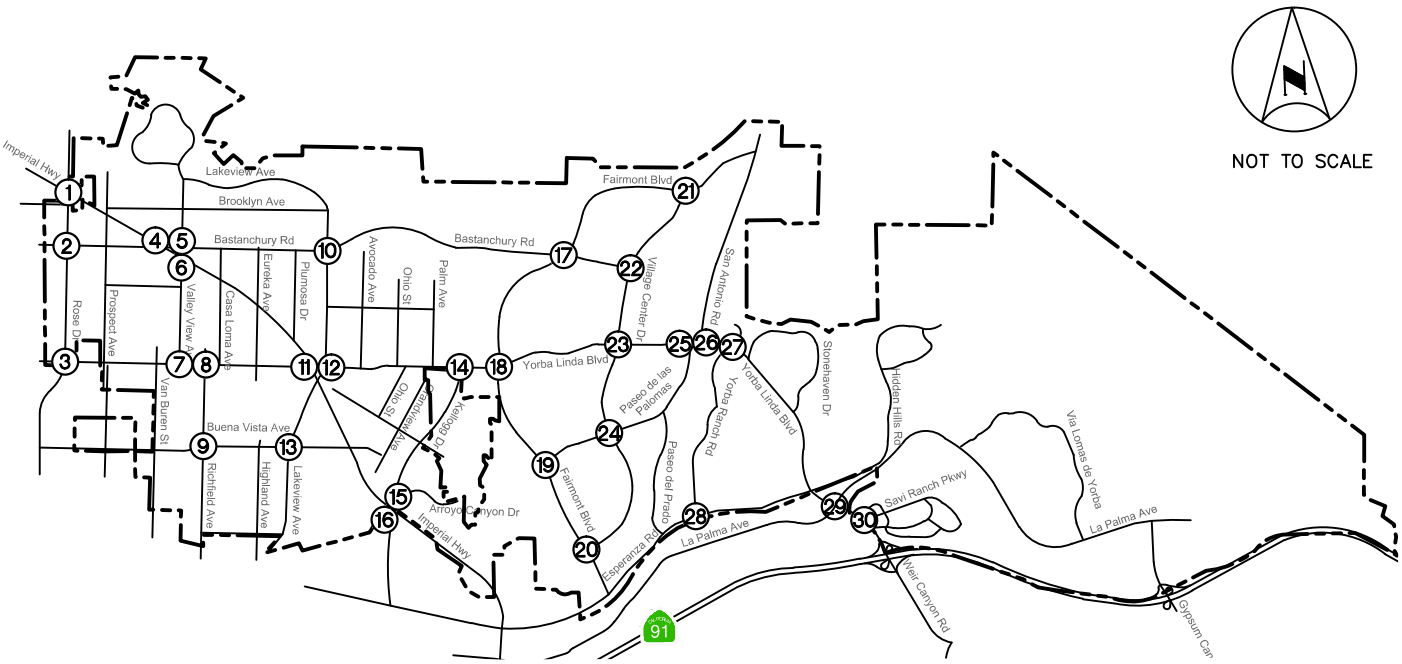

1. Rose Dr at Imperial Hwy	2. Rose Dr at Bastanchury Rd	3. Rose Dr at Yorba Linda Blvd	4. Imperial Hwy at Bastanchury Rd	5. Valley View Ave at Bastanchury Rd
↙ 43/59 ↓ 712/427 ↘ 678/774	↙ 110/141 ↓ 806/612 ↘ 174/91	↙ 58/106 ↓ 939/540 ↘ 81/124	↙ 9/9 ↓ 1529/1647 ↘ 237/512	↙ 382/208 ↓ 410/230 ↘ 77/62
↖ 534/759 ← 1421/1107 ↙ 206/163	↖ 95/62 ← 678/487 ↙ 90/77	↖ 109/142 ← 757/571 ↙ 333/236	↖ 685/282 ← 513/265 ↙ 8/6	↖ 44/31 ← 741/395 ↙ 49/40
107/65 → 900/1061 → 143/134 ↘	107/124 → 495/643 → 133/74 ↘	80/128 → 482/676 → 98/95 ↘	19/12 → 211/433 → 325/277 ↘	129/274 → 279/654 → 12/27 ↘
↗ 267/298 ↑ 236/620 ↗ 121/122	↗ 106/164 ↑ 524/945 ↗ 91/107	↗ 129/219 ↑ 633/980 ↗ 147/238	↗ 295/296 ↑ 1543/1746 ↗ 5/0	↗ 19/13 ↑ 166/340 ↗ 35/89

6. Valley View Ave at Imperial Hwy	7. Valley View Ave at Yorba Linda Blvd	8. Richfield Rd at Yorba Linda Blvd	9. Richfield Rd at Buena Vista Ave	10. Lakeview Ave at Bastanchury Rd
↙ 13/9 ↓ 268/128 ↘ 165/112	↙ 235/205 ↓ 60/67 ↘ 376/303	↙ 6/2 ↓ 4/1 ↘ 0/2	↙ 81/71 ↓ 574/308 ↘ 71/68	↙ 41/16 ↓ 126/99 ↘ 46/63
↖ 85/125 ← 1766/1898 ↙ 23/39	↖ 243/415 ← 731/813 ↙ 39/44	↖ 3/2 ← 677/746 ↙ 195/109	↖ 88/72 ← 284/149 ↙ 171/81	↖ 43/77 ← 667/445 ↙ 159/138
13/17 → 1621/1821 → 329/214 ↘	157/315 → 533/791 → 78/110 ↘	4/3 → 594/755 → 327/224 ↘	64/97 → 193/267 → 113/79 ↘	13/29 → 289/660 → 46/104 ↘
↗ 142/290 ↑ 132/211 ↗ 53/37	↗ 51/84 ↑ 49/80 ↗ 32/36	↗ 216/381 ↑ 5/1 ↗ 148/140	↗ 119/110 ↑ 279/605 ↗ 90/133	↗ 92/97 ↑ 50/146 ↗ 97/184

11. Imperial Hwy at Yorba Linda Blvd	12. Lakeview Ave at Yorba Linda Blvd	13. Lakeview Ave at Buena Vista Ave	14. Kellogg Dr at Yorba Linda Blvd	15. Kellogg Dr at Imperial Hwy (N)
↙ 37/41 ↓ 1670/1406 ↘ 318/522	↙ 82/242 ↓ 467/201 ↘ 54/221	↙ 382/128 ↓ 518/196 ↘ 92/41		↙ 82/65 ↓ 781/439
↖ 346/495 ← 439/524 ↙ 221/301	↖ 47/103 ← 447/977 ↙ 303/54	↖ 90/48 ← 152/63 ↙ 79/10	← 1181/1066 ↙ 303/221	↖ 209/481 ↙ 118/138
20/87 → 285/517 → 354/458 ↘	170/115 → 343/680 → 152/36 ↘	218/276 → 104/80 → 30/26 ↘	692/1334 → 75/113 ↘	
↗ 361/373 ↑ 1120/1237 ↗ 235/265	↗ 53/294 ↑ 190/494 ↗ 59/215	↗ 37/77 ↑ 282/629 ↗ 25/58	↗ 137/81 ↑ 166/198	↗ 170/172 ↑ 257/278

LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

FIGURE 15a
BUILDOUT 2035 WITH PROJECT
PEAK HOUR TURNING MOVEMENT VOLUMES

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16. Kellogg Dr at Imperial Hwy (S)	17. Fairmont Blvd at Bastanchury Rd	18. Fairmont Blvd at Yorba Linda Blvd	19. Fairmont Blvd at Paseo de las Palomas	20. Fairmont Blvd (S) at Village Center Dr
← 379/313 ← 489/265	← 320/152 ← 294/108 48/22 14/44 ← 524/475 ← 121/74	← 249/133 ← 350/238 96/135 116/74 ← 747/854 ← 179/333	← 628/401 ← 141/175 224/124 ← 163/99	← 8/12 ← 888/445 50/46 92/30 ← 0/3 ← 613/310
14/67 → 0/1 → 183/200 ↘ 431/373 ↑ 259/79 ↗	149/226 → 395/452 → 260/285 ↘ 329/190 ↑ 131/175 ↑ 47/45 ↗	142/220 → 533/883 → 240/286 ↘ 250/276 ↑ 239/228 ↑ 256/261 ↗	442/512 ↑ 81/133 ↗	13/9 → 1/2 → 12/6 ↘ 5/10 ↑ 465/697 ↑ 213/538 ↗

21. Fairmont Blvd (N) at Village Center Dr	22. Village Center Dr at Bastanchury Rd	23. Village Center Dr at Yorba Linda Blvd	24. Village Center Dr at Paseo de las Palomas	25. Yorba Linda Blvd at Paseo de las Palomas
← 137/62 ← 40/31	← 98/53 ← 201/108	← 92/75 ← 189/274 345/393 398/172 ← 775/949 ← 71/117	← 40/33 ← 270/181 23/37 32/20 ← 68/54 ← 118/53	← 1091/1391 ← 85/153
46/72 → 35/23 ↘ 18/33 ↑ 29/57 ↗	46/70 → 436/442 ↘ 561/571 ↑ 80/136 ↑	67/120 → 715/1028 → 53/62 ↘ 52/30 ↑ 128/249 ↑ 33/95 ↗	37/32 → 79/59 → 23/19 ↘ 25/13 ↑ 122/227 ↑ 47/138 ↗	983/1375 → 25/35 ↘ 32/41 ↑ 125/160 ↗

26. Yorba Linda Blvd at San Antonia Rd	27. Yorba Ranch Rd at Yorba Linda Blvd	28. Yorba Ranch Rd at Esperanza Rd	29. Yorba Linda Blvd at La Palma Ave	30. Yorba Linda Blvd at Savi Ranch Pkwy
← 141/87 ← 151/62 48/106 ← 1172/1429	← 137/109 ← 57/37 113/9 17/64 ← 1003/1356 ← 39/46	← 172/119 21/15 3/28 ← 353/609	← 451/43 ← 96/1224 299/420 269/364 ← 936/193 ← 99/281	← 173/180 ← 1523/824 1171/1008 467/1354 ← 412/1191
40/107 → 1195/1414 →	55/208 → 1240/1213 → 64/68 ↘ 57/71 ↑ 11/39 ↑ 43/41 ↗	63/169 → 547/623 →	339/77 → 1966/570 → 19/282 ↘ 34/345 ↑ 156/2321 ↑ 327/589 ↗	60/34 → 141/167 ↘ 164/157 ↑ 739/986 ↑ 366/1297 ↗

LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

FIGURE 15b
BUILDOUT 2035 WITH PROJECT
PEAK HOUR TURNING MOVEMENT VOLUMES

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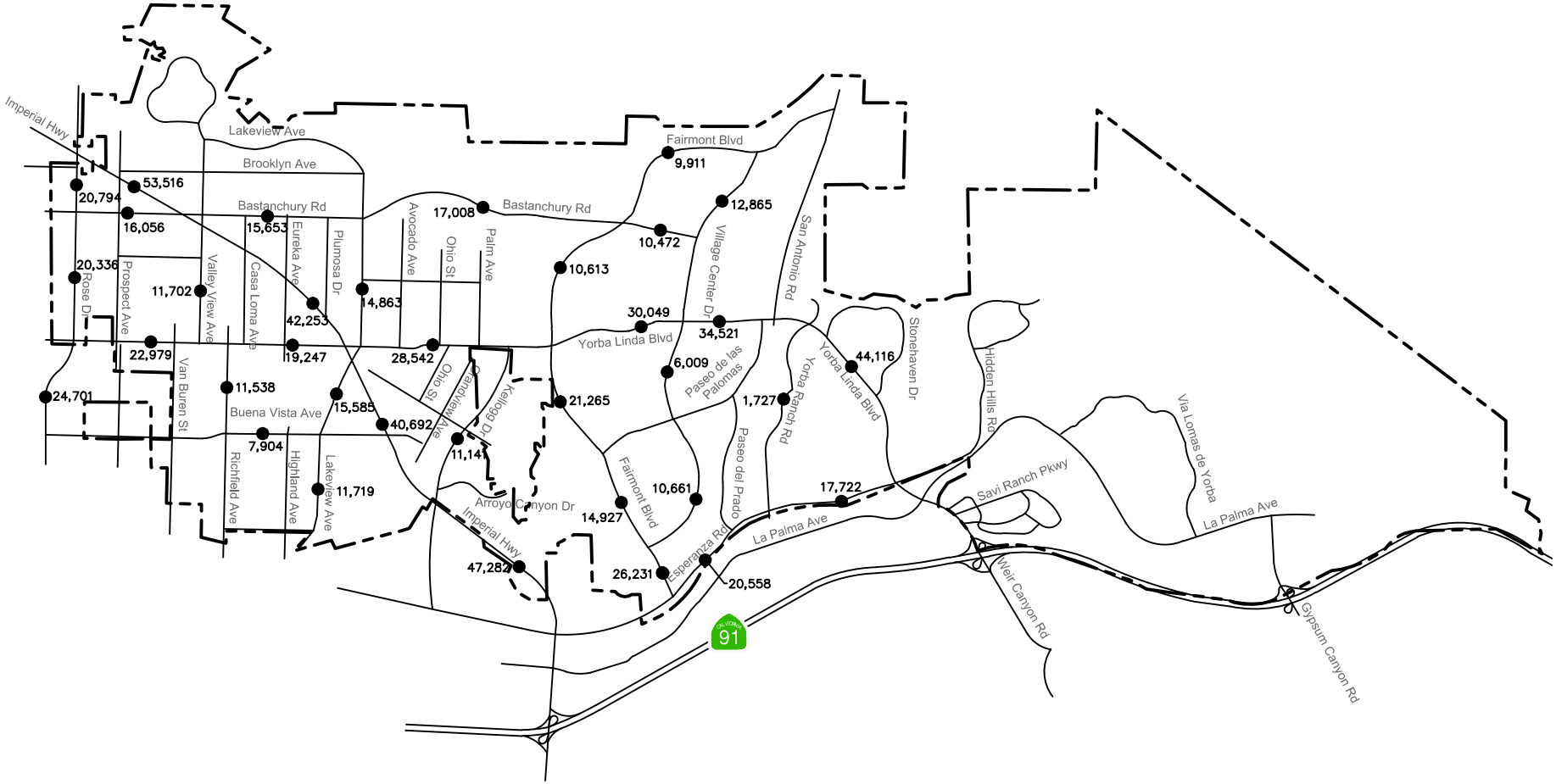

LEGEND:

xxxx = Average Daily Traffic Volume

FIGURE 16
BUILDOUT 2035 WITH PROJECT ROADWAY SEGMENT VOLUMES

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Peak Hour Intersection Analysis

Intersection Level of Service analysis was conducted for the morning and evening peak hours to evaluate the Build-out 2035 With Project operating conditions of the study intersections. The resulting ICU values and the corresponding peak hour LOS are summarized on Table 6. Based on review of this table, the study intersections would operate at LOS D or better with the exception of the following study intersections:

- #1 – Rose Drive at Imperial Highway: LOS F – PM
- #11 – Imperial Highway at Yorba Linda Boulevard: LOS E – AM, LOS E – PM
- #29 – Yorba Linda Boulevard at La Palma Avenue: LOS E – PM
- #30 – Yorba Linda Boulevard at Savi Ranch Parkway: LOS F – AM, LOS F - PM

Daily Roadway Operating Conditions

Build-out 2035 roadway volumes were compared to roadway capacity to assess Build-out 2035 levels of service. The resulting volumes and associated v/c ratios and LOS are summarized on Table 7. Review of this table indicates that the following roadway segments would operate at below the target Level of Service C or better at Build-out 2035 with project:

- Imperial Highway (Rose Drive to Valley View Avenue)
- Imperial Highway (Yorba Linda Boulevard to Kellogg Drive)
- Imperial Highway (Kellogg Drive to Orangethorpe Avenue)
- Yorba Linda Boulevard (Village Center Drive to Paseo de Palomas)
- Yorba Linda Boulevard (Paseo de Palomas to New River Road)

These roadways are either Primary or Major Arterials in the Build-out scenarios, serving a substantial amount of cross-city and/or through traffic. The forecasted Level of Service conditions on these segments could be seen as reflective of the regional and intra-municipal function these roadways provide.

TABLE 6
SUMMARY OF INTERSECTION OPERATIONS
BUILD-OUT YEAR 2035 WITH PROJECT

Int. #	Intersection	Traffic Control	AM Peak Hour				PM Peak Hour			
			Without Project		With Project		Without Project		With Project	
			ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
1	Rose Drive at Imperial Highway	S	0.736	C	0.738	C	1.001	F	1.001	F
2	Rose Drive at Bastanchury Road	S	0.669	B	0.677	B	0.663	B	0.674	B
3	Rose Drive at Yorba Linda Boulevard	S	0.778	C	0.783	C	0.773	C	0.792	C
4	Imperial Highway at Bastanchury Road	S	0.880	D	0.887	D	0.775	C	0.799	C
5	Valley View Avenue at Bastanchury Road	S	0.635	B	0.635	B	0.606	B	0.606	B
6	Valley View Avenue at Imperial Highway	S	0.650	B	0.656	B	0.697	B	0.722	C
7	Valley View Avenue at Yorba Linda Boulevard	S	0.578	A	0.580	A	0.759	C	0.759	C
8	Richfield Road at Yorba Linda Boulevard	S	0.478	A	0.478	A	0.435	A	0.442	A
9	Richfield Road at Buena Vista Avenue	S	0.532	A	0.532	A	0.482	A	0.482	A
10	Lakeview Avenue at Bastanchury Road	S	0.416	A	0.416	A	0.529	A	0.529	A
11	Imperial Highway at Yorba Linda Boulevard	S	0.990	E	0.991	E	0.974	E	1.000	E
12	Lakeview Avenue at Yorba Linda Blvd	S	0.526	A	0.531	A	0.580	A	0.590	A
13	Lakeview Avenue at Buena Vista Avenue	U	0.590	A	0.592	A	0.646	B	0.661	B
14	Kellogg Drive at Yorba Linda Boulevard	S	0.341	A	0.390	A	0.385	A	0.471	A
15	Kellogg Drive at Imperial Highway (North)	S	0.494	A	0.500	A	0.398	A	0.401	A
16	Kellogg Drive at Imperial Highway (South)	U	0.528	A	0.530	A	0.343	A	0.349	A
17	Fairmont Boulevard at Bastanchury Road	S	0.736	C	0.736	C	0.567	A	0.567	A
18	Fairmont Boulevard at Yorba Linda Boulevard	S	0.579	A	0.615	B	0.553	A	0.677	B
19	Fairmont Boulevard at Paseo de las Palomas	S	0.324	A	0.327	A	0.340	A	0.350	A
20	Fairmont Boulevard (South) at Village Center Drive	S	0.448	A	0.448	A	0.523	A	0.523	A
21	Village Center Drive at Fairmont Boulevard (North)	U	0.056	A	0.056	A	0.059	A	0.059	A
22	Village Center Drive at Bastanchury Road	S	0.523	A	0.523	A	0.501	A	0.501	A
23	Village Center Drive at Yorba Linda Boulevard	S	0.499	A	0.499	A	0.552	A	0.694	B
24	Village Center Drive at Paseo de las Palomas	U	0.218	A	0.218	A	0.195	A	0.195	A
25	Paseo de las Palomas at Yorba Linda Boulevard	S	0.334	A	0.438	A	0.470	A	0.612	B
26	San Antonio Road at Yorba Linda Boulevard	S	0.473	A	0.551	A	0.476	A	0.635	B
27	Yorba Ranch Road at Yorba Linda Boulevard	S	0.483	A	0.639	B	0.469	A	0.759	C
28	Yorba Ranch Road at Esperanza Road	U	0.131	A	0.184	A	0.201	A	0.314	A
29	Yorba Linda Boulevard at La Palma Avenue	S	0.583	A	0.787	C	0.715	C	0.931	E
30	Yorba Linda Boulevard at Savi Ranch Parkway	S	0.562	A	1.177	F	1.059	F	1.884	F

Notes:
Bold and shaded values indicate intersections operating at LOS E or F.
Intersection operation is expressed in volume-to-capacity (V/C) for all study intersections using the ICU Methodology.
S = Signalized
U = Unsignalized
ICU = Intersection Capacity Utilization
LOS = Level of Service

TABLE 7
SUMMARY OF ROADWAY SEGMENT ANALYSIS
BUILD OUT 2035 WITH PROJECT CONDITIONS

Roadway	Segment	Number of Lanes	Opening Year Without Project				Opening Year With Project				Project Impact / Significance	
			LOS E Capacity	Traffic Volume	V/C	LOS	Project Traffic	Traffic Volume	V/C	LOS	Project Impact	Impact Sig?
Imperial Highway	Rose Dr to Valley View Ave	6D	56,300	50,964	0.905	E	2,552	53,516	0.951	E	0.045	Yes
	Valley View Ave to Yorba Linda Blvd	6D	56,300	39,701	0.705	C	2,552	42,253	0.750	C	0.045	No
	Yorba Linda Blvd to Kellogg Dr	4D	37,500	40,246	1.073	F	446	40,692	1.085	F	0.012	Yes
	Kellogg Dr to Orangethorpe Ave	4D	37,500	46,836	1.249	F	446	47,282	1.261	F	0.012	Yes
Bastanchury Road	Rose Dr to Imperial Hwy	4D	37,500	15,768	0.420	A	288	16,056	0.428	A	0.008	No
	Imperial Hwy to Lakeview Ave	4U	25,000	15,653	0.626	B	0	15,653	0.626	B	0.000	No
	Lakeview Ave to Fairmont Blvd	4D	37,500	17,008	0.454	A	0	17,008	0.454	A	0.000	No
	Fairmont Blvd to Village Center Dr	4U	25,000	10,472	0.419	A	0	10,472	0.419	A	0.000	No
Yorba Linda Boulevard	Rose Dr to Valley View Ave	6D	56,300	22,117	0.393	A	862	22,979	0.408	A	0.015	No
	Valley View Ave to Imperial Hwy	6D	56,300	18,385	0.327	A	862	19,247	0.342	A	0.015	No
	Lakeview Ave to Fairmont Blvd	6D	56,300	20,520	0.364	A	8,022	28,542	0.507	A	0.142	No
	Fairmont Blvd to Village Center Dr	4D	37,500	16,149	0.431	A	13,900	30,049	0.801	C	0.371	No
	Village Center Dr to Paseo de las Palomas	4D	37,500	20,621	0.550	A	13,900	34,521	0.921	E	0.371	Yes
	Paseo de las Palomas to New River Rd	4D	37,500	22,570	0.602	A	21,546	44,116	1.176	F	0.575	Yes
Buena Vista Avenue	Rose Dr to Lakeview Ave	4U	25,000	7,904	0.316	A	0	7,904	0.316	A	0.000	No
Esperanza Road	Fairmont Blvd to Paseo del Prado	4D	37,500	11,270	0.301	A	9,288	20,558	0.548	A	0.248	No
	Paseo del Prado to New River Rd	4D	37,500	8,732	0.233	A	8,990	17,722	0.473	A	0.240	No
Rose Drive	Imperial Hwy to Bastanchury Rd	6D	56,300	19,690	0.350	A	1,104	20,794	0.369	A	0.020	No
	Bastanchury Rd to Yorba Linda Blvd	6D	56,300	19,704	0.350	A	632	20,336	0.361	A	0.011	No
	Yorba Linda Blvd to Buena Vista Ave	6D	56,300	24,097	0.428	A	604	24,701	0.439	A	0.011	No
Valley View Avenue	Bastanchury Rd to Yorba Linda Blvd	4U	25,000	11,702	0.468	A	0	11,702	0.468	A	0.000	No
Richfield Road	Yorba Linda Blvd to Buena Vista Ave	4U	25,000	11,538	0.462	A	0	11,538	0.462	A	0.000	No
Lakeview Avenue	Bastanchury Rd to Yorba Linda Blvd	4U	25,000	14,287	0.571	A	576	14,863	0.595	A	0.023	No
	Yorba Linda Blvd to Buena Vista Ave	4D	37,500	15,009	0.400	A	576	15,585	0.416	A	0.015	No
	South of Buena Vista Ave	4D	37,500	11,143	0.297	A	576	11,719	0.313	A	0.015	No
Kellogg Drive	Yorba Linda Blvd to Imperial Hwy	4U	25,000	10,111	0.404	A	1,030	11,141	0.446	A	0.041	No
Fairmont Blvd	Village Center Dr N to Bastanchury Rd	4D	37,500	9,911	0.264	A	0	9,911	0.264	A	0.000	No
	Bastanchury Rd to Yorba Linda Blvd	4D	37,500	10,613	0.283	A	0	10,613	0.283	A	0.000	No
	Yorba Linda Blvd to Paseo de las Palomas	4D	37,500	13,493	0.360	A	7,772	21,265	0.567	A	0.207	No
	Paseo de las Palomas to Village Center Dr S	4D	37,500	14,197	0.379	A	730	14,927	0.398	A	0.019	No
	Village Center Dr S to Fairmont Connector	6D	56,300	26,231	0.466	A	0	26,231	0.466	A	0.000	No
Village Center Drive	Fairmont Blvd to Yorba Linda Blvd	4U	25,000	12,865	0.515	A	0	12,865	0.515	A	0.000	No
	Yorba Linda Blvd to Paseo de las Palomas	4U	25,000	6,009	0.240	A	0	6,009	0.240	A	0.000	No
	Paseo de las Palomas to Fairmont Blvd	4U	25,000	10,661	0.426	A	0	10,661	0.426	A	0.000	No
Yorba Ranch Road	Yorba Linda Blvd to Esperanza Road	4U	25,000	1,429	0.057	A	298	1,727	0.069	A	0.012	No

Notes: V/C = Volume-to-Capacity ratio, LOS = Level of Service, D = Divided Roadway, U = Undivided Roadway
Bold V/C and LOS values indicate a deficient Level of Service, based on City of Buena Park General Plan Policy

CIRCULATION IMPROVEMENTS FOR BUILD-OUT WITH PROJECT CONDITIONS

The foregoing analysis has indicated the potential for a number of intersections and roadway segments to operate at a deficient Level of Service at Build-out with the implementation of the potential focus area development identified.

Intersection Improvements

Improvements were identified that would achieve improved Level of Service under build-out conditions at the study intersections forecasted to operate at a deficient Level of Service. A summary of the intersection operation before and after implementation of these improvements is provided on Table 8. These improvements are:

- #1 – Rose Drive at Imperial Highway: Add 3rd NB through lane on Rose Drive. Although the intersection would continue to operate an unacceptable Level of Service (LOS F) during the evening peak hour, this improvement would improve the evening peak hour Level of Service from LOS F to LOS E.

- #11 – Imperial Highway at Yorba Linda Boulevard: Add a dedicated EB right-turn lane with overlap. With this improvement, the intersection would operate at LOS D during both peak hours.

- #29 – Yorba Linda Boulevard at La Palma Avenue: Add dedicated SB right-turn lane on Yorba Linda Boulevard. Although the intersection would continue to operate an unacceptable Level of Service (LOS E) during the evening peak hour, this improvement would provide an improvement in overall intersection capacity.

- #30 – Yorba Linda Boulevard at Savi Ranch Parkway: Currently built to ultimate configuration.

Recommended Roadway Improvements

Since the acceptable threshold for LOS is C, the 5 segments identified are considered to be impacted. A summary of roadway LOS before and after implementation of roadway improvements is provided on Table 9.

- The roadway segments of Imperial Highway from Yorba Linda Boulevard to Kellogg Drive and Yorba Linda Boulevard from Fairmont Boulevard to New River Road would need to be widened to six lanes in order to achieve acceptable daily Level of Service. The roadway segment of Imperial Highway from Kellogg Drive and Orangethorpe Avenue would also need to be widened to six lanes to achieve Level of Service D.

    - Traffic volumes will increase gradually over time, such that widening would not be an immediate action the City would need to take. Rather, the City should monitor traffic growth, and be prepared to act when the levels of congestion are reached such that widening becomes essential.

- To the extent that future development contributes to the need for widening, a fair-share contribution to the cost of the widening can be made a condition of approval for that development.

- The segment of Imperial Highway from Rose Drive to Yorba Linda Boulevard is already built to six lanes. The increase in traffic on this segment reflects traffic demands due to new development, as well as increases in regional traffic destined for the freeway.

  - Further widening on this roadway segment could have significant land use implications.
  - Instead, traffic control system improvements such as coordinated signals should be implemented to enhance traffic flow and reduce traffic delays at signalized intersections.
  - With these measures, traffic operating conditions on this segment can be maintained to acceptable levels.

TABLE 8
SUMMARY OF INTERSECTION OPERATIONS WITH PROPOSED IMPROVEMENTS
BUILD-OUT YEAR 2035 WITH PROJECT

Int. #	Intersection	AM Peak Hour				PM Peak Hour			
		Without Improvement		With Improvement		Without Improvement		With Improvement	
		ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
Build-out without Project									
1	Rose Drive at Imperial Highway Add 3rd NB Thru Lane to Rose Drive	0.736	C	0.729	C	1.001	F	0.936	E
11	Imperial Highway at Yorba Linda Boulevard Add Dedicated EB Right-turn Lane with Overlap	0.990	E	0.828	D	0.974	E	0.795	C
30	Yorba Linda Boulevard at Savi Ranch Parkway Currently built to ultimate configuration	0.562	A	0.562	A	1.059	F	1.059	F
Build-out with Project									
1	Rose Drive at Imperial Highway Add 3rd NB Thru Lane to Rose Drive	0.738	C	0.738	C	1.001	F	0.936	E
11	Imperial Highway at Yorba Linda Boulevard Add Dedicated EB Right-turn Lane with Overlap	0.991	E	0.829	D	1.000	E	0.822	D
29	Yorba Linda Boulevard at La Palma Avenue Add Dedicated SB Right-turn Lane	0.787	C	0.783	C	0.931	E	0.931	E
30	Yorba Linda Boulevard at Savi Ranch Parkway Currently built to ultimate configuration	1.177	F	1.177	F	1.884	F	1.884	F

Notes:
Bold and shaded values indicate intersections operating at LOS E or F.
Intersection operation is expressed in volume-to-capacity (V/C) for all study intersections using the ICU Methodology.
ICU = Intersection Capacity Utilization
LOS = Level of Service

TABLE 9
SUMMARY OF ROADWAY SEGMENT WITH IMPROVEMENTS
BUILD OUT 2035 WITH PROJECT CONDITIONS

Roadway	Segment	Traffic Volume	Without Improvement				With Improvement				
			Number of Lanes	LOS E Capacity	V/C	LOS	Roadway Classification	Number of Lanes	LOS E Capacity	V/C	LOS
Imperial Highway	Rose Dr to Valley View Ave	53,516	6D	56,300	0.951	E	Major	6D	56,300	0.951	E
	Yorba Linda Blvd to Kellogg Dr	40,692	4D	37,500	1.085	F	Major	6D	56,300	0.723	C
	Kellogg Dr to Orangethorpe Ave	47,282	4D	37,500	1.261	F	Major	6D	56,300	0.840	D
Yorba Linda Boulevard	Village Center Dr to Paseo de las Palomas	34,521	4D	37,500	0.921	E	Major	6D	56,300	0.613	B
	Paseo de las Palomas to New River Rd	44,116	4D	37,500	1.176	F	Major	6D	56,300	0.784	C

Notes: V/C = Volume-to-Capacity ratio, LOS = Level of Service, D = Divided Roadway, U = Undivided Roadway

Bold V/C and LOS values indicate a deficient Level of Service, based on City of Yorba Linda General Plan Policy

SUMMARY

While the City of Yorba Linda is generally fully developed, some parcels are still vacant, or underdeveloped and have the potential for enhanced or further development. For purposes of this General Plan Update, these areas have been designated "Focus Areas".

The number of trips that would be generated by the potential development in these focus areas was calculated, and is summarized on Table 5 (previously mentioned).

With build-out of the city, increased traffic volumes will occur throughout the city, with deficient conditions forecasted at 4 study intersections and 5 study roadway segments. Recommendations for updating the Circulation Element to address future traffic conditions are presented below:

- Improvements to mitigate the deficient peak hour conditions at study intersections have been presented.

- A funding or fee assessment mechanism, such as a traffic impact fee, or an improvement district, should be implemented to collect a portion of the costs to implement these improvements from new development.

- It is recommended that the following roadway segments be improved to provide six travel lanes (three in each direction):

    - Imperial Highway from Yorba Linda Boulevard to Orangethorpe Avenue
    - Yorba Linda Blvd from Fairmont Boulevard to New River Road

- Traffic volumes will increase gradually over time, such that widening would not be an immediate action the City would need to take. Rather, the City should monitor traffic growth, and be prepared to act when the levels of congestion are reached such that widening becomes essential.

- To the extent that future development contributes to the need for widening, a fair-share contribution to the cost of the widening can be made a condition of approval for that development.

APPENDIX

APPENDIX A

TRAFFIC COUNT DATA SHEETS

RAW

Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	PHF	YEAR
1	216	222	116	559	425	23	73	704	84	194	1327	587	0.933	2013
2	134	448	115	118	533	71	61	437	116	83	629	61	0.912	2012
3	96	573	117	104	718	64	92	516	64	213	736	131	0.804	2013
4	287	1579	5	205	1203	7	17	188	265	7	425	607	0.911	2013
5	16	150	36	68	323	274	104	254	10	50	684	44	0.871	2012
6	117	110	51	180	166	12	10	1405	165	16	1817	90	0.867	2013
8	158	4	155	0	4	6	4	639	210	199	809	4	0.814	2013
13	38	255	52	45	415	94	114	120	57	79	151	90	0.646	2013
14	77	0	220	0	0	0	0	579	66	284	1148	0	0.969	2013
18	289	187	65	99	266	319	150	485	221	85	912	117	0.85	2013
19	0	363	58	151	440	0	0	0	0	93	0	227	0.858	2012
23	81	133	38	335	142	124	78	460	52	56	748	374	0.928	2012
25	46	0	114	0	0	0	0	698	21	50	1031	0	0.805	2012
26	2	0	4	114	0	71	26	926	1	0	1132	52	0.851	2012
27	66	3	41	21	9	2	6	957	82	49	1106	10	0.84	2012
29	278	792	250	345	934	59	45	144	267	276	302	679	0.898	2012
30	168	1111	675	193	1289	169	100	0	142	154	0	163	0.802	2012

Growth	0.5%
Growth Factor	1.005

2015

Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	PHF	YEAR
1	217	223	117	562	427	23	73	708	84	195	1334	590	0.933	2013
2	135	450	116	119	536	71	61	439	117	83	632	61	0.912	2012
3	96	576	118	105	722	64	92	519	64	214	740	132	0.804	2013
4	288	1587	5	206	1209	7	17	189	266	7	427	610	0.911	2013
5	16	151	36	68	325	275	105	255	10	50	687	44	0.871	2012
6	118	111	51	181	167	12	10	1412	166	16	1826	90	0.867	2013
8	159	4	156	0	4	6	4	642	211	200	813	4	0.814	2013
13	38	256	52	45	417	94	115	121	57	79	152	90	0.646	2013
14	77	0	221	0	0	0	0	582	66	285	1154	0	0.969	2013
18	290	188	65	99	267	321	151	487	222	85	917	118	0.85	2013
19	0	365	58	152	442	0	0	0	0	93	0	228	0.858	2012
23	81	134	38	337	143	125	78	462	52	56	752	376	0.928	2012
25	46	0	115	0	0	0	0	701	21	50	1036	0	0.805	2012
26	2	0	4	115	0	71	26	931	1	0	1138	52	0.851	2012
27	66	3	41	21	9	2	6	962	82	49	1112	10	0.84	2012
29	279	796	251	347	939	59	45	145	268	277	304	682	0.898	2012
30	169	1117	678	194	1295	170	101	0	143	155	0	164	0.802	2012

RAW

Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	PHF	YEAR
1	217	440	84	711	282	23	42	1104	109	165	891	610	0.973	2013
2	174	715	110	54	470	74	70	559	88	88	415	40	0.951	2012
3	173	796	191	135	426	94	116	674	73	185	571	155	0.922	2013
4	237	1324	0	466	1525	9	10	355	237	5	240	246	0.88	2013
5	12	274	96	60	203	168	193	616	23	41	374	26	0.969	2012
6	162	144	26	118	96	8	17	1733	156	30	1545	132	0.962	2013
8	266	1	144	3	1	2	3	854	170	110	761	2	0.927	2013
13	67	400	58	41	246	103	158	80	35	17	60	35	0.83	2013
14	73	0	324	0	0	0	0	1161	66	201	829	0	0.941	2013
18	209	139	55	143	174	148	229	866	247	57	657	58	0.914	2013
19	0	287	85	175	249	0	0	0	0	75	0	131	0.888	2012
23	32	222	89	378	268	82	150	754	83	118	498	163	0.857	2012
25	41	0	127	0	0	0	0	1104	43	132	936	0	0.981	2012
26	0	0	2	71	0	60	54	1183	1	0	970	76	0.921	2012
27	87	5	40	2	6	4	19	1146	93	41	975	14	0.87	2012
29	358	1210	592	606	794	64	83	573	401	331	166	325	0.867	2012
30	103	1364	593	343	1113	235	163	0	379	584	0	577	0.802	2012

Growth	0.5%
Growth Factor	1.005

2015

Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	PHF	YEAR
1	218	442	84	715	283	23	42	1110	110	166	895	613	0.973	2013
2	175	719	111	54	472	74	70	562	88	88	417	40	0.951	2012
3	174	800	192	136	428	94	117	677	73	186	574	156	0.922	2013
4	238	1331	0	468	1533	9	10	357	238	5	241	247	0.88	2013
5	12	275	96	60	204	169	194	619	23	41	376	26	0.969	2012
6	163	145	26	119	96	8	17	1742	157	30	1553	133	0.962	2013
8	267	1	145	3	1	2	3	858	171	111	765	2	0.927	2013
13	67	402	58	41	247	104	159	80	35	17	60	35	0.83	2013
14	73	0	326	0	0	0	0	1167	66	202	833	0	0.941	2013
18	210	140	55	144	175	149	230	870	248	57	660	58	0.914	2013
19	0	288	85	176	250	0	0	0	0	75	0	132	0.888	2012
23	32	223	89	380	269	82	151	758	83	119	500	164	0.857	2012
25	41	0	128	0	0	0	0	1110	43	133	941	0	0.981	2012
26	0	0	2	71	0	60	54	1189	1	0	975	76	0.921	2012
27	87	5	40	2	6	4	19	1152	93	41	980	14	0.87	2012
29	360	1216	595	609	798	64	83	576	403	333	167	327	0.867	2012
30	104	1371	596	345	1119	236	164	0	381	587	0	580	0.802	2012

RAW

Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	PHF
10	86	40	81	29	95	29	12	272	51	135	535	30	N/A
12	98	108	86	66	211	127	107	501	88	166	726	28	N/A

RAW

Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	PHF
10	94	111	154	48	82	14	23	578	99	126	434	59	N/A
12	177	264	193	167	177	123	104	875	70	119	1036	107	N/A

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

City of Yorba Linda
N/S: Rose Drive
E/W: Imperial Highway
Weather: Sunny

File Name : YLA_Rose_Imperial AM
Site Code : 05113352
Start Date : 9/4/2013
Page No : 1

Groups Printed- Total Volume

	Rose Drive Southbound				Imperial Highway Westbound				Rose Drive Northbound				Imperial Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	79	93	6	178	25	179	149	353	36	34	23	93	15	115	10	140	764
07:15 AM	84	116	22	222	31	221	163	415	42	50	13	105	6	149	17	172	914
07:30 AM	125	108	6	239	66	283	131	480	38	50	23	111	31	160	19	210	1040
07:45 AM	165	115	5	285	28	382	129	539	48	60	26	134	6	229	21	256	1214
Total	453	432	39	924	150	1065	572	1787	164	194	85	443	58	653	67	778	3932
08:00 AM	130	110	5	245	36	299	173	508	76	66	31	173	26	158	19	203	1129
08:15 AM	139	92	7	238	64	363	154	581	54	46	36	136	10	157	25	192	1147
08:30 AM	123	92	11	226	48	316	141	505	50	67	19	136	3	139	27	169	1036
08:45 AM	113	68	13	194	44	268	124	436	63	56	29	148	12	153	34	199	977
Total	505	362	36	903	192	1246	592	2030	243	235	115	593	51	607	105	763	4289
Grand Total	958	794	75	1827	342	2311	1164	3817	407	429	200	1036	109	1260	172	1541	8221
Apprch %	52.4	43.5	4.1		9	60.5	30.5		39.3	41.4	19.3		7.1	81.8	11.2		
Total %	11.7	9.7	0.9	22.2	4.2	28.1	14.2	46.4	5	5.2	2.4	12.6	1.3	15.3	2.1	18.7	

	Rose Drive Southbound				Imperial Highway Westbound				Rose Drive Northbound				Imperial Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	125	108	6	239	**66**	283	131	480	38	50	23	111	**31**	160	19	210	1040
07:45 AM	**165**	**115**	5	**285**	28	**382**	129	539	48	60	26	134	6	**229**	21	**256**	**1214**
08:00 AM	130	110	5	245	36	299	**173**	508	**76**	**66**	31	**173**	26	158	19	203	1129
08:15 AM	139	92	**7**	238	64	363	154	**581**	54	46	**36**	136	10	157	**25**	192	1147
Total Volume	559	425	23	1007	194	1327	587	2108	216	222	116	554	73	704	84	861	4530
% App. Total	55.5	42.2	2.3		9.2	63	27.8		39	40.1	20.9		8.5	81.8	9.8		
PHF	.847	.924	.821	.883	.735	.868	.848	.907	.711	.841	.806	.801	.589	.769	.840	.841	.933

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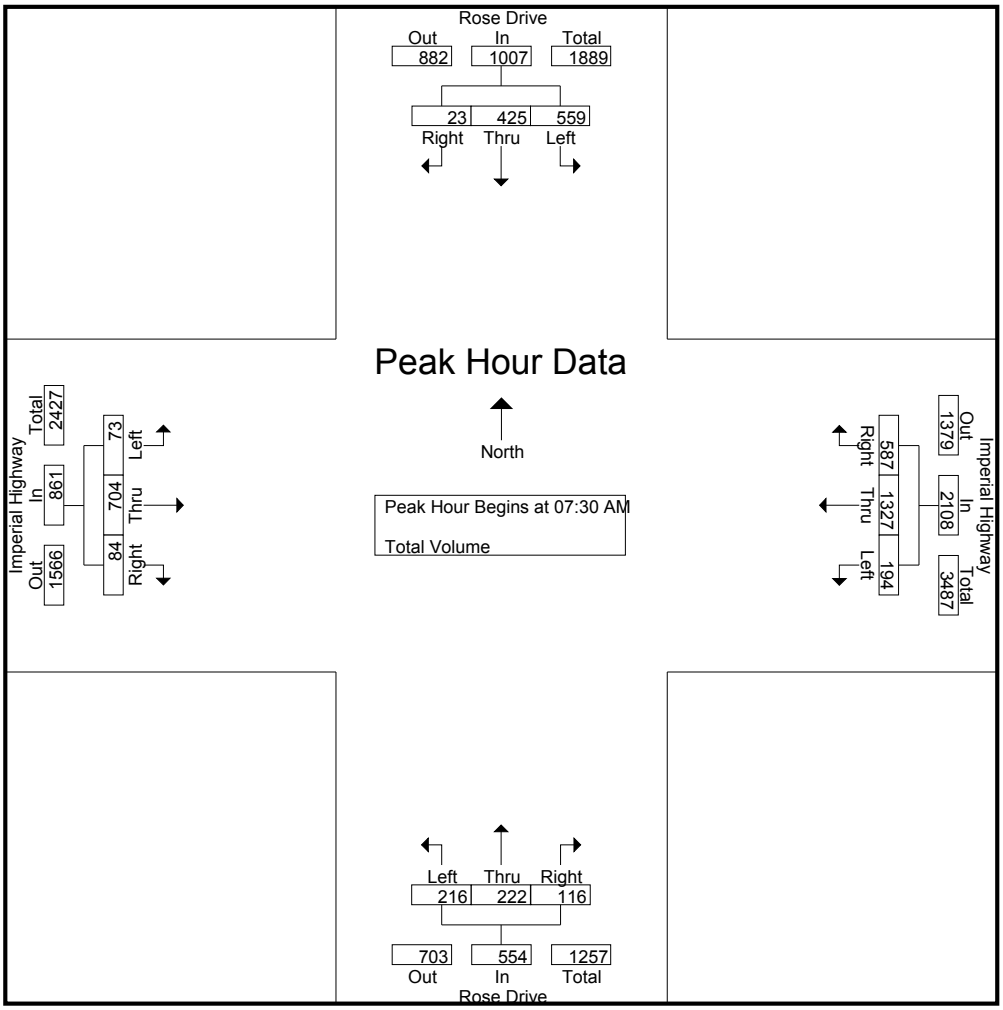
Weather: Sunny

File Name : YLA_Rose_Imperial AM
Site Code : 05113352
Start Date : 9/4/2013
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:45 AM				07:45 AM				07:30 AM			
+0 mins.	125	108	6	239	28	**382**	129	539	48	60	26	134	**31**	160	19	210
+15 mins.	**165**	**115**	5	**285**	36	299	**173**	508	**76**	66	31	**173**	6	**229**	21	**256**
+30 mins.	130	110	5	245	**64**	363	154	**581**	54	46	**36**	136	26	158	19	203
+45 mins.	139	92	**7**	238	48	316	141	505	50	**67**	19	136	10	157	**25**	192
Total Volume	559	425	23	1007	176	1360	597	2133	228	239	112	579	73	704	84	861
% App. Total	55.5	42.2	2.3		8.3	63.8	28		39.4	41.3	19.3		8.5	81.8	9.8	
PHF	.847	.924	.821	.883	.688	.890	.863	.918	.750	.892	.778	.837	.589	.769	.840	.841

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City of Yorba Linda
N/S: Rose Drive
E/W: Imperial Highway
Weather: Sunny

File Name : YLA_Rose_Imperial PM
Site Code : 05113352
Start Date : 9/4/2013
Page No : 1

Groups Printed- Total Volume

	Rose Drive Southbound				Imperial Highway Westbound				Rose Drive Northbound				Imperial Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	117	57	7	181	23	202	119	344	37	109	20	166	14	239	19	272	963
04:15 PM	161	59	7	227	30	181	134	345	56	102	28	186	17	222	18	257	1015
04:30 PM	148	59	4	211	42	251	150	443	49	128	18	195	14	238	30	282	1131
04:45 PM	198	74	10	282	36	222	146	404	46	101	16	163	16	260	25	301	1150
Total	624	249	28	901	131	856	549	1536	188	440	82	710	61	959	92	1112	4259
05:00 PM	190	72	3	265	45	175	166	386	67	106	15	188	8	258	28	294	1133
05:15 PM	168	68	5	241	49	231	147	427	53	128	25	206	11	293	24	328	1202
05:30 PM	155	68	5	228	35	263	151	449	51	105	28	184	7	293	32	332	1193
05:45 PM	195	86	4	285	28	204	115	347	40	107	26	173	8	243	21	272	1077
Total	708	294	17	1019	157	873	579	1609	211	446	94	751	34	1087	105	1226	4605
Grand Total	1332	543	45	1920	288	1729	1128	3145	399	886	176	1461	95	2046	197	2338	8864
Apprch %	69.4	28.3	2.3		9.2	55	35.9		27.3	60.6	12		4.1	87.5	8.4		
Total %	15	6.1	0.5	21.7	3.2	19.5	12.7	35.5	4.5	10	2	16.5	1.1	23.1	2.2	26.4	

	Rose Drive Southbound				Imperial Highway Westbound				Rose Drive Northbound				Imperial Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**198**	**74**	**10**	**282**	36	222	146	404	46	101	16	163	**16**	260	25	301	1150
05:00 PM	190	72	3	265	45	175	**166**	386	**67**	106	15	188	8	258	28	294	1133
05:15 PM	168	68	5	241	**49**	231	147	427	53	**128**	25	**206**	11	**293**	24	328	**1202**
05:30 PM	155	68	5	228	35	**263**	151	**449**	51	105	**28**	184	7	293	**32**	**332**	1193
Total Volume	711	282	23	1016	165	891	610	1666	217	440	84	741	42	1104	109	1255	4678
% App. Total	70	27.8	2.3		9.9	53.5	36.6		29.3	59.4	11.3		3.3	88	8.7		
PHF	.898	.953	.575	.901	.842	.847	.919	.928	.810	.859	.750	.899	.656	.942	.852	.945	.973

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City of Yorba Linda
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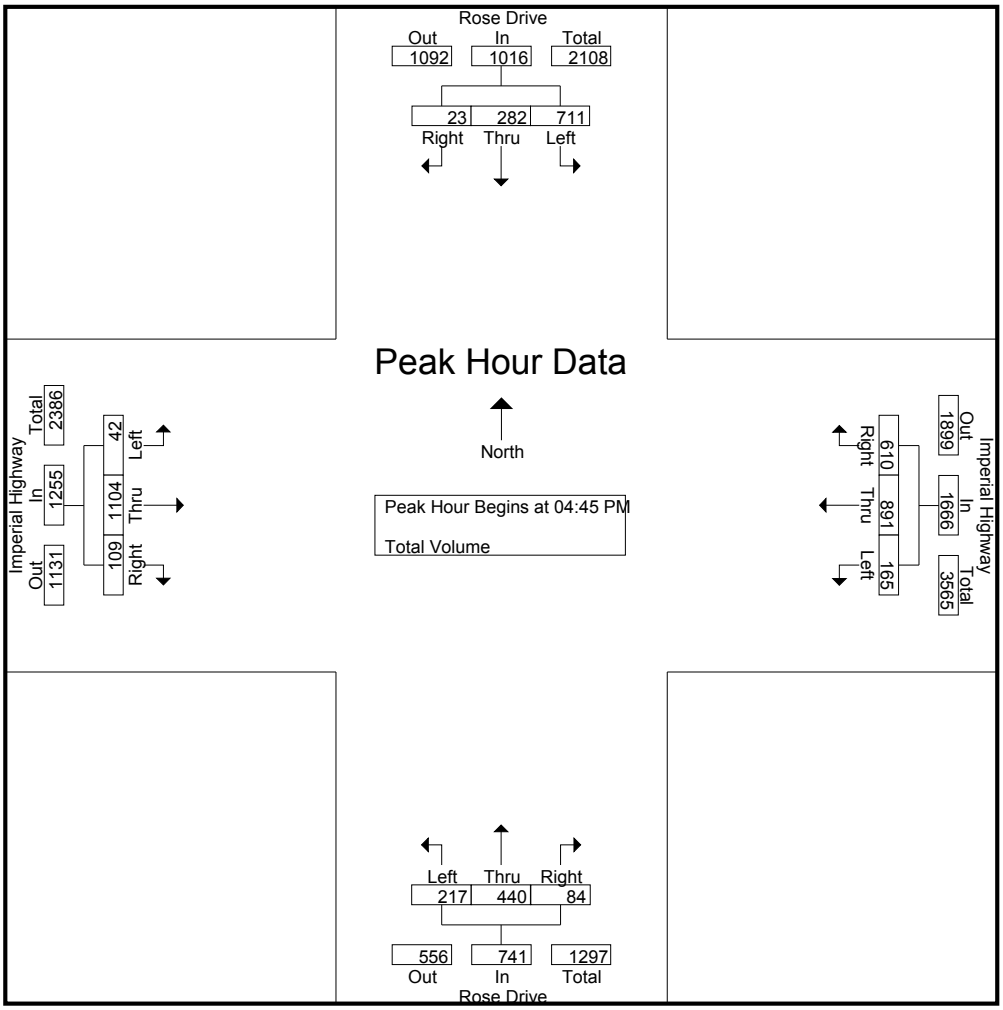
E/W: Imperial Highway
Weather: Sunny

File Name : YLA_Rose_Imperial PM
Site Code : 05113352
Start Date : 9/4/2013
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:30 PM				04:45 PM			
+0 mins.	**198**	**74**	**10**	**282**	36	222	146	404	49	**128**	18	195	**16**	260	25	301
+15 mins.	190	72	3	265	45	175	**166**	386	46	101	16	163	8	258	28	294
+30 mins.	168	68	5	241	**49**	231	147	427	**67**	106	15	188	11	**293**	24	328
+45 mins.	155	68	5	228	35	**263**	151	**449**	53	128	**25**	**206**	7	293	**32**	**332**
Total Volume	711	282	23	1016	165	891	610	1666	215	463	74	752	42	1104	109	1255
% App. Total	70	27.8	2.3		9.9	53.5	36.6		28.6	61.6	9.8		3.3	88	8.7	
PHF	.898	.953	.575	.901	.842	.847	.919	.928	.802	.904	.740	.913	.656	.942	.852	.945

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: TUESDAY

City: City of Yorba Linda

Date: 03/06/2012

AM

NS/EW Streets:	Rose Dr			Rose Dr			Bastanchury Rd			Bastanchury Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
7:00 AM	19	61	13	11	115	10	16	61	19	22	109	7	463
7:15 AM	14	87	18	7	128	14	8	73	20	22	122	9	522
7:30 AM	46	105	32	13	149	17	9	100	21	26	213	10	741
7:45 AM	23	135	44	23	135	21	22	141	45	15	155	10	769
8:00 AM	24	95	15	31	134	20	11	90	30	26	149	19	644
8:15 AM	41	113	24	51	115	13	19	106	20	16	112	22	652
8:30 AM	21	99	10	15	93	10	12	71	17	24	112	8	492
8:45 AM	22	88	19	11	77	14	8	84	14	18	98	11	464
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	210	783	175	162	946	119	105	726	186	169	1070	96	4747
APPROACH %'s :	17.98%	67.04%	14.98%	13.20%	77.10%	9.70%	10.32%	71.39%	18.29%	12.66%	80.15%	7.19%	

PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	134	448	115	118	533	71	61	437	116	83	629	61	2806
PEAK HR FACTOR :		0.863			0.976			0.738			0.776		0.912

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: TUESDAY

City: City of Yorba Linda

Date: 03/06/2012

PM

NS/EW Streets:	Rose Dr			Rose Dr			Bastanchury Rd			Bastanchury Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
4:00 PM	36	143	23	17	115	14	15	124	23	21	71	6	608
4:15 PM	31	146	29	18	97	13	15	127	24	16	88	10	614
4:30 PM	28	144	29	13	106	14	11	113	22	16	118	11	625
4:45 PM	35	163	29	13	131	12	8	145	28	27	102	9	702
5:00 PM	39	173	24	11	120	25	25	143	15	26	121	12	734
5:15 PM	52	205	33	12	114	14	18	144	31	19	98	11	751
5:30 PM	48	174	24	18	105	23	19	127	14	16	94	8	670
5:45 PM	26	141	31	12	98	16	26	136	21	19	81	5	612
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	295	1289	222	114	886	131	137	1059	178	160	773	72	5316
APPROACH %'s :	16.33%	71.37%	12.29%	10.08%	78.34%	11.58%	9.97%	77.07%	12.95%	15.92%	76.92%	7.16%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	174	715	110	54	470	74	70	559	88	88	415	40	2857
PEAK HR FACTOR :		0.861			0.958			0.929			0.854		0.951

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Rose Dr and Bastanchury Rd , City of Yorba Linda

Date: 3/6/2012

Day: Tuesday

Project #: Historical

AM Peak Hour	730 AM
NOON Peak Hour	1200 PM
PM Peak Hour	445 PM

Peak Hour Summary

Southbound Approach

Rose Dr

Lanes	0	2	1		
AM	71	533	118	570	AM
NOON	46	316	52	457	NOON
PM	74	470	54	825	PM

Eastbound Approach

Bastanchury Rd

Lanes	AM	NOON	PM
	834	346	663
1	61	54	70
2	437	271	559
0	116	56	88

Westbound Approach

AM	NOON	PM	Lanes
61	48	40	0
629	218	415	2
83	64	88	1
670	378	723	

CONTROL

Signalized

Northbound Approach

AM	732	134	448	115	AM
NOON	436	82	355	55	NOON
PM	646	174	715	110	PM
		1	2	0	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	12:00 PM	2:00 PM
PM	4:00 PM	6:00 PM

Total Ins & Outs

North Leg		
722	570	AM
414	457	NOON
598	825	PM

West Leg			East Leg		
AM	NOON	PM			
834	346	663	773	330	543
614	381	717	670	378	723
			AM	NOON	PM

South Leg		
732	697	AM
436	492	NOON
646	999	PM

Total Volume Per Leg

North Leg		
1292		AM
871		NOON
1423		PM

West Leg			East Leg		
AM	NOON	PM			
1448	727	1380	1443	708	1266
			AM	NOON	PM

South Leg	
1429	AM
928	NOON
1645	PM

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(951) 268-6268

City of Yorba Linda
N/S: Rose Drive
E/W: Yorba Linda Boulevard
Weather: Sunny

File Name : YLA_Rose_Yorba Linda AM
Site Code : 05113352
Start Date : 9/4/2013
Page No : 1

Groups Printed- Total Volume

	Rose Drive Southbound				Yorba Linda Boulevard Westbound				Rose Drive Northbound				Yorba Linda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	18	144	17	179	39	96	23	158	14	75	19	108	11	59	11	81	526
07:15 AM	16	164	17	197	44	211	28	283	19	97	28	144	15	87	13	115	739
07:30 AM	25	197	18	240	65	239	55	359	23	158	26	207	39	143	8	190	996
07:45 AM	28	193	13	234	57	190	32	279	23	141	41	205	21	166	22	209	927
Total	87	698	65	850	205	736	138	1079	79	471	114	664	86	455	54	595	3188
08:00 AM	24	175	11	210	49	149	28	226	24	135	23	182	19	107	17	143	761
08:15 AM	27	153	22	202	42	158	16	216	26	139	27	192	13	100	17	130	740
08:30 AM	25	137	12	174	41	136	37	214	29	104	50	183	13	105	21	139	710
08:45 AM	20	101	16	137	45	141	28	214	25	126	27	178	16	113	14	143	672
Total	96	566	61	723	177	584	109	870	104	504	127	735	61	425	69	555	2883
Grand Total	183	1264	126	1573	382	1320	247	1949	183	975	241	1399	147	880	123	1150	6071
Apprch %	11.6	80.4	8		19.6	67.7	12.7		13.1	69.7	17.2		12.8	76.5	10.7		
Total %	3	20.8	2.1	25.9	6.3	21.7	4.1	32.1	3	16.1	4	23	2.4	14.5	2	18.9	

	Rose Drive Southbound				Yorba Linda Boulevard Westbound				Rose Drive Northbound				Yorba Linda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	25	**197**	18	**240**	**65**	**239**	**55**	**359**	23	**158**	26	**207**	**39**	143	8	190	**996**
07:45 AM	**28**	193	13	234	57	190	32	279	23	141	**41**	205	21	**166**	**22**	**209**	927
08:00 AM	24	175	11	210	49	149	28	226	24	135	23	182	19	107	17	143	761
08:15 AM	27	153	**22**	202	42	158	16	216	**26**	139	27	192	13	100	17	130	740
Total Volume	104	718	64	886	213	736	131	1080	96	573	117	786	92	516	64	672	3424
% App. Total	11.7	81	7.2		19.7	68.1	12.1		12.2	72.9	14.9		13.7	76.8	9.5		
PHF	.929	.911	.727	.923	.819	.770	.595	.752	.923	.907	.713	.949	.590	.777	.727	.804	.859

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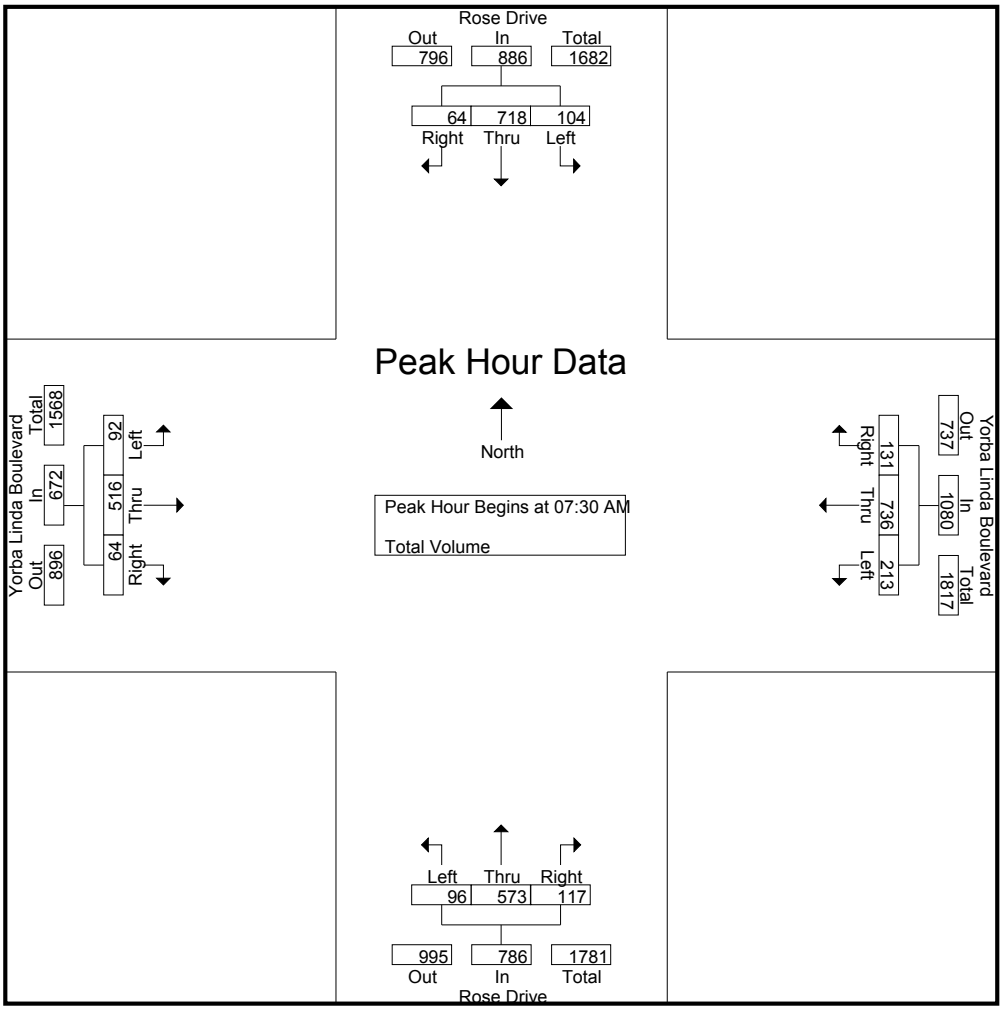
City of Yorba Linda
N/S: Rose Drive
E/W: Yorba Linda Boulevard
Weather: Sunny

File Name : YLA_Rose_Yorba Linda AM
Site Code : 05113352
Start Date : 9/4/2013
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:30 AM				07:30 AM			
+0 mins.	25	**197**	18	**240**	44	211	28	283	23	**158**	26	**207**	**39**	143	8	190
+15 mins.	**28**	193	13	234	**65**	**239**	**55**	**359**	23	141	**41**	205	21	**166**	**22**	**209**
+30 mins.	24	175	11	210	57	190	32	279	24	135	23	182	19	107	17	143
+45 mins.	27	153	**22**	202	49	149	28	226	**26**	139	27	192	13	100	17	130
Total Volume	104	718	64	886	215	789	143	1147	96	573	117	786	92	516	64	672
% App. Total	11.7	81	7.2		18.7	68.8	12.5		12.2	72.9	14.9		13.7	76.8	9.5	
PHF	.929	.911	.727	.923	.827	.825	.650	.799	.923	.907	.713	.949	.590	.777	.727	.804

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City of Yorba Linda
N/S: Rose Drive
E/W: Yorba Linda Boulevard
Weather: Sunny

File Name : YLA_Rose_Yorba Linda PM
Site Code : 05113352
Start Date : 9/4/2013
Page No : 1

Groups Printed- Total Volume

	Rose Drive Southbound				Yorba Linda Boulevard Westbound				Rose Drive Northbound				Yorba Linda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	37	93	12	142	47	124	38	209	45	163	49	257	20	187	13	220	828
04:15 PM	32	106	22	160	43	129	28	200	46	216	48	310	24	146	14	184	854
04:30 PM	31	121	18	170	40	131	30	201	35	169	38	242	28	143	23	194	807
04:45 PM	40	99	25	164	45	121	47	213	36	203	45	284	35	170	16	221	882
Total	140	419	77	636	175	505	143	823	162	751	180	1093	107	646	66	819	3371
05:00 PM	38	111	28	177	49	170	47	266	47	180	50	277	24	160	11	195	915
05:15 PM	28	109	19	156	55	144	34	233	48	205	48	301	31	180	23	234	924
05:30 PM	29	107	22	158	36	136	27	199	42	208	48	298	26	164	23	213	868
05:45 PM	37	93	25	155	46	159	32	237	39	173	45	257	23	138	16	177	826
Total	132	420	94	646	186	609	140	935	176	766	191	1133	104	642	73	819	3533
Grand Total	272	839	171	1282	361	1114	283	1758	338	1517	371	2226	211	1288	139	1638	6904
Apprch %	21.2	65.4	13.3		20.5	63.4	16.1		15.2	68.1	16.7		12.9	78.6	8.5		
Total %	3.9	12.2	2.5	18.6	5.2	16.1	4.1	25.5	4.9	22	5.4	32.2	3.1	18.7	2	23.7	

	Rose Drive Southbound				Yorba Linda Boulevard Westbound				Rose Drive Northbound				Yorba Linda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**40**	99	25	164	45	121	**47**	213	36	203	45	284	**35**	170	16	221	882
05:00 PM	38	**111**	**28**	**177**	49	**170**	47	**266**	47	180	**50**	277	24	160	11	195	915
05:15 PM	28	109	19	156	**55**	144	34	233	**48**	205	48	**301**	31	**180**	**23**	**234**	**924**
05:30 PM	29	107	22	158	36	136	27	199	42	**208**	48	298	26	164	23	213	868
Total Volume	135	426	94	655	185	571	155	911	173	796	191	1160	116	674	73	863	3589
% App. Total	20.6	65	14.4		20.3	62.7	17		14.9	68.6	16.5		13.4	78.1	8.5		
PHF	.844	.959	.839	.925	.841	.840	.824	.856	.901	.957	.955	.963	.829	.936	.793	.922	.971

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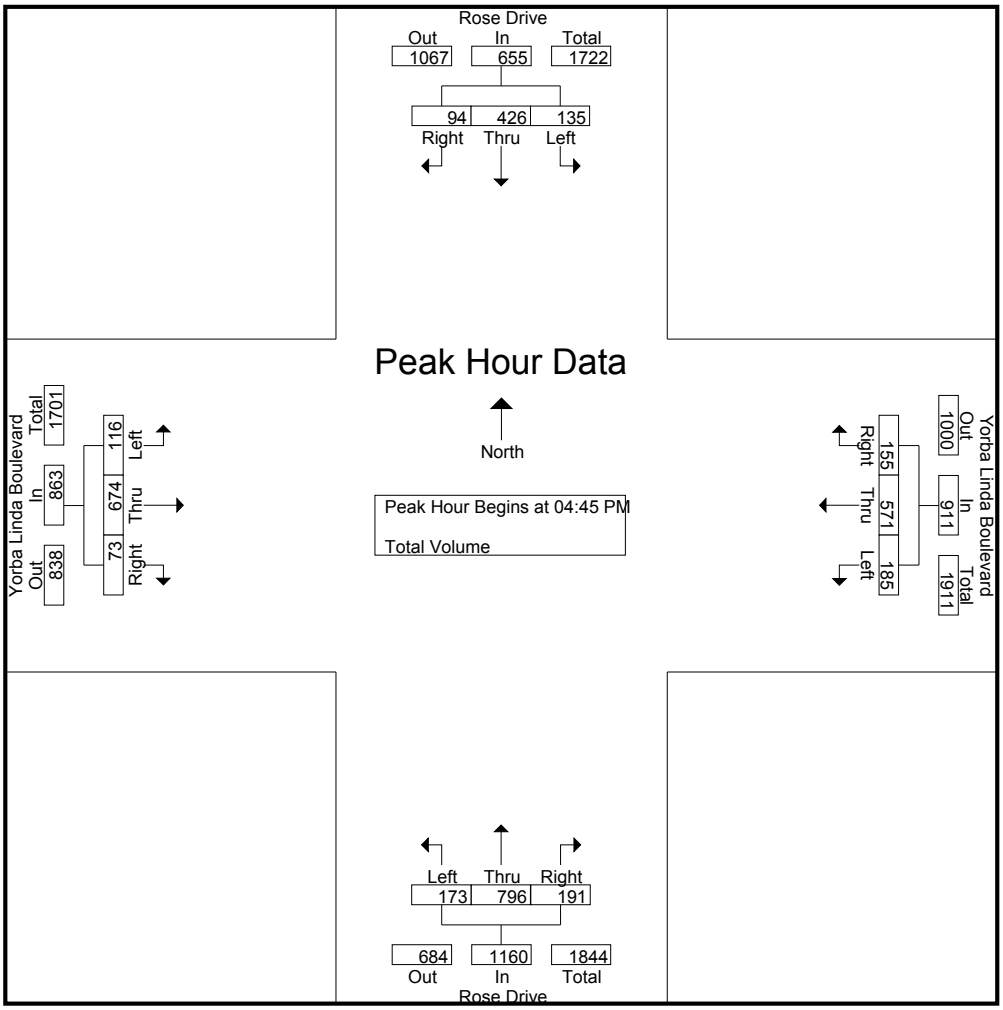
City of Yorba Linda
N/S: Rose Drive
E/W: Yorba Linda Boulevard
Weather: Sunny

File Name : YLA_Rose_Yorba Linda PM
Site Code : 05113352
Start Date : 9/4/2013
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				05:00 PM				04:45 PM				04:45 PM			
+0 mins.	32	106	22	160	49	**170**	**47**	**266**	36	203	45	284	**35**	170	16	221
+15 mins.	31	**121**	18	170	**55**	144	34	233	47	180	**50**	277	24	160	11	195
+30 mins.	**40**	99	25	164	36	136	27	199	**48**	205	48	**301**	31	**180**	**23**	**234**
+45 mins.	38	111	**28**	**177**	46	159	32	237	42	**208**	48	298	26	164	23	213
Total Volume	141	437	93	671	186	609	140	935	173	796	191	1160	116	674	73	863
% App. Total	21	65.1	13.9		19.9	65.1	15		14.9	68.6	16.5		13.4	78.1	8.5	
PHF	.881	.903	.830	.948	.845	.896	.745	.879	.901	.957	.955	.963	.829	.936	.793	.922

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City of Yorba Linda
N/S: Imperial Highway
E/W: Bastanchury Road
Weather: Sunny

File Name : YLA_Imperial_Bastanchury AM
Site Code : 05113352
Start Date : 9/4/2013
Page No : 1

Groups Printed- Total Volume

	Imperial Highway Southbound				Bastanchury Road Westbound				Imperial Highway Northbound				Bastanchury Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	49	176	1	226	1	81	100	182	42	239	6	287	2	47	34	83	778
07:15 AM	41	224	1	266	0	88	134	222	54	341	0	395	1	33	34	68	951
07:30 AM	52	298	4	354	0	108	171	279	86	341	0	427	3	57	50	110	1170
07:45 AM	53	298	1	352	5	117	148	270	74	466	4	544	8	59	62	129	1295
Total	195	996	7	1198	6	394	553	953	256	1387	10	1653	14	196	180	390	4194
08:00 AM	52	309	0	361	2	89	149	240	53	355	1	409	3	35	74	112	1122
08:15 AM	48	298	2	348	0	111	139	250	74	417	0	491	3	37	79	119	1208
08:30 AM	47	275	3	325	0	63	120	183	73	380	6	459	2	31	73	106	1073
08:45 AM	52	240	0	292	0	82	136	218	84	314	1	399	2	40	49	91	1000
Total	199	1122	5	1326	2	345	544	891	284	1466	8	1758	10	143	275	428	4403
Grand Total	394	2118	12	2524	8	739	1097	1844	540	2853	18	3411	24	339	455	818	8597
Apprch %	15.6	83.9	0.5		0.4	40.1	59.5		15.8	83.6	0.5		2.9	41.4	55.6		
Total %	4.6	24.6	0.1	29.4	0.1	8.6	12.8	21.4	6.3	33.2	0.2	39.7	0.3	3.9	5.3	9.5	

	Imperial Highway Southbound				Bastanchury Road Westbound				Imperial Highway Northbound				Bastanchury Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	52	298	**4**	354	0	108	**171**	**279**	**86**	341	0	427	3	57	50	110	1170
07:45 AM	**53**	298	1	352	**5**	**117**	148	270	74	**466**	**4**	**544**	**8**	**59**	62	**129**	**1295**
08:00 AM	52	**309**	0	**361**	2	89	149	240	53	355	1	409	3	35	74	112	1122
08:15 AM	48	298	2	348	0	111	139	250	74	417	0	491	3	37	**79**	119	1208
Total Volume	205	1203	7	1415	7	425	607	1039	287	1579	5	1871	17	188	265	470	4795
% App. Total	14.5	85	0.5		0.7	40.9	58.4		15.3	84.4	0.3		3.6	40	56.4		
PHF	.967	.973	.438	.980	.350	.908	.887	.931	.834	.847	.313	.860	.531	.797	.839	.911	.926

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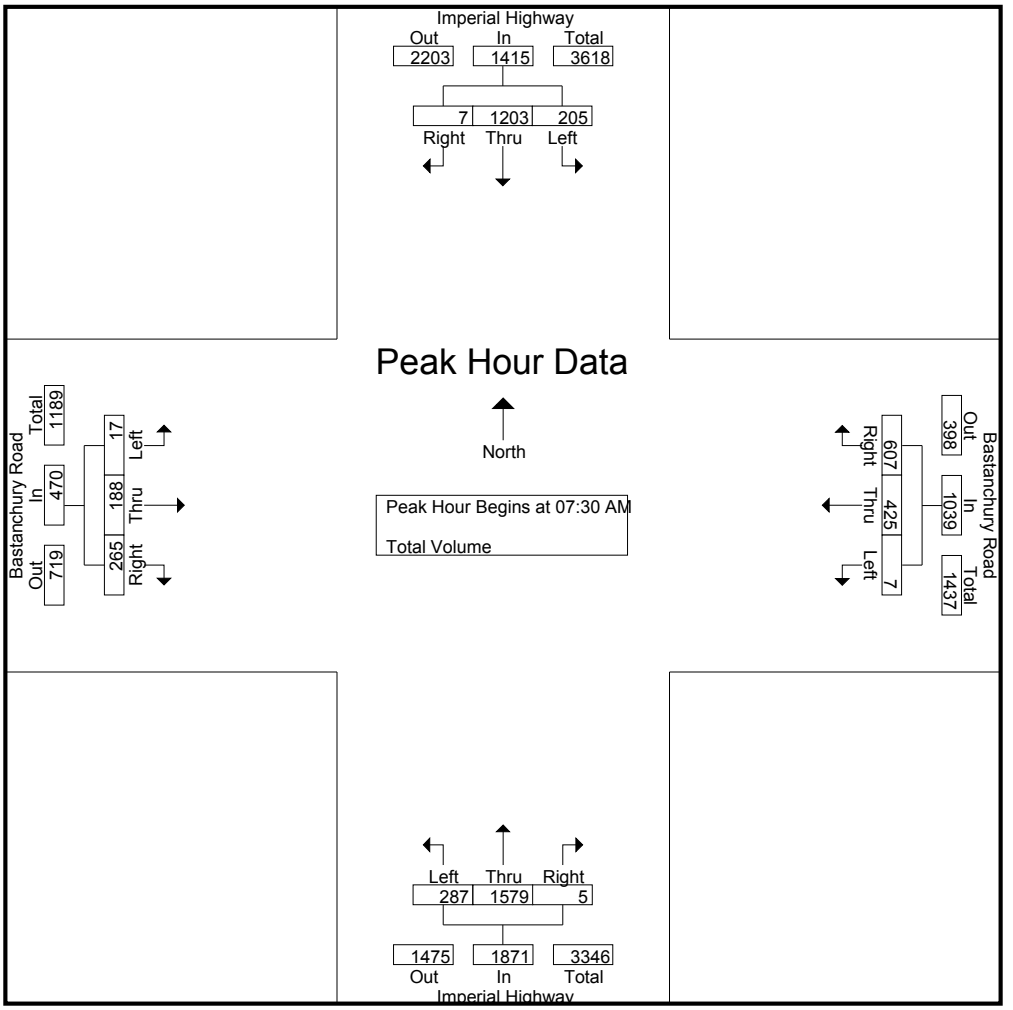
City of Yorba Linda
N/S: Imperial Highway
E/W: Bastanchury Road
Weather: Sunny

File Name : YLA_Imperial_Bastanchury AM
Site Code : 05113352
Start Date : 9/4/2013
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:45 AM				07:30 AM			
+0 mins.	52	298	**4**	354	0	108	**171**	**279**	**74**	**466**	4	**544**	3	57	50	110
+15 mins.	**53**	298	1	352	**5**	**117**	148	270	53	355	1	409	**8**	**59**	62	**129**
+30 mins.	52	**309**	0	**361**	2	89	149	240	74	417	0	491	3	35	74	112
+45 mins.	48	298	2	348	0	111	139	250	73	380	**6**	459	3	37	**79**	119
Total Volume	205	1203	7	1415	7	425	607	1039	274	1618	11	1903	17	188	265	470
% App. Total	14.5	85	0.5		0.7	40.9	58.4		14.4	85	0.6		3.6	40	56.4	
PHF	.967	.973	.438	.980	.350	.908	.887	.931	.926	.868	.458	.875	.531	.797	.839	.911

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City of Yorba Linda
N/S: Imperial Highway
E/W: Bastanchury Road
Weather: Sunny

File Name : YLA_Imperial_Bastanchury PM
Site Code : 05113352
Start Date : 9/4/2013
Page No : 1

Groups Printed- Total Volume

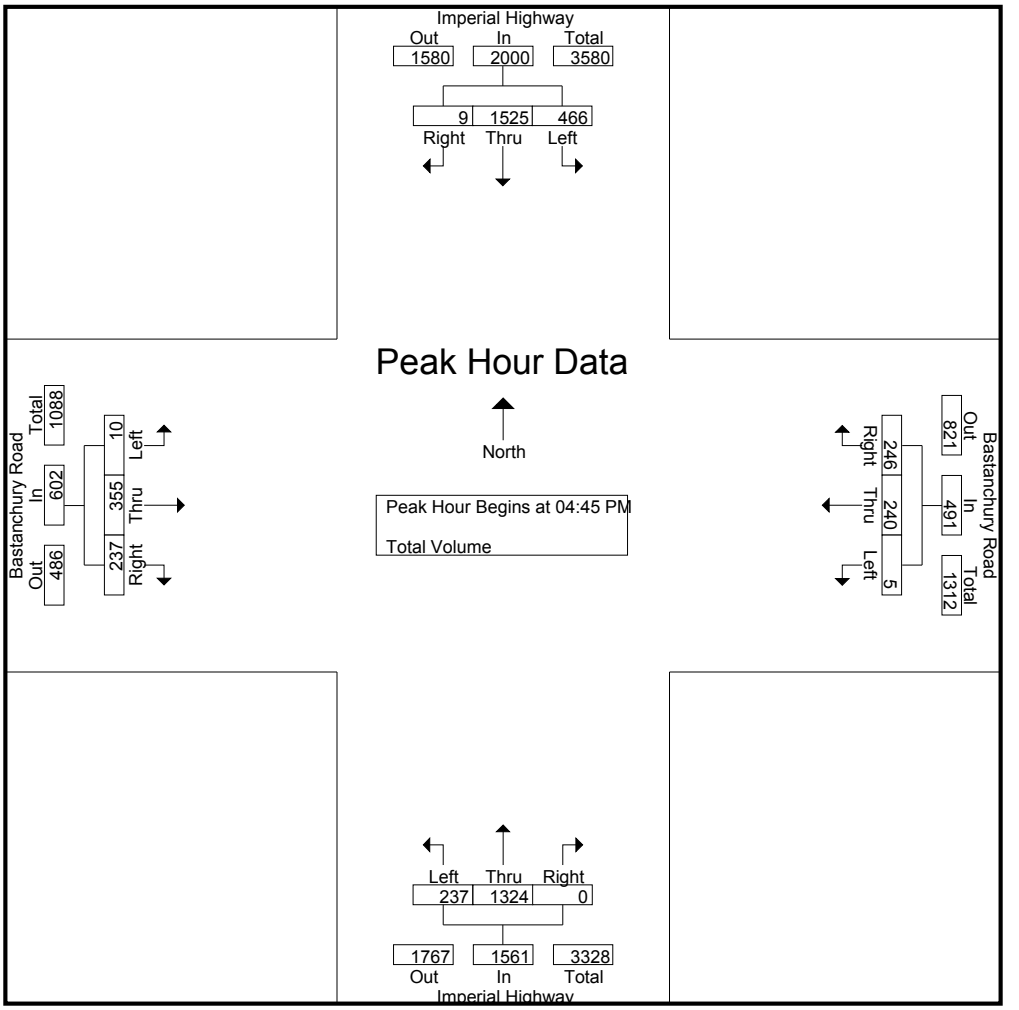
	Imperial Highway Southbound				Bastanchury Road Westbound				Imperial Highway Northbound				Bastanchury Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	88	280	1	369	0	45	72	117	50	267	0	317	7	51	47	105	908
04:15 PM	81	316	3	400	1	55	71	127	45	301	0	346	1	85	65	151	1024
04:30 PM	109	328	4	441	1	55	73	129	49	347	0	396	5	57	46	108	1074
04:45 PM	133	342	3	478	1	70	61	132	65	318	0	383	3	89	45	137	1130
Total	411	1266	11	1688	3	225	277	505	209	1233	0	1442	16	282	203	501	4136
05:00 PM	108	415	4	527	4	64	65	133	65	305	0	370	1	94	52	147	1177
05:15 PM	113	378	1	492	0	45	51	96	45	377	0	422	0	90	81	171	1181
05:30 PM	112	390	1	503	0	61	69	130	62	324	0	386	6	82	59	147	1166
05:45 PM	110	381	4	495	2	34	67	103	51	308	0	359	1	80	62	143	1100
Total	443	1564	10	2017	6	204	252	462	223	1314	0	1537	8	346	254	608	4624
Grand Total	854	2830	21	3705	9	429	529	967	432	2547	0	2979	24	628	457	1109	8760
Apprch %	23	76.4	0.6		0.9	44.4	54.7		14.5	85.5	0		2.2	56.6	41.2		
Total %	9.7	32.3	0.2	42.3	0.1	4.9	6	11	4.9	29.1	0	34	0.3	7.2	5.2	12.7	

	Imperial Highway Southbound				Bastanchury Road Westbound				Imperial Highway Northbound				Bastanchury Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**133**	342	3	478	1	**70**	61	132	**65**	318	0	383	3	89	45	137	1130
05:00 PM	108	**415**	**4**	**527**	**4**	64	65	**133**	65	305	0	370	1	**94**	52	147	1177
05:15 PM	113	378	1	492	0	45	51	96	45	**377**	0	**422**	0	90	**81**	**171**	**1181**
05:30 PM	112	390	1	503	0	61	**69**	130	62	324	0	386	**6**	82	59	147	1166
Total Volume	466	1525	9	2000	5	240	246	491	237	1324	0	1561	10	355	237	602	4654
% App. Total	23.3	76.2	0.4		1	48.9	50.1		15.2	84.8	0		1.7	59	39.4		
PHF	.876	.919	.563	.949	.313	.857	.891	.923	.912	.878	.000	.925	.417	.944	.731	.880	.985

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

City of Yorba Linda
N/S: Imperial Highway
E/W: Bastanchury Road
Weather: Sunny

File Name : YLA_Imperial_Bastanchury PM
Site Code : 05113352
Start Date : 9/4/2013
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:15 PM				04:30 PM				04:45 PM			
+0 mins.	**133**	342	3	478	1	55	71	127	49	347	0	396	3	89	45	137
+15 mins.	108	**415**	**4**	**527**	1	55	**73**	129	**65**	318	0	383	1	**94**	52	147
+30 mins.	113	378	1	492	1	**70**	61	132	65	305	0	370	0	90	**81**	**171**
+45 mins.	112	390	1	503	**4**	64	65	**133**	45	**377**	0	**422**	**6**	82	59	147
Total Volume	466	1525	9	2000	7	244	270	521	224	1347	0	1571	10	355	237	602
% App. Total	23.3	76.2	0.4		1.3	46.8	51.8		14.3	85.7	0		1.7	59	39.4	
PHF	.876	.919	.563	.949	.438	.871	.925	.979	.862	.893	.000	.931	.417	.944	.731	.880

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: TUESDAY

City: City of Yorba Linda

Date: 03/06/2012

AM

NS/EW Streets:	Valley View Ave			Valley View Ave			Bastanchury Rd			Bastanchury Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	2	0	1	2	0	1	2	0	
7:00 AM	0	19	7	2	43	53	20	42	2	7	120	2	317
7:15 AM	1	38	4	4	68	57	25	46	6	14	148	6	417
7:30 AM	7	48	13	22	95	106	23	62	0	11	173	18	578
7:45 AM	4	40	11	16	93	69	35	68	4	17	179	15	551
8:00 AM	3	34	5	16	57	50	25	62	4	12	186	6	460
8:15 AM	2	28	7	14	78	49	21	62	2	10	146	5	424
8:30 AM	0	47	6	21	75	61	22	45	4	9	153	15	458
8:45 AM	1	24	8	9	46	48	22	43	4	17	136	5	363
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	18	278	61	104	555	493	193	430	26	97	1241	72	3568
APPROACH %'s :	5.04%	77.87%	17.09%	9.03%	48.18%	42.80%	29.74%	66.26%	4.01%	6.88%	88.01%	5.11%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	16	150	36	68	323	274	104	254	10	50	684	44	2013
PEAK HR FACTOR :		0.743			0.746			0.860			0.922		0.871

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: TUESDAY

City: City of Yorba Linda

Date: 03/06/2012

PM

NS/EW Streets:	Valley View Ave			Valley View Ave			Bastanchury Rd			Bastanchury Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	2	0	1	2	0	1	2	0	
4:00 PM	4	48	10	16	50	37	34	151	8	11	73	6	448
4:15 PM	1	38	14	13	40	36	35	127	6	10	83	15	418
4:30 PM	6	47	15	27	51	57	30	133	6	11	92	12	487
4:45 PM	8	48	18	19	44	39	45	114	8	10	95	13	461
5:00 PM	6	61	19	22	49	32	41	131	12	11	88	2	474
5:15 PM	1	65	31	11	56	41	53	162	4	8	95	10	537
5:30 PM	1	65	31	11	56	41	53	162	4	8	95	10	537
5:45 PM	4	83	15	16	42	54	46	161	3	14	96	4	538
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	31	455	153	135	388	337	337	1141	51	83	717	72	3900
APPROACH %'s :	4.85%	71.21%	23.94%	15.70%	45.12%	39.19%	22.04%	74.62%	3.34%	9.52%	82.22%	8.26%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	12	274	96	60	203	168	193	616	23	41	374	26	2086
PEAK HR FACTOR :		0.936			0.962			0.950			0.967		0.969

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Valley View Ave and Bastanchury Rd , City of Yorba Linda

Date: 3/6/2012

Day: Tuesday

Project #: Historical

AM Peak Hour	730 AM
NOON Peak Hour	100 PM
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Valley View Ave)

Lanes	0	2	1		
AM	274	323	68	298	AM
NOON	115	134	21	277	NOON
PM	168	203	60	493	PM

Eastbound Approach (Bastanchury Rd)

Lanes	AM	NOON	PM
	974	403	554
1	104	132	193
2	254	308	616
0	10	25	23

Westbound Approach

AM	NOON	PM	Lanes
44	27	26	0
684	281	374	2
50	27	41	1
358	374	772	

Northbound Approach

AM	383	16	150	36	AM
NOON	186	7	118	45	NOON
PM	267	12	274	96	PM
		1	1	1	Lanes

CONTROL

Signalized

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	12:00 PM	3:30 PM
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	665	298	AM
	270	277	NOON
	431	493	PM

West Leg AM	NOON	PM	East Leg AM	NOON	PM
974	403	554	778	335	441
368	465	832	358	374	772

	South Leg	
AM	383	202
NOON	186	170
PM	267	382

Total Volume Per Leg

	North Leg
AM	963
NOON	547
PM	924

West Leg AM	NOON	PM	East Leg AM	NOON	PM
1342	868	1386	1136	709	1213

	South Leg
AM	585
NOON	356
PM	649

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Tuesday

City: Yorba Linda

Date: 12/10/2013

AM

NS/EW Streets:	Valley View Ave			Valley View Ave			Imperial Hwy			Imperial Hwy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	2	0	1	3	0	1	3	1	
7:00 AM	22	11	11	28	35	1	2	219	21	7	275	13	645
7:15 AM	22	28	13	29	45	2	0	244	17	4	372	15	791
7:30 AM	40	36	12	48	43	5	2	360	38	1	422	22	1029
7:45 AM	29	32	16	46	48	1	4	415	48	6	517	32	1194
8:00 AM	26	22	12	43	43	4	2	283	39	4	455	17	950
8:15 AM	22	20	11	43	32	2	2	347	40	5	423	19	966
8:30 AM	28	35	32	58	37	0	2	318	31	7	348	18	914
8:45 AM	27	33	15	34	35	1	3	248	40	8	355	30	829
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	216	217	122	329	318	16	17	2434	274	42	3167	166	7318
APPROACH %'s :	38.92%	39.10%	21.98%	49.62%	47.96%	2.41%	0.62%	89.32%	10.06%	1.24%	93.84%	4.92%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	117	110	51	180	166	12	10	1405	165	16	1817	90	4139
PEAK HR FACTOR :		0.790			0.932			0.846			0.866		0.867

UTURNS			
NB	SB	EB	WB
		0	
		0	
		1	
		3	
		0	
		1	
		0	
		2	
NB	SB	EB	WB
0	0	7	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Tuesday

City: Yorba Linda

Date: 12/10/2013

PM

NS/EW Streets:	Valley View Ave			Valley View Ave			Imperial Hwy			Imperial Hwy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	2	0	1	3	0	1	3	1	
4:00 PM	28	22	3	23	17	2	6	324	28	9	337	25	824
4:15 PM	39	33	6	37	21	3	2	357	40	9	342	21	910
4:30 PM	45	39	10	33	32	2	1	367	38	10	374	35	986
4:45 PM	32	39	10	28	31	0	7	431	46	13	389	35	1061
5:00 PM	45	33	6	26	19	4	1	377	28	5	430	30	1004
5:15 PM	37	39	3	32	14	3	5	441	48	5	364	28	1019
5:30 PM	48	33	7	32	32	1	4	484	34	7	362	39	1083
5:45 PM	37	39	8	38	28	3	5	387	38	10	319	39	951
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	311	277	53	249	194	18	31	3168	300	68	2917	252	7838
APPROACH %'s :	48.52%	43.21%	8.27%	54.01%	42.08%	3.90%	0.89%	90.54%	8.57%	2.10%	90.11%	7.78%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	162	144	26	118	96	8	17	1733	156	30	1545	132	4167
PEAK HR FACTOR :		0.943			0.854			0.913			0.918		0.962

UTURNS			
NB	SB	EB	WB
		5	0
		1	0
		0	0
		2	0
		0	0
		2	0
		1	1
		4	0
NB	SB	EB	WB
0	0	15	1

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Valley View Ave and Imperial Hwy , Yorba Linda

Date:	12/10/2013
Day:	Tuesday

Project #:	Historical
City:	Yorba Linda

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Peak Hour Summary

Southbound Approach (Valley View Ave)

Lanes	0	2	1		
AM	12	166	180	210	AM
NOON	0	0	0	0	NOON
PM	8	96	118	293	PM

Eastbound Approach (Imperial Hwy)

Lanes	AM	NOON	PM
	1946	0	1715
1	10	0	17
3	1405	0	1733
0	165	0	156

Westbound Approach

AM	NOON	PM	Lanes
90	0	132	1
1817	0	1545	3
16	0	30	1
1636	0	1877	

CONTROL: Signalized

Northbound Approach

AM	347	117	110	51
NOON	0	0	0	0
PM	282	162	144	26
Lanes		1	1	1

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		East Leg			West Leg			South Leg	
AM	358	210	1923	0	1707	1946	0	1715	347	278
NOON	0	0	1636	0	1877	1580	0	1906	0	0
PM	222	293							282	332

Total Volume Per Leg

	North Leg	East Leg	West Leg	South Leg
AM	568	3559	3526	625
NOON	0	0	0	0
PM	515	3584	3621	614

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-1288-001

Day: Thursday

City: Yorba Linda

Date: 11/5/2015

AM

NS/EW Streets:	Valley View Ave			Valley View Ave			Yorba Linda Blvd			Yorba Linda Blvd				UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
LANES:	0	1	0	1.5	0.5	1	1	3	0	1	3	0					
7:00 AM	5	2	4	59	8	27	18	91	13	1	116	34	378	0	0	5	0
7:15 AM	15	6	7	65	9	39	27	126	12	3	192	23	524	0	0	1	0
7:30 AM	11	2	11	69	10	37	29	155	15	7	241	49	636	0	0	3	0
7:45 AM	14	6	5	69	18	40	33	190	18	10	219	41	663	0	0	1	0
8:00 AM	17	8	8	71	12	34	21	137	15	7	172	28	530	0	0	1	0
8:15 AM	7	11	16	51	5	30	20	164	21	11	177	42	555	0	0	1	3
8:30 AM	14	11	8	57	8	28	32	158	20	16	229	61	642	0	0	5	0
8:45 AM	17	6	9	50	11	29	30	139	32	19	263	61	666	0	0	1	1
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	100	52	68	491	81	264	210	1160	146	74	1609	339	4594	0	0	18	4
APPROACH %'s :	45.45%	23.64%	30.91%	58.73%	9.69%	31.58%	13.85%	76.52%	9.63%	3.66%	79.57%	16.77%					

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	55	36	41	229	36	121	103	598	88	53	841	192	2393
PEAK HR FACTOR :		0.971			0.825			0.939			0.792		0.898

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-1288-001

Day: Thursday

City: Yorba Linda

Date: 11/5/2015

PM

NS/EW Streets:	Valley View Ave			Valley View Ave			Yorba Linda Blvd			Yorba Linda Blvd				UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
LANES:	0	1	0	1.5	0.5	1	1	3	0	1	3	0					
4:00 PM	25	13	14	54	17	28	26	185	24	11	200	74	671	0	0	2	1
4:15 PM	25	14	16	56	12	20	26	215	17	8	205	65	679	0	0	1	1
4:30 PM	19	11	7	53	15	26	48	185	32	17	219	66	698	0	0	2	3
4:45 PM	24	12	12	67	8	34	48	224	31	6	204	59	729	0	0	3	0
5:00 PM	32	12	7	48	16	27	57	202	38	13	209	96	757	0	0	2	0
5:15 PM	18	18	12	67	10	41	57	224	32	23	211	80	793	0	0	3	3
5:30 PM	20	16	16	57	15	36	43	234	19	9	205	54	724	0	0	1	0
5:45 PM	26	11	12	44	9	37	55	212	23	12	214	73	728	0	0	4	0
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	189	107	96	446	102	249	360	1681	216	99	1667	567	5779	0	0	18	8
APPROACH %'s :	48.21%	27.30%	24.49%	55.96%	12.80%	31.24%	15.95%	74.48%	9.57%	4.24%	71.45%	24.30%					

PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	94	58	47	239	49	138	205	884	120	51	829	289	3003
PEAK HR FACTOR :		0.957			0.903			0.966			0.919		0.947

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Valley View Ave and Yorba Linda Blvd , Yorba Linda

Date: 11/5/2015

Day: Thursday

Project #: 15-1288-001

City: Yorba Linda

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Peak Hour Summary

Southbound Approach (Valley View Ave)

Lanes	1	0.5	1.5		
AM	121	36	229	331	AM
NOON	0	0	0	0	NOON
PM	138	49	239	552	PM

Eastbound Approach (Yorba Linda Blvd)

	AM	NOON	PM
	1017	0	1061
1	103	0	205
3	598	0	884
0	88	0	120
Lanes	AM	NOON	PM

Westbound Approach

AM	NOON	PM	Lanes
192	0	289	0
841	0	829	3
53	0	51	1
868	0	1170	
AM	NOON	PM	

Northbound Approach

AM	177	55	36	41	AM
NOON	0	0	0	0	NOON
PM	220	94	58	47	PM
		0	1	0	Lanes

CONTROL

Signalized

Count Periods	Start	End
AM		10:00 AM
NOON	10:00 AM	3:00 PM
PM	3:00 PM	11:45 PM

Total Ins & Outs

	North Leg		
AM	386	331	AM
NOON	0	0	NOON
PM	426	552	PM

West Leg			East Leg		
AM	NOON	PM			
1017	0	1061	1086	0	1169
789	0	1209	868	0	1170
			AM	NOON	PM

	South Leg	
AM	177	132
NOON	0	0
PM	220	199

Total Volume Per Leg

	North Leg
AM	717
NOON	0
PM	978

West Leg			East Leg		
AM	NOON	PM			
1806	0	2270	1954	0	2339
			AM	NOON	PM

	South Leg
AM	309
NOON	0
PM	419

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

City of Yorba Linda
N/S: Richfield Road
E/W: Yorba Linda Boulevard
Weather: Sunny

File Name : YLA_RICHFIELD_YORBA LINDA AM
Site Code : 05113352
Start Date : 9/4/2013
Page No : 1

Groups Printed- Total Volume

	Richfield Way Southbound				Yorba Linda Boulevard Westbound				Richfield Road Northbound				Yorba Linda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	25	130	1	156	32	2	18	52	0	80	32	112	321
07:15 AM	0	0	2	2	33	189	0	222	49	3	25	77	2	113	58	173	474
07:30 AM	1	0	0	1	32	235	3	270	51	0	35	86	0	131	54	185	542
07:45 AM	0	1	1	2	40	192	2	234	30	1	24	55	1	182	79	262	553
Total	1	2	3	6	130	746	6	882	162	6	102	270	3	506	223	732	1890
08:00 AM	0	2	2	4	44	175	1	220	50	0	30	80	0	144	46	190	494
08:15 AM	0	0	2	2	37	179	0	216	36	1	35	72	2	140	46	188	478
08:30 AM	0	1	1	2	68	263	1	332	42	2	66	110	1	173	39	213	657
08:45 AM	0	3	2	5	54	251	2	307	44	0	26	70	1	122	39	162	544
Total	0	6	7	13	203	868	4	1075	172	3	157	332	4	579	170	753	2173
Grand Total	1	8	10	19	333	1614	10	1957	334	9	259	602	7	1085	393	1485	4063
Apprch %	5.3	42.1	52.6		17	82.5	0.5		55.5	1.5	43		0.5	73.1	26.5		
Total %	0	0.2	0.2	0.5	8.2	39.7	0.2	48.2	8.2	0.2	6.4	14.8	0.2	26.7	9.7	36.5	

	Richfield Way Southbound				Yorba Linda Boulevard Westbound				Richfield Road Northbound				Yorba Linda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	1	1	2	40	192	**2**	234	30	1	24	55	1	**182**	**79**	**262**	553
08:00 AM	0	**2**	**2**	**4**	44	175	1	220	**50**	0	30	80	0	144	46	190	494
08:15 AM	0	0	2	2	37	179	0	216	36	1	35	72	**2**	140	46	188	478
08:30 AM	0	1	1	2	**68**	**263**	1	**332**	42	**2**	**66**	**110**	1	173	39	213	**657**
Total Volume	0	4	6	10	189	809	4	1002	158	4	155	317	4	639	210	853	2182
% App. Total	0	40	60		18.9	80.7	0.4		49.8	1.3	48.9		0.5	74.9	24.6		
PHF	.000	.500	.750	.625	.695	.769	.500	.755	.790	.500	.587	.720	.500	.878	.665	.814	.830

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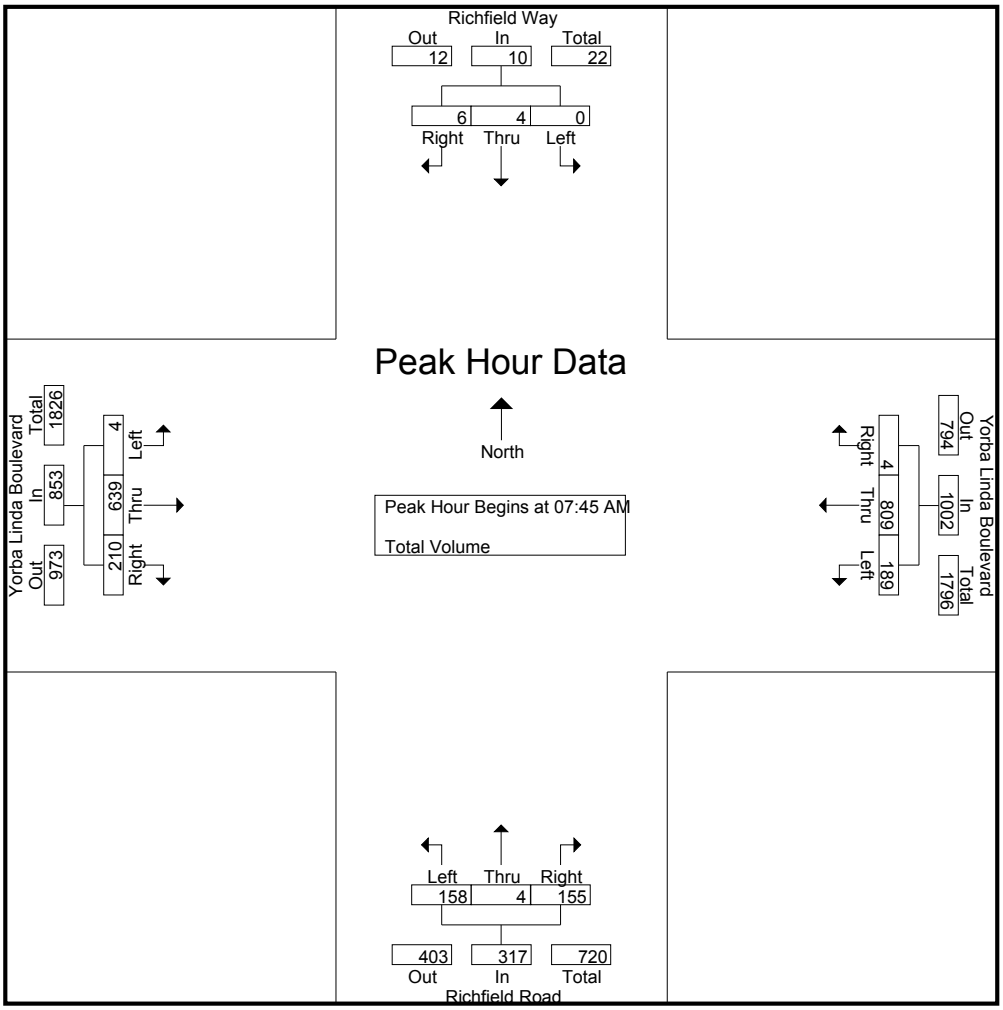
City of Yorba Linda
N/S: Richfield Road
E/W: Yorba Linda Boulevard
Weather: Sunny

File Name : YLA_RICHFIELD_YORBA LINDA AM
Site Code : 05113352
Start Date : 9/4/2013
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				07:45 AM			
+0 mins.	0	2	**2**	4	44	175	1	220	**50**	0	30	80	1	**182**	**79**	**262**
+15 mins.	0	0	2	2	37	179	0	216	36	1	35	72	0	144	46	190
+30 mins.	0	1	1	2	**68**	**263**	1	**332**	42	**2**	**66**	**110**	**2**	140	46	188
+45 mins.	0	**3**	2	**5**	54	251	**2**	307	44	0	26	70	1	173	39	213
Total Volume	0	6	7	13	203	868	4	1075	172	3	157	332	4	639	210	853
% App. Total	0	46.2	53.8		18.9	80.7	0.4		51.8	0.9	47.3		0.5	74.9	24.6	
PHF	.000	.500	.875	.650	.746	.825	.500	.809	.860	.375	.595	.755	.500	.878	.665	.814

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City of Yorba Linda
N/S: Richfield Road
E/W: Yorba Linda Boulevard
Weather: Sunny

File Name : YLA_RICHFIELD_YORBA LINDA PM
Site Code : 05113352
Start Date : 9/4/2013
Page No : 1

Groups Printed- Total Volume

	Richfield Way Southbound				Yorba Linda Boulevard Westbound				Richfield Road Northbound				Yorba Linda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	1	2	24	149	0	173	62	2	31	95	0	202	36	238	508
04:15 PM	0	0	0	0	29	172	0	201	62	0	51	113	3	185	40	228	542
04:30 PM	1	1	1	3	31	175	0	206	67	0	47	114	3	173	31	207	530
04:45 PM	1	0	0	1	22	193	0	215	66	0	33	99	0	225	52	277	592
Total	3	1	2	6	106	689	0	795	257	2	162	421	6	785	159	950	2172
05:00 PM	1	0	0	1	29	195	0	224	59	0	38	97	2	210	38	250	572
05:15 PM	1	1	1	3	30	165	0	195	77	1	37	115	0	215	51	266	579
05:30 PM	0	0	1	1	29	208	2	239	64	0	36	100	1	204	29	234	574
05:45 PM	1	0	1	2	27	166	0	193	45	0	39	84	1	200	53	254	533
Total	3	1	3	7	115	734	2	851	245	1	150	396	4	829	171	1004	2258
Grand Total	6	2	5	13	221	1423	2	1646	502	3	312	817	10	1614	330	1954	4430
Apprch %	46.2	15.4	38.5		13.4	86.5	0.1		61.4	0.4	38.2		0.5	82.6	16.9		
Total %	0.1	0	0.1	0.3	5	32.1	0	37.2	11.3	0.1	7	18.4	0.2	36.4	7.4	44.1	

	Richfield Way Southbound				Yorba Linda Boulevard Westbound				Richfield Road Northbound				Yorba Linda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**1**	0	0	1	22	193	0	215	66	0	33	99	0	**225**	**52**	**277**	**592**
05:00 PM	1	0	0	1	29	195	0	224	59	0	**38**	97	**2**	210	38	250	572
05:15 PM	1	**1**	**1**	**3**	**30**	165	0	195	**77**	**1**	37	**115**	0	215	51	266	579
05:30 PM	0	0	1	1	29	**208**	**2**	**239**	64	0	36	100	1	204	29	234	574
Total Volume	3	1	2	6	110	761	2	873	266	1	144	411	3	854	170	1027	2317
% App. Total	50	16.7	33.3		12.6	87.2	0.2		64.7	0.2	35		0.3	83.2	16.6		
PHF	.750	.250	.500	.500	.917	.915	.250	.913	.864	.250	.947	.893	.375	.949	.817	.927	.978

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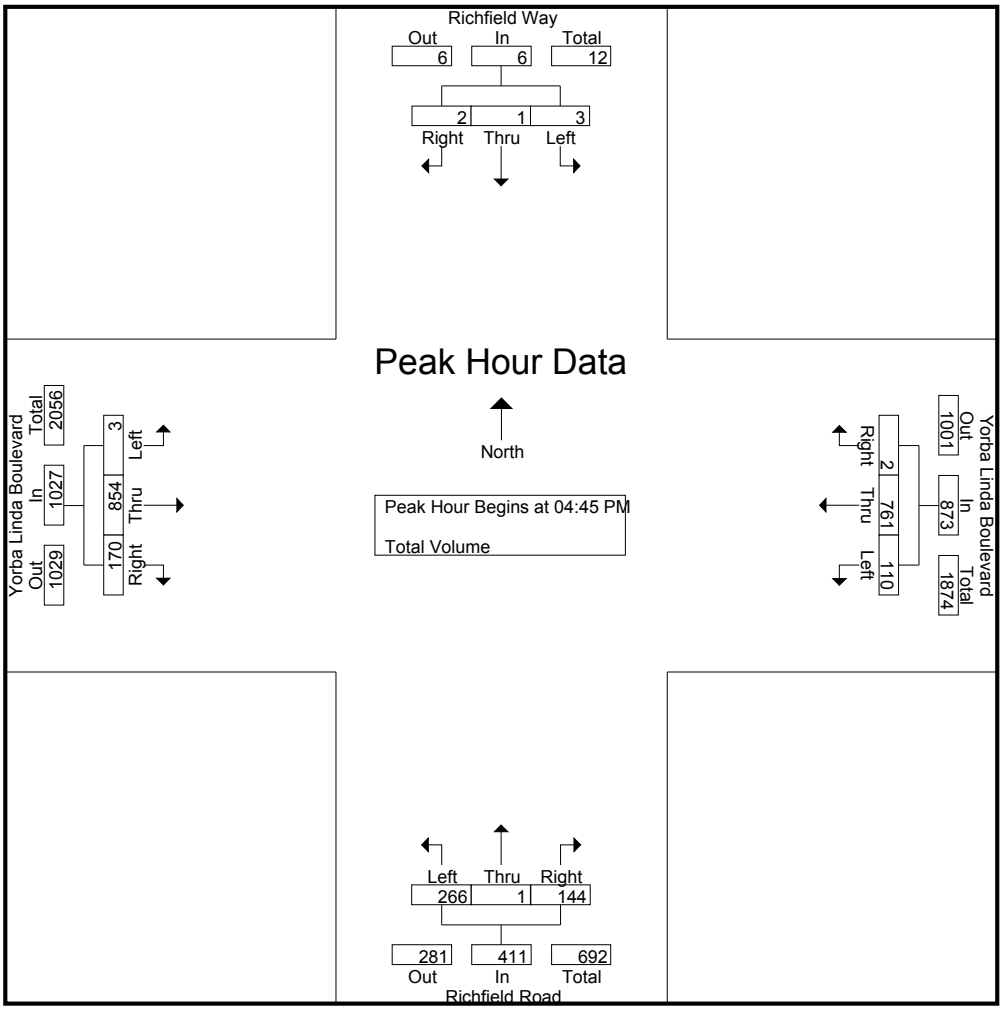
City of Yorba Linda
N/S: Richfield Road
E/W: Yorba Linda Boulevard
Weather: Sunny

File Name : YLA_RICHFIELD_YORBA LINDA PM
Site Code : 05113352
Start Date : 9/4/2013
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				04:30 PM				04:45 PM			
+0 mins.	**1**	**1**	**1**	**3**	22	193	0	215	67	0	**47**	114	0	**225**	**52**	**277**
+15 mins.	1	0	0	1	29	195	0	224	66	0	33	99	**2**	210	38	250
+30 mins.	1	0	0	1	**30**	165	0	195	59	0	38	97	0	215	51	266
+45 mins.	1	1	1	3	29	**208**	**2**	**239**	**77**	**1**	37	**115**	1	204	29	234
Total Volume	4	2	2	8	110	761	2	873	269	1	155	425	3	854	170	1027
% App. Total	50	25	25		12.6	87.2	0.2		63.3	0.2	36.5		0.3	83.2	16.6	
PHF	1.000	.500	.500	.667	.917	.915	.250	.913	.873	.250	.824	.924	.375	.949	.817	.927

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-1226-005

Day: Wednesday

City: Yorba Linda

Date: 9/16/2015

AM

NS/EW Streets:	Richfield Rd			Richfield Rd			Buena Vista Ave			Buena Vista Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
7:00 AM	22	46	11	5	95	9	8	15	21	23	38	11	304
7:15 AM	27	53	15	12	111	14	14	28	11	33	55	16	389
7:30 AM	49	83	34	23	110	13	16	58	26	38	72	16	538
7:45 AM	18	58	16	12	147	13	13	51	52	53	58	31	522
8:00 AM	10	60	18	7	110	19	13	35	21	42	55	14	404
8:15 AM	22	49	20	6	113	20	19	22	15	31	43	19	379
8:30 AM	14	62	18	10	93	8	21	45	18	32	32	29	382
8:45 AM	12	59	21	10	91	10	17	25	13	38	32	21	349
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	174	470	153	85	870	106	121	279	177	290	385	157	3267
APPROACH %'s :	21.83%	58.97%	19.20%	8.01%	82.00%	9.99%	20.97%	48.35%	30.68%	34.86%	46.27%	18.87%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	104	254	83	54	478	59	56	172	110	166	240	77	1853
PEAK HR FACTOR :		0.664			0.859			0.728			0.850		0.861

UTURNS

NB	SB	EB	WB
NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-1226-005

Day: Wednesday

City: Yorba Linda

Date: 9/16/2015

PM

NS/EW Streets:	Richfield Rd			Richfield Rd			Buena Vista Ave			Buena Vista Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
4:00 PM	29	95	28	18	63	8	18	58	16	21	34	20	408
4:15 PM	26	108	34	8	60	11	9	46	10	22	29	17	380
4:30 PM	21	129	36	18	68	13	23	58	19	20	26	22	453
4:45 PM	30	123	31	19	62	14	19	64	17	15	33	14	441
5:00 PM	40	132	52	19	64	13	14	65	15	16	34	11	475
5:15 PM	21	148	40	14	73	13	14	74	13	27	38	14	489
5:30 PM	30	140	44	15	75	21	20	55	24	21	35	16	496
5:45 PM	32	99	21	18	62	13	20	60	22	12	45	12	416
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	229	974	286	129	527	106	137	480	136	154	274	126	3558
APPROACH %'s :	15.38%	65.41%	19.21%	16.93%	69.16%	13.91%	18.19%	63.75%	18.06%	27.80%	49.46%	22.74%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	121	543	167	67	274	61	67	258	69	79	140	55	1901
PEAK HR FACTOR :		0.927			0.905			0.975			0.867		0.958

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Richfield Rd and Buena Vista Ave , Yorba Linda

Date: 9/16/2015

Day: Wednesday

Project #: 15-1226-005

City: Yorba Linda

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Peak Hour Summary

Southbound Approach (Richfield Rd)

Lanes	0	2	1		
AM	59	478	54	387	AM
NOON	0	0	0	0	NOON
PM	61	274	67	665	PM

Eastbound Approach (Buena Vista Ave)

	AM	NOON	PM
	403	0	322
1	56	0	67
2	172	0	258
0	110	0	69
Lanes	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	77	0	55	0
	240	0	140	2
	166	0	79	1
	309	0	492	
	AM	NOON	PM	

CONTROL

Signalized

Northbound Approach

AM	754	104	254	83	AM
NOON	0	0	0	0	NOON
PM	422	121	543	167	PM
		1	2	0	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	591	387	AM
	0	0	NOON
	402	665	PM

West Leg			East Leg		
AM	NOON	PM			
403	0	322	483	0	274
338	0	394	309	0	492
			AM	NOON	PM

	South Leg	
AM	754	441
NOON	0	0
PM	422	831

Total Volume Per Leg

	North Leg	
	978	AM
	0	NOON
	1067	PM

West Leg			East Leg		
AM	NOON	PM			
741	0	716	792	0	766
			AM	NOON	PM

	South Leg
AM	1195
NOON	0
PM	1253

ITM Peak Hour Summary

Prepared by:

NDS

National Data & Surveying Services

Lakeview Ave and Bastanchury Rd , Yorba Linda

Date:	8/20/2014
Day:	Wednesday

Project #:	14-1197-002
City:	Yorba Linda

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Peak Hour Summary

Southbound Approach (Lakeview Ave)

Lanes	1	1	1		
AM	29	95	29	82	AM
NOON	0	0	0	0	NOON
PM	14	82	48	193	PM

Eastbound Approach (Bastanchury Rd)

Lanes	AM	NOON	PM
	650	0	542
1	12	0	23
2	272	0	578
0	51	0	99

Westbound Approach

AM	NOON	PM	Lanes
30	0	59	0
535	0	434	2
135	0	126	1
382	0	780	

Northbound Approach

AM	281	86	40	81	AM
NOON	0	0	0	0	NOON
PM	307	94	111	154	PM
Lanes		1	2	0	Lanes

CONTROL

Singnalized

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	AM	NOON	PM
North Leg	153	0	144
	82	0	193
West Leg	650	0	542
	335	0	700
East Leg	700	0	619
	382	0	780
South Leg	281	0	307
	207	0	359

Total Volume Per Leg

	AM	NOON	PM
North Leg	235	0	337
West Leg	985	0	1242
East Leg	1082	0	1399
South Leg	488	0	666

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-1226-001

Day: Wednesday

City: Yorba Linda

Date: 9/16/2015

AM

NS/EW Streets:	Imperial Hwy			Imperial Hwy			Yorba Linda Blvd			Yorba Linda Blvd				UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
LANES:	1	2.5	0.5	2	2.5	0.5	1	3	0	1	3	2					
7:00 AM	45	183	32	53	311	3	6	36	61	49	72	88	939	0	0	1	0
7:15 AM	57	220	35	59	326	12	3	52	87	48	191	119	1209	0	0	0	0
7:30 AM	69	260	51	71	403	4	6	49	81	63	153	115	1325	0	0	0	0
7:45 AM	78	295	51	77	345	16	7	117	62	81	170	143	1442	0	0	0	0
8:00 AM	73	228	54	143	350	9	9	110	64	54	125	117	1336	0	0	0	0
8:15 AM	62	225	45	99	247	15	9	79	61	50	160	134	1186	0	0	0	0
8:30 AM	82	217	61	128	249	8	7	111	65	52	126	144	1250	0	0	0	0
8:45 AM	72	213	59	72	199	11	17	100	70	61	151	102	1127	0	0	2	1
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	538	1841	388	702	2430	78	64	654	551	458	1148	962	9814	0	0	3	1
APPROACH %'s :	19.44%	66.53%	14.02%	21.87%	75.70%	2.43%	5.04%	51.54%	43.42%	17.83%	44.70%	37.46%					

PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	277	1003	191	350	1424	41	25	328	294	246	639	494	5312
PEAK HR FACTOR :		0.867			0.904			0.870			0.875		0.921

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-1226-001

Day: Wednesday

City: Yorba Linda

Date: 9/16/2015

PM

NS/EW Streets:	Imperial Hwy			Imperial Hwy			Yorba Linda Blvd			Yorba Linda Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2.5	0.5	2	2.5	0.5	1	3	0	1	3	2	
4:00 PM	75	193	71	123	256	15	24	150	74	47	107	101	1236
4:15 PM	77	228	50	142	273	12	17	147	84	49	132	105	1316
4:30 PM	92	225	57	154	305	17	23	157	79	45	118	93	1365
4:45 PM	87	270	54	163	259	16	21	172	93	58	137	110	1440
5:00 PM	82	248	64	160	303	13	32	162	95	41	116	109	1425
5:15 PM	84	250	49	150	327	14	18	171	87	46	149	105	1450
5:30 PM	82	237	73	147	332	13	30	156	99	52	130	92	1443
5:45 PM	99	261	68	147	275	16	25	167	97	47	144	83	1429
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	678	1912	486	1186	2330	116	190	1282	708	385	1033	798	11104
APPROACH %'s :	22.04%	62.16%	15.80%	32.65%	64.15%	3.19%	8.72%	58.81%	32.48%	17.37%	46.62%	36.01%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	335	1005	240	620	1221	56	101	661	374	197	532	416	5758
PEAK HR FACTOR :		0.961			0.964			0.983			0.939		0.993

UTURNS	NB	SB	EB	WB
4:00 PM	1	0	1	0
4:15 PM	2	0	1	1
4:30 PM	0	0	1	0
4:45 PM	1	0	0	0
5:00 PM	2	0	1	1
5:15 PM	1	0	1	1
5:30 PM	0	0	1	0
5:45 PM	0	0	1	1
TOTAL VOLUMES :	7	0	7	4

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Imperial Hwy and Yorba Linda Blvd , Yorba Linda

Date: 9/16/2015

Day: Wednesday

Project #: 15-1226-001

City: Yorba Linda

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Peak Hour Summary

Southbound Approach

Imperial Hwy

Lanes	0.5	2.5	2		
AM	41	1424	350	1522	AM
NOON	0	0	0	0	NOON
PM	56	1221	620	1522	PM

Eastbound Approach

Yorba Linda Blvd

	AM	NOON	PM
	957	0	923
1	25	0	101
3	328	0	661
0	294	0	374
Lanes	AM	NOON	PM

Westbound Approach

AM	NOON	PM	Lanes
494	0	416	2
639	0	532	3
246	0	197	1
869	0	1521	
AM	NOON	PM	

CONTROL

Signalized

Northbound Approach

AM	1964	277	1003	191	AM
NOON	0	0	0	0	NOON
PM	1792	335	1005	240	PM
		1	2.5	0.5	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	1815	1522	AM
	0	0	NOON
	1897	1522	PM

West Leg				East Leg		
AM	NOON	PM		AM	NOON	PM
957	0	923		1379	0	1145
647	0	1136		869	0	1521

	South Leg	
AM	1964	1471
NOON	0	0
PM	1792	1580

Total Volume Per Leg

	North Leg
AM	3337
NOON	0
PM	3419

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
1604	0	2059	2248	0	2666

	South Leg
AM	3435
NOON	0
PM	3372

ITM Peak Hour Summary

Prepared by:

NDS

National Data & Surveying Services

Lakeview Ave and Yorba Linda Blvd , Yorba Linda

Date: 8/20/2014

Day: Wednesday

Project #: 14-1197-006

City: Yorba Linda

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Peak Hour Summary

Southbound Approach (Lakeview Ave)

Lanes	0.5	1	1.5		
AM	127	211	66	243	AM
NOON	0	0	0	0	NOON
PM	123	177	167	475	PM

Eastbound Approach (Yorba Linda Blvd)

	AM	NOON	PM
	951	0	1336
1	107	0	104
3	501	0	875
1	88	0	70
Lanes	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	28	0	107	0
	726	0	1036	3
	166	0	119	1
	653	0	1235	
	AM	NOON	PM	

Northbound Approach

AM	465	98	108	86	AM
NOON	0	0	0	0	NOON
PM	366	177	264	193	PM
		1.5	1.5	1	Lanes

CONTROL

Singnalized

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
AM	404	243	AM
NOON	0	0	NOON
PM	467	475	PM

West Leg	AM	NOON	PM
	951	0	1336
	696	0	1049

East Leg	AM	NOON	PM
	920	0	1262
	653	0	1235

South Leg		
AM	465	292
NOON	0	0
PM	366	634

Total Volume Per Leg

	North Leg	
AM	647	AM
NOON	0	NOON
PM	942	PM

West Leg	AM	NOON	PM
	1647	0	2385

East Leg	AM	NOON	PM
	1573	0	2497

South Leg	
AM	757
NOON	0
PM	1000

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Corona, CA 92878
(951) 268-6268

City of Yorba Linda
N/S: Lakeview Avenue
E/W: Buena Vista Street
Weather: Sunny

File Name : YLA_Lakeview_Buena Vista AM
Site Code : 05113352
Start Date : 9/4/2013
Page No : 1

Groups Printed- Total Volume

	Lakeview Avenue Southbound				Buena Vista Street Westbound				Lakeview Avenue Northbound				Buena Vista Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	14	113	21	148	9	27	11	47	10	50	11	71	20	18	16	54	320
07:15 AM	28	101	21	150	18	36	6	60	11	57	23	91	32	69	12	113	414
07:30 AM	7	113	27	147	34	59	42	135	7	63	15	85	29	28	16	73	440
07:45 AM	4	99	25	128	14	34	27	75	7	60	6	73	23	12	17	52	328
Total	53	426	94	573	75	156	86	317	35	230	55	320	104	127	61	292	1502
08:00 AM	6	102	21	129	13	22	15	50	13	75	8	96	30	11	12	53	328
08:15 AM	7	103	36	146	8	19	7	34	11	84	3	98	45	8	11	64	342
08:30 AM	8	104	21	133	5	16	10	31	4	20	3	27	29	13	6	48	239
08:45 AM	8	98	33	139	9	23	12	44	17	69	8	94	21	6	6	33	310
Total	29	407	111	547	35	80	44	159	45	248	22	315	125	38	35	198	1219
Grand Total	82	833	205	1120	110	236	130	476	80	478	77	635	229	165	96	490	2721
Apprch %	7.3	74.4	18.3		23.1	49.6	27.3		12.6	75.3	12.1		46.7	33.7	19.6		
Total %	3	30.6	7.5	41.2	4	8.7	4.8	17.5	2.9	17.6	2.8	23.3	8.4	6.1	3.5	18	

	Lakeview Avenue Southbound				Buena Vista Street Westbound				Lakeview Avenue Northbound				Buena Vista Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**28**	101	21	**150**	18	36	6	60	11	57	**23**	91	**32**	**69**	12	**113**	414
07:30 AM	7	**113**	**27**	147	**34**	**59**	**42**	**135**	7	63	15	85	29	28	16	73	**440**
07:45 AM	4	99	25	128	14	34	27	75	7	60	6	73	23	12	**17**	52	328
08:00 AM	6	102	21	129	13	22	15	50	**13**	**75**	8	**96**	30	11	12	53	328
Total Volume	45	415	94	554	79	151	90	320	38	255	52	345	114	120	57	291	1510
% App. Total	8.1	74.9	17		24.7	47.2	28.1		11	73.9	15.1		39.2	41.2	19.6		
PHF	.402	.918	.870	.923	.581	.640	.536	.593	.731	.850	.565	.898	.891	.435	.838	.644	.858

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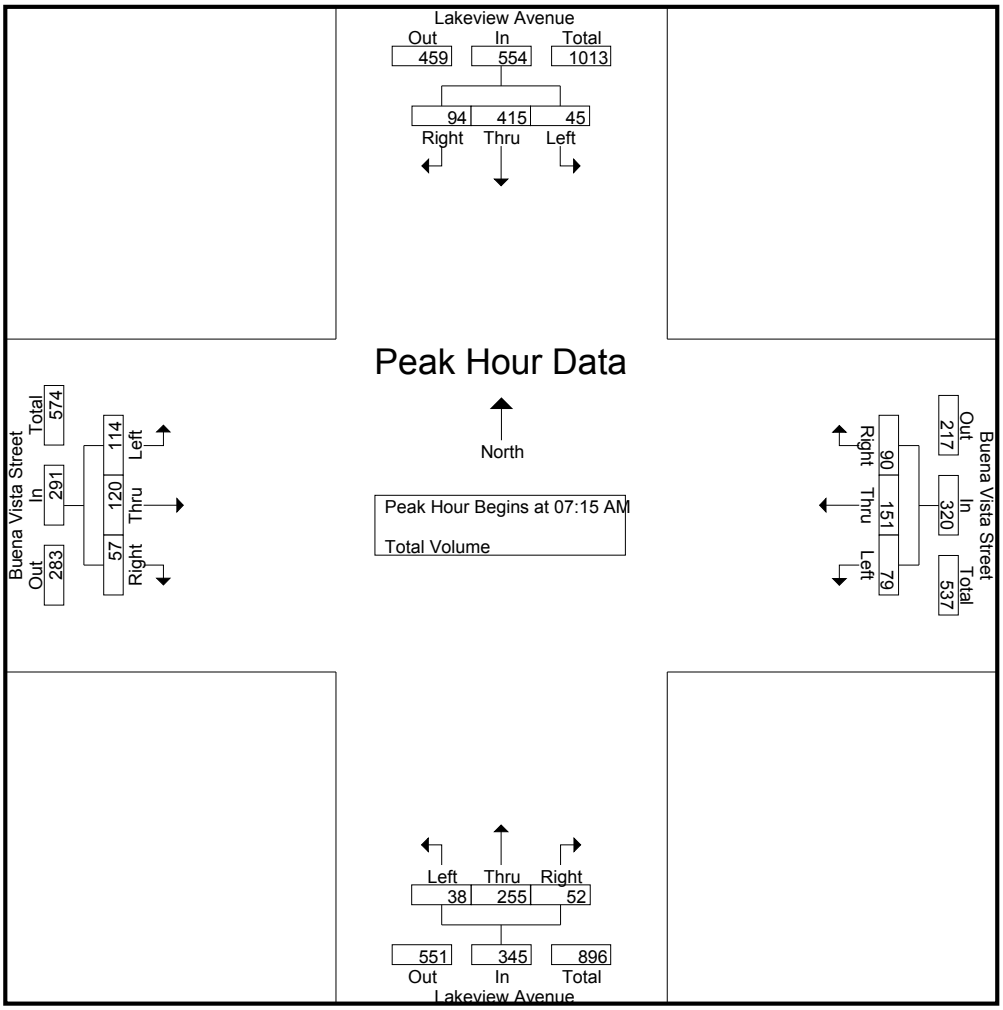

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:30 AM				07:00 AM			
+0 mins.	14	**113**	21	148	18	36	6	60	7	63	**15**	85	20	18	16	54
+15 mins.	**28**	101	21	**150**	**34**	**59**	**42**	**135**	7	60	6	73	**32**	**69**	12	**113**
+30 mins.	7	113	**27**	147	14	34	27	75	**13**	75	8	96	29	28	16	73
+45 mins.	4	99	25	128	13	22	15	50	11	**84**	3	**98**	23	12	**17**	52
Total Volume	53	426	94	573	79	151	90	320	38	282	32	352	104	127	61	292
% App. Total	9.2	74.3	16.4		24.7	47.2	28.1		10.8	80.1	9.1		35.6	43.5	20.9	
PHF	.473	.942	.870	.955	.581	.640	.536	.593	.731	.839	.533	.898	.813	.460	.897	.646

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File Name : YLA_Lakeview_Buena Vista PM
Site Code : 05113352
Start Date : 9/4/2013
Page No : 1

Groups Printed- Total Volume

	Lakeview Avenue Southbound				Buena Vista Street Westbound				Lakeview Avenue Northbound				Buena Vista Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	10	62	24	96	6	17	5	28	10	82	8	100	38	21	11	70	294
04:15 PM	13	88	37	138	9	8	8	25	10	80	7	97	45	21	4	70	330
04:30 PM	11	68	21	100	6	13	4	23	12	71	13	96	34	17	9	60	279
04:45 PM	5	55	34	94	3	15	7	25	13	120	23	156	37	29	12	78	353
Total	39	273	116	428	24	53	24	101	45	353	51	449	154	88	36	278	1256
05:00 PM	11	66	23	100	2	18	9	29	12	80	16	108	38	16	8	62	299
05:15 PM	15	78	18	111	8	14	12	34	22	107	10	139	38	12	7	57	341
05:30 PM	10	47	28	85	4	13	7	24	20	93	9	122	45	23	8	76	307
05:45 PM	8	55	27	90	9	12	9	30	13	97	11	121	49	19	16	84	325
Total	44	246	96	386	23	57	37	117	67	377	46	490	170	70	39	279	1272
Grand Total	83	519	212	814	47	110	61	218	112	730	97	939	324	158	75	557	2528
Apprch %	10.2	63.8	26		21.6	50.5	28		11.9	77.7	10.3		58.2	28.4	13.5		
Total %	3.3	20.5	8.4	32.2	1.9	4.4	2.4	8.6	4.4	28.9	3.8	37.1	12.8	6.2	3	22	

	Lakeview Avenue Southbound				Buena Vista Street Westbound				Lakeview Avenue Northbound				Buena Vista Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	5	55	**34**	94	3	15	7	25	13	**120**	**23**	**156**	37	**29**	**12**	**78**	**353**
05:00 PM	11	66	23	100	2	**18**	9	29	12	80	16	108	38	16	8	62	299
05:15 PM	**15**	**78**	18	**111**	**8**	14	**12**	**34**	**22**	107	10	139	38	12	7	57	341
05:30 PM	10	47	28	85	4	13	7	24	20	93	9	122	**45**	23	8	76	307
Total Volume	41	246	103	390	17	60	35	112	67	400	58	525	158	80	35	273	1300
% App. Total	10.5	63.1	26.4		15.2	53.6	31.2		12.8	76.2	11		57.9	29.3	12.8		
PHF	.683	.788	.757	.878	.531	.833	.729	.824	.761	.833	.630	.841	.878	.690	.729	.875	.921

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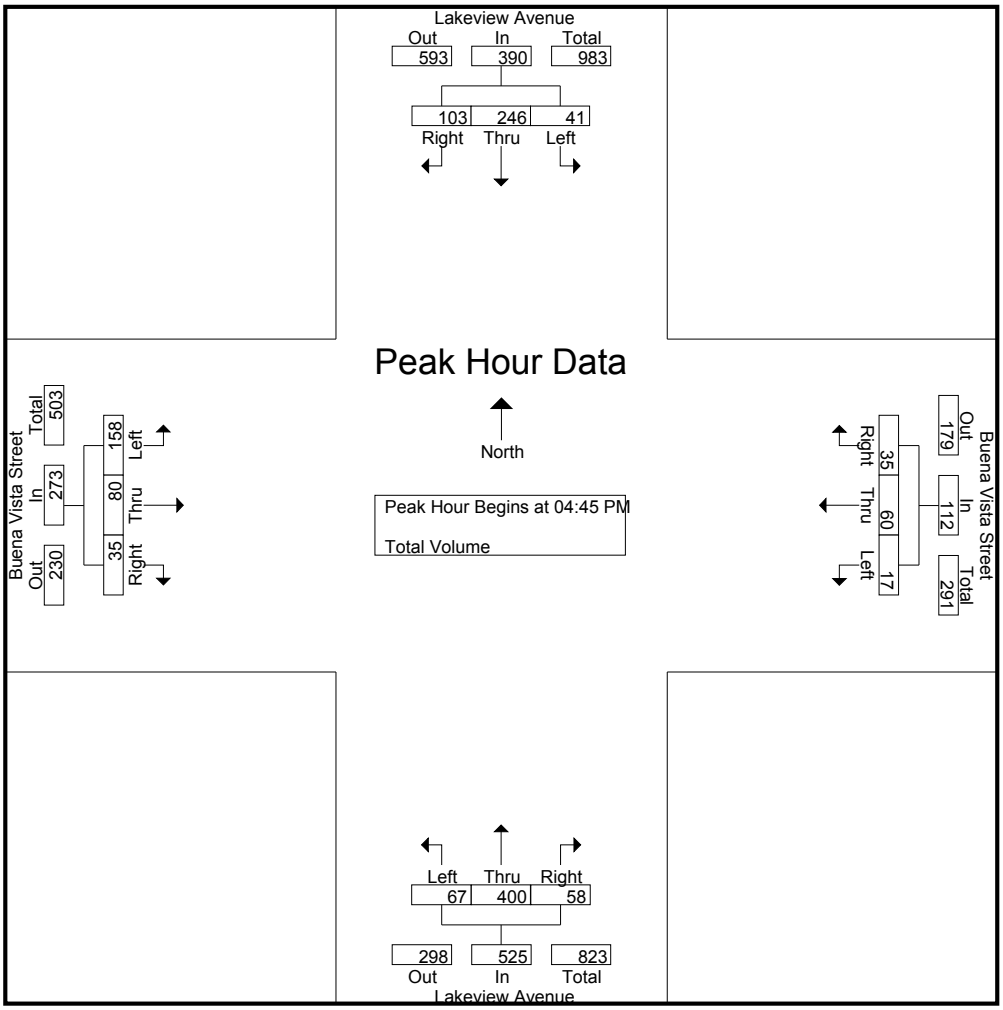

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				05:00 PM				04:45 PM				05:00 PM			
+0 mins.	**13**	**88**	**37**	**138**	2	**18**	9	29	13	**120**	**23**	**156**	38	16	8	62
+15 mins.	11	68	21	100	8	14	**12**	**34**	12	80	16	108	38	12	7	57
+30 mins.	5	55	34	94	4	13	7	24	**22**	107	10	139	45	**23**	8	76
+45 mins.	11	66	23	100	**9**	12	9	30	20	93	9	122	**49**	19	**16**	**84**
Total Volume	40	277	115	432	23	57	37	117	67	400	58	525	170	70	39	279
% App. Total	9.3	64.1	26.6		19.7	48.7	31.6		12.8	76.2	11		60.9	25.1	14	
PHF	.769	.787	.777	.783	.639	.792	.771	.860	.761	.833	.630	.841	.867	.761	.609	.830

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City of Yorba Linda
N/S: Kellogg Drive
E/W: Yorba Linda Boulevard
Weather: Sunny

File Name : yla_kellogg_yorba linda am
Site Code : 05113352
Start Date : 9/4/2013
Page No : 1

Groups Printed- Total Volume

	Yorba Linda Boulevard Westbound			Kellogg Drive Northbound			Yorba Linda Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	59	188	247	15	20	35	78	10	88	370
07:15 AM	72	283	355	15	44	59	105	10	115	529
07:30 AM	98	331	429	22	60	82	104	30	134	645
07:45 AM	72	291	363	14	63	77	152	6	158	598
Total	301	1093	1394	66	187	253	439	56	495	2142
08:00 AM	62	241	303	24	51	75	163	15	178	556
08:15 AM	52	285	337	17	46	63	160	15	175	575
08:30 AM	47	287	334	26	38	64	152	12	164	562
08:45 AM	44	200	244	15	33	48	157	16	173	465
Total	205	1013	1218	82	168	250	632	58	690	2158
Grand Total	506	2106	2612	148	355	503	1071	114	1185	4300
Apprch %	19.4	80.6		29.4	70.6		90.4	9.6		
Total %	11.8	49	60.7	3.4	8.3	11.7	24.9	2.7	27.6	

	Yorba Linda Boulevard Westbound			Kellogg Drive Northbound			Yorba Linda Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**98**	**331**	**429**	22	60	**82**	104	**30**	134	**645**
07:45 AM	72	291	363	14	**63**	77	152	6	158	598
08:00 AM	62	241	303	**24**	51	75	**163**	15	**178**	556
08:15 AM	52	285	337	17	46	63	160	15	175	575
Total Volume	284	1148	1432	77	220	297	579	66	645	2374
% App. Total	19.8	80.2		25.9	74.1		89.8	10.2		
PHF	.724	.867	.834	.802	.873	.905	.888	.550	.906	.920

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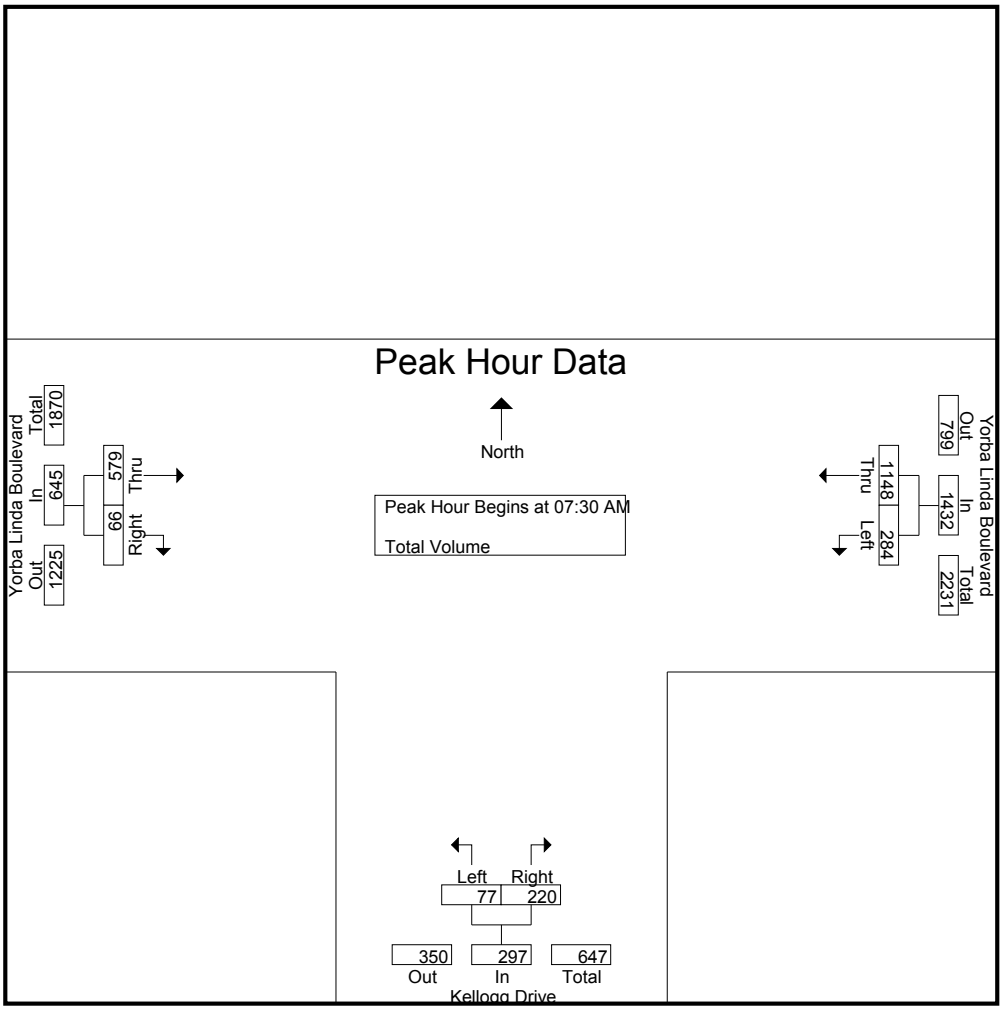

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:30 AM			08:00 AM		
+0 mins.	72	283	355	22	60	**82**	**163**	15	**178**
+15 mins.	**98**	**331**	**429**	14	**63**	77	160	15	175
+30 mins.	72	291	363	**24**	51	75	152	12	164
+45 mins.	62	241	303	17	46	63	157	**16**	173
Total Volume	304	1146	1450	77	220	297	632	58	690
% App. Total	21	79		25.9	74.1		91.6	8.4	
PHF	.776	.866	.845	.802	.873	.905	.969	.906	.969

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File Name : YLA_Kellogg_Yorba Linda PM
Site Code : 05113352
Start Date : 9/4/2013
Page No : 1

Groups Printed- Total Volume

	Yorba Linda Boulevard Westbound			Kellogg Drive Northbound			Yorba Linda Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	43	190	233	26	61	87	232	16	248	568
04:15 PM	52	199	251	14	65	79	272	14	286	616
04:30 PM	47	216	263	15	65	80	224	12	236	579
04:45 PM	42	209	251	13	77	90	272	22	294	635
Total	184	814	998	68	268	336	1000	64	1064	2398
05:00 PM	49	205	254	15	104	119	278	9	287	660
05:15 PM	55	215	270	27	65	92	306	20	326	688
05:30 PM	54	222	276	14	75	89	285	17	302	667
05:45 PM	43	187	230	17	80	97	292	20	312	639
Total	201	829	1030	73	324	397	1161	66	1227	2654
Grand Total	385	1643	2028	141	592	733	2161	130	2291	5052
Apprch %	19	81		19.2	80.8		94.3	5.7		
Total %	7.6	32.5	40.1	2.8	11.7	14.5	42.8	2.6	45.3	

	Yorba Linda Boulevard Westbound			Kellogg Drive Northbound			Yorba Linda Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	49	205	254	15	**104**	**119**	278	9	287	660
05:15 PM	**55**	215	270	**27**	65	92	**306**	**20**	**326**	**688**
05:30 PM	54	**222**	**276**	14	75	89	285	17	302	667
05:45 PM	43	187	230	17	80	97	292	20	312	639
Total Volume	201	829	1030	73	324	397	1161	66	1227	2654
% App. Total	19.5	80.5		18.4	81.6		94.6	5.4		
PHF	.914	.934	.933	.676	.779	.834	.949	.825	.941	.964

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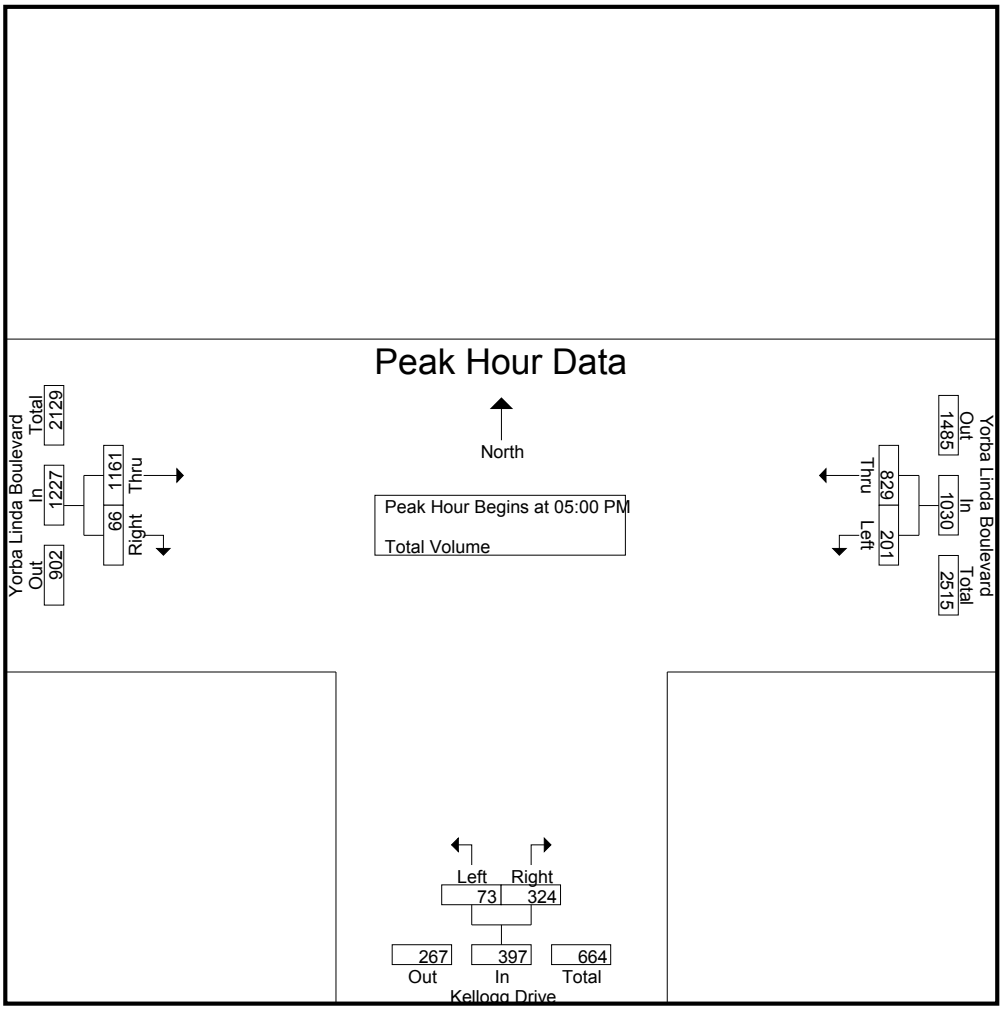

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			05:00 PM			05:00 PM		
+0 mins.	42	209	251	15	**104**	**119**	278	9	287
+15 mins.	49	205	254	**27**	65	92	**306**	**20**	**326**
+30 mins.	**55**	215	270	14	75	89	285	17	302
+45 mins.	54	**222**	**276**	17	80	97	292	20	312
Total Volume	200	851	1051	73	324	397	1161	66	1227
% App. Total	19	81		18.4	81.6		94.6	5.4	
PHF	.909	.958	.952	.676	.779	.834	.949	.825	.941

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-1226-002

Day: Wednesday

City: Yorba Linda

Date: 9/16/2015

AM

NS/EW Streets:	Imperial Hwy NB Ramps			Imperial Hwy NB Ramps			Kellogg Dr			Kellogg Dr				UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
LANES:	1	0	1	0	0	0	1	2	0	0	2	0					
7:00 AM	16	0	42	0	0	0	28	18	0	0	150	21	275	0	0	0	0
7:15 AM	26	0	46	0	0	0	32	33	0	0	155	20	312	0	0	0	0
7:30 AM	43	0	43	0	0	0	60	95	0	0	228	17	486	0	0	0	0
7:45 AM	29	0	54	0	0	0	58	110	0	0	197	16	464	0	0	0	0
8:00 AM	10	0	39	0	0	0	21	41	0	0	122	14	247	0	0	0	0
8:15 AM	6	0	41	0	0	0	23	49	0	0	130	21	270	0	0	0	0
8:30 AM	8	0	53	0	0	0	20	27	0	0	107	10	225	0	0	0	0
8:45 AM	14	0	46	0	0	0	18	27	0	0	103	19	227	0	0	0	0
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	152	0	364	0	0	0	260	400	0	0	1192	138	2506	0	0	0	0
APPROACH %'s :	29.46%	0.00%	70.54%	#DIV/0!	#DIV/0!	#DIV/0!	39.39%	60.61%	0.00%	0.00%	89.62%	10.38%					

PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	114	0	185	0	0	0	178	256	0	0	730	74	1537
PEAK HR FACTOR :		0.869			0.000			0.646			0.820		0.791

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-1226-002

Day: Wednesday

City: Yorba Linda

Date: 9/16/2015

PM

NS/EW Streets:	Imperial Hwy NB Ramps			Imperial Hwy NB Ramps			Kellogg Dr			Kellogg Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	0	0	0	1	2	0	0	2	0	
4:00 PM	22	0	66	0	0	0	45	84	0	0	92	8	317
4:15 PM	22	0	96	0	0	0	46	78	0	0	86	10	338
4:30 PM	20	1	61	0	0	0	59	80	0	0	93	17	331
4:45 PM	34	0	90	0	0	0	42	81	0	0	100	17	364
5:00 PM	24	0	96	0	0	0	58	79	0	0	90	13	360
5:15 PM	31	0	66	0	0	0	44	83	0	0	119	10	353
5:30 PM	30	0	96	0	0	0	46	64	0	0	110	10	356
5:45 PM	28	1	61	0	0	0	45	69	0	0	110	17	331
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	211	2	632	0	0	0	385	618	0	0	800	102	2750
APPROACH %'s :	24.97%	0.24%	74.79%	#DIV/0!	#DIV/0!	#DIV/0!	38.38%	61.62%	0.00%	0.00%	88.69%	11.31%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	119	0	348	0	0	0	190	307	0	0	419	50	1433
PEAK HR FACTOR :		0.927			0.000			0.907			0.909		0.984

UTURNS

	NB	SB	EB	WB
4:00 PM	0	0	0	0
4:15 PM	0	0	1	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
TOTAL VOLUMES :	0	0	1	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Imperial Hwy NB Ramps and Kellogg Dr , Yorba Linda

Date: 9/16/2015

Day: Wednesday

Project #: 15-1226-002

City: Yorba Linda

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Peak Hour Summary

Southbound Approach (Imperial Hwy NB Ramps)

	Lanes 0	Lanes 0	Lanes 0		
AM	0	0	0	252	AM
NOON	0	0	0	0	NOON
PM	0	0	0	240	PM

Eastbound Approach (Kellogg Dr)

Lanes	AM	NOON	PM
	844	0	538
1	178	0	190
2	256	0	307
0	0	0	0

Westbound Approach

AM	NOON	PM	Lanes
74	0	50	0
730	0	419	2
0	0	0	0
441	0	655	

CONTROL: Signalized

Northbound Approach

AM	0	114	0	185	AM
NOON	0	0	0	0	NOON
PM	0	119	0	348	PM
		1	0	1	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg	
AM	0	252
NOON	0	0
PM	0	240

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
844	0	538	804	0	469
434	0	497	441	0	655

	South Leg	
AM	0	299
NOON	0	0
PM	0	467

Total Volume Per Leg

	North Leg
AM	252
NOON	0
PM	240

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
1278	0	1035	1245	0	1124

	South Leg
AM	299
NOON	0
PM	467

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-1226-102

Day: Wednesday

City: Yorba Linda

Date: 9/16/2015

AM

NS/EW Streets:	Imperial Hwy SB Ramps			Imperial Hwy SB Ramps			Kellogg Dr			Kellogg Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	0	2	0	1	2	0	
7:00 AM	0	0	0	6	0	35	0	41	33	99	59	0	273
7:15 AM	0	0	0	1	0	36	0	63	54	87	102	0	343
7:30 AM	0	0	0	2	0	83	0	162	100	92	167	0	606
7:45 AM	0	0	0	2	0	66	0	157	76	114	123	0	538
8:00 AM	0	0	0	7	0	56	0	58	25	77	52	0	275
8:15 AM	0	0	0	7	0	39	0	62	14	77	62	0	261
8:30 AM	0	0	0	6	0	32	0	41	24	61	53	0	217
8:45 AM	0	0	0	1	0	35	0	46	20	66	53	0	221
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	32	0	382	0	630	346	673	671	0	2734
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	7.73%	0.00%	92.27%	0.00%	64.55%	35.45%	50.07%	49.93%	0.00%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	0	0	12	0	241	0	440	255	370	444	0	1762
PEAK HR FACTOR :		0.000			0.744			0.663			0.786		0.727

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : 1-Way Stop (SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-1226-102

Day: Wednesday

City: Yorba Linda

Date: 9/16/2015

PM

NS/EW Streets:	Imperial Hwy SB Ramps			Imperial Hwy SB Ramps			Kellogg Dr			Kellogg Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	0	2	0	1	2	0	
4:00 PM	0	0	0	6	0	45	0	120	18	53	64	0	306
4:15 PM	0	0	0	14	0	37	0	110	25	42	67	0	295
4:30 PM	0	0	0	16	0	49	0	124	22	56	56	0	323
4:45 PM	0	0	0	14	0	47	0	107	16	64	71	0	319
5:00 PM	0	0	0	15	0	43	0	125	24	50	61	0	318
5:15 PM	0	0	0	16	0	54	0	109	14	71	82	0	346
5:30 PM	0	0	0	22	0	53	0	89	19	59	72	0	314
5:45 PM	0	0	0	14	1	54	0	98	22	46	99	0	334
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	117	1	382	0	882	160	441	572	0	2555
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	23.40%	0.20%	76.40%	0.00%	84.64%	15.36%	43.53%	56.47%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	67	1	204	0	421	79	226	314	0	1312
PEAK HR FACTOR :		0.000			0.907			0.839			0.882		0.948

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : 1-Way Stop (SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Imperial Hwy SB Ramps and Kellogg Dr , Yorba Linda

Date:	9/16/2015
Day:	Wednesday

Project #:	15-1226-102
City:	Yorba Linda

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Imperial Hwy SB Ramps)

	Left	Thru	Right	U-Turn	
Lanes	1	0	1		
AM	241	0	12	0	AM
NOON	0	0	0	0	NOON
PM	204	1	67	0	PM

Eastbound Approach (Kellogg Dr)

	AM	NOON	PM
	685	0	518
Lanes			
0	0	0	0
2	440	0	421
0	255	0	79

Westbound Approach

	AM	NOON	PM	Lanes
	0	0	0	0
	444	0	314	2
	370	0	226	1
	452	0	488	

Northbound Approach

	Left	Thru	Right	U-Turn	
AM	625	0	0	0	AM
NOON	0	0	0	0	NOON
PM	306	0	0	0	PM
Lanes		0	0	0	Lanes

CONTROL

1-Way Stop (SB)

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg	
AM	253	0
NOON	0	0
PM	272	0

	West Leg			East Leg		
AM	685	0	518	814	0	540
NOON	695	0	500	452	0	488
PM						

	South Leg	
AM	625	0
NOON	0	0
PM	306	0

Total Volume Per Leg

	North Leg			East Leg			West Leg			South Leg		
AM	253			1266	0	1028	1380	0	1018	625		
NOON	0									0		
PM	272									306		

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-1226-003

Day: Wednesday

City: Yorba Linda

Date: 9/16/2015

AM

NS/EW Streets:	Fairmont Blvd			Fairmont Blvd			Bastanchury Rd			Bastanchury Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	1	1	1.5	0.5	1	2	0	
7:00 AM	30	10	4	6	28	33	11	31	16	10	86	3	268
7:15 AM	50	7	4	14	45	61	9	67	29	29	144	0	459
7:30 AM	96	30	9	12	83	80	28	130	82	42	186	1	779
7:45 AM	63	30	17	11	59	83	65	135	98	36	100	7	704
8:00 AM	39	26	13	11	79	39	16	68	31	24	85	5	436
8:15 AM	36	32	13	7	35	42	14	54	24	9	62	3	331
8:30 AM	50	20	16	7	16	50	16	70	20	6	80	7	358
8:45 AM	26	14	3	10	35	31	14	58	11	8	64	1	275
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	390	169	79	78	380	419	173	613	311	164	807	27	3610
APPROACH %'s :	61.13%	26.49%	12.38%	8.89%	43.33%	47.78%	15.77%	55.88%	28.35%	16.43%	80.86%	2.71%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	248	93	43	48	266	263	118	400	240	131	515	13	2378
PEAK HR FACTOR :		0.711			0.824			0.636			0.719		0.763

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-1226-003

Day: Wednesday

City: Yorba Linda

Date: 9/16/2015

PM

NS/EW Streets:	Fairmont Blvd			Fairmont Blvd			Bastanchury Rd			Bastanchury Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	1	1	1.5	0.5	1	2	0	
4:00 PM	39	22	12	3	27	20	34	94	51	5	95	8	410
4:15 PM	35	39	13	5	23	24	30	88	48	6	75	10	396
4:30 PM	34	23	10	5	25	34	32	118	48	15	73	8	425
4:45 PM	37	32	6	4	19	37	43	109	51	15	103	8	464
5:00 PM	43	46	14	4	18	19	41	119	59	12	100	8	483
5:15 PM	35	30	14	7	23	34	42	106	73	22	107	7	500
5:30 PM	45	35	11	3	21	34	49	120	66	15	136	14	549
5:45 PM	54	30	8	6	22	37	42	107	44	23	140	10	523
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	322	257	88	37	178	239	313	861	440	113	829	73	3750
APPROACH %'s :	48.28%	38.53%	13.19%	8.15%	39.21%	52.64%	19.39%	53.35%	27.26%	11.13%	81.67%	7.19%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	177	141	47	20	84	124	174	452	242	72	483	39	2055
PEAK HR FACTOR :		0.886			0.877			0.923			0.858		0.936

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Fairmont Blvd and Bastanchury Rd , Yorba Linda

Date: 9/16/2015

Day: Wednesday

Project #: 15-1226-003

City: Yorba Linda

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Fairmont Blvd)

Lanes	1	2	1		
AM	263	266	48	224	AM
NOON	0	0	0	0	NOON
PM	124	84	20	354	PM

Eastbound Approach (Bastanchury Rd)

	AM	NOON	PM
	1026	0	784
1	118	0	174
1.5	400	0	452
0.5	240	0	242
Lanes	AM	NOON	PM

Westbound Approach

AM	NOON	PM	Lanes
13	0	39	0
515	0	483	2
131	0	72	1
491	0	519	
AM	NOON	PM	

CONTROL

Signalized

Northbound Approach

AM	637	248	93	43	AM
NOON	0	0	0	0	NOON
PM	398	177	141	47	PM
		1	2	1	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
AM	577	224	AM
NOON	0	0	NOON
PM	228	354	PM

West Leg			East Leg		
AM	NOON	PM			
1026	0	784	659	0	594
758	0	868	491	0	519
			AM	NOON	PM

	South Leg	
AM	637	384
NOON	0	0
PM	398	365

Total Volume Per Leg

	North Leg
AM	801
NOON	0
PM	582

West Leg			East Leg		
AM	NOON	PM			
1784	0	1652	1150	0	1113
			AM	NOON	PM

	South Leg
AM	1021
NOON	0
PM	763

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PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Yorba Linda
N/S: Fairmont Boulevard
E/W: Yorba Linda Boulevard
Weather: Sunny

File Name : YLA_Fairmont_Yorba Linda AM
Site Code : 05113352
Start Date : 9/4/2013
Page No : 1

Groups Printed- Total Volume

	Fairmont Boulevard Southbound				Yorba Linda Boulevard Westbound				Fairmont Boulevard Northbound				Yorba Linda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	23	56	87	5	154	18	177	36	21	8	65	17	72	15	104	433
07:15 AM	13	49	93	155	15	225	32	272	62	52	10	124	22	78	22	122	673
07:30 AM	31	55	124	210	18	253	61	332	63	55	8	126	47	106	31	184	852
07:45 AM	32	79	105	216	9	192	28	229	64	42	9	115	37	108	46	191	751
Total	84	206	378	668	47	824	139	1010	225	170	35	430	123	364	114	601	2709
08:00 AM	15	62	50	127	26	237	20	283	83	35	20	138	31	147	75	253	801
08:15 AM	21	70	40	131	32	230	8	270	79	55	28	162	35	124	69	228	791
08:30 AM	47	46	47	140	14	193	8	215	79	37	18	134	26	129	33	188	677
08:45 AM	38	30	48	116	12	154	11	177	55	17	13	85	31	118	23	172	550
Total	121	208	185	514	84	814	47	945	296	144	79	519	123	518	200	841	2819
Grand Total	205	414	563	1182	131	1638	186	1955	521	314	114	949	246	882	314	1442	5528
Apprch %	17.3	35	47.6		6.7	83.8	9.5		54.9	33.1	12		17.1	61.2	21.8		
Total %	3.7	7.5	10.2	21.4	2.4	29.6	3.4	35.4	9.4	5.7	2.1	17.2	4.5	16	5.7	26.1	

	Fairmont Boulevard Southbound				Yorba Linda Boulevard Westbound				Fairmont Boulevard Northbound				Yorba Linda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	31	55	**124**	210	18	**253**	**61**	**332**	63	**55**	8	126	**47**	106	31	184	**852**
07:45 AM	**32**	**79**	105	**216**	9	192	28	229	64	42	9	115	37	108	46	191	751
08:00 AM	15	62	50	127	26	237	20	283	**83**	35	20	138	31	**147**	**75**	**253**	801
08:15 AM	21	70	40	131	**32**	230	8	270	79	55	**28**	**162**	35	124	69	228	791
Total Volume	99	266	319	684	85	912	117	1114	289	187	65	541	150	485	221	856	3195
% App. Total	14.5	38.9	46.6		7.6	81.9	10.5		53.4	34.6	12		17.5	56.7	25.8		
PHF	.773	.842	.643	.792	.664	.901	.480	.839	.870	.850	.580	.835	.798	.825	.737	.846	.938

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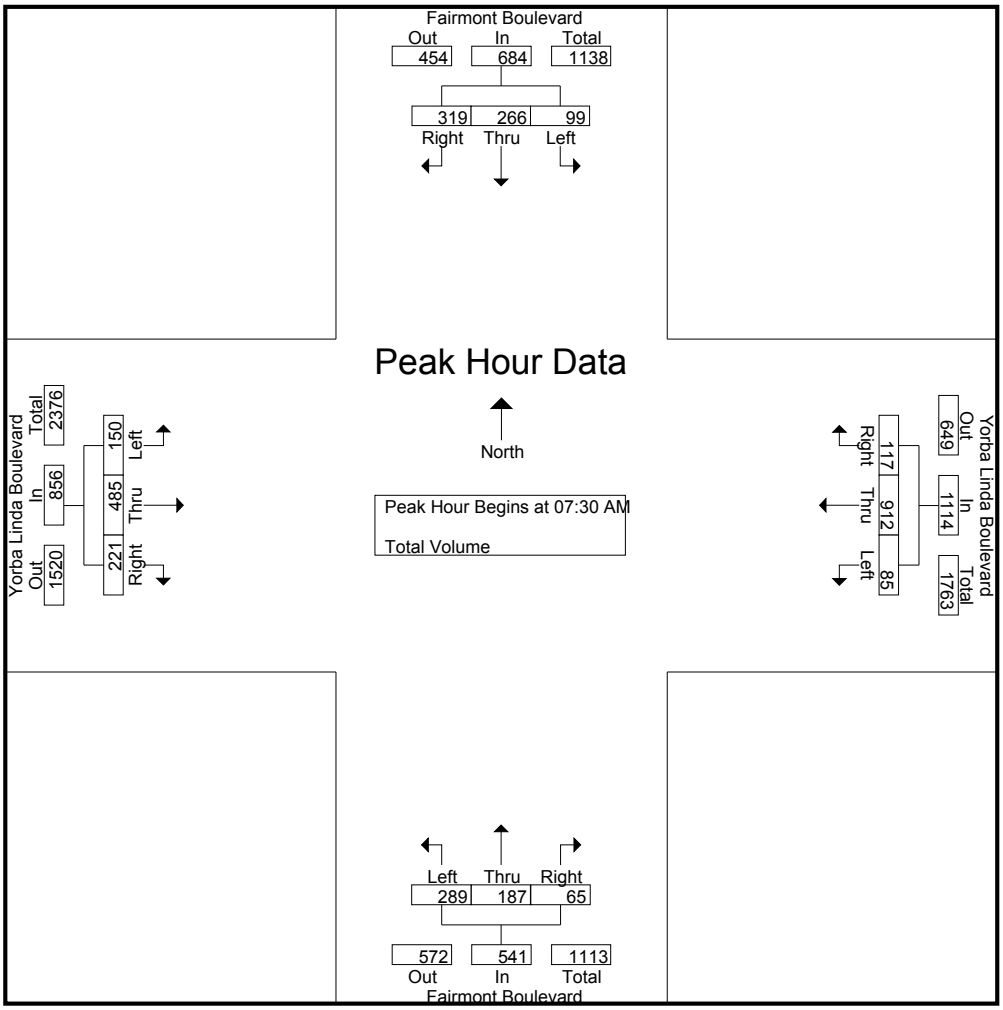
City of Yorba Linda
N/S: Fairmont Boulevard
E/W: Yorba Linda Boulevard
Weather: Sunny

File Name : YLA_Fairmont_Yorba Linda AM
Site Code : 05113352
Start Date : 9/4/2013
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:45 AM				07:45 AM			
+0 mins.	13	49	93	155	15	225	32	272	64	42	9	115	**37**	108	46	191
+15 mins.	31	55	**124**	210	18	**253**	**61**	**332**	**83**	35	20	138	31	**147**	**75**	**253**
+30 mins.	**32**	**79**	105	**216**	9	192	28	229	79	**55**	**28**	**162**	35	124	69	228
+45 mins.	15	62	50	127	**26**	237	20	283	79	37	18	134	26	129	33	188
Total Volume	91	245	372	708	68	907	141	1116	305	169	75	549	129	508	223	860
% App. Total	12.9	34.6	52.5		6.1	81.3	12.6		55.6	30.8	13.7		15	59.1	25.9	
PHF	.711	.775	.750	.819	.654	.896	.578	.840	.919	.768	.670	.847	.872	.864	.743	.850

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City of Yorba Linda
N/S: Fairmont Boulevard
E/W: Yorba Linda Boulevard
Weather: Sunny

File Name : YLA_Fairmont_Yorba Linda PM
Site Code : 05113352
Start Date : 9/4/2013
Page No : 1

Groups Printed- Total Volume

	Fairmont Boulevard Southbound				Yorba Linda Boulevard Westbound				Fairmont Boulevard Northbound				Yorba Linda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	31	38	33	102	8	142	17	167	56	19	18	93	31	191	57	279	641
04:15 PM	45	30	45	120	13	143	15	171	53	29	9	91	53	187	43	283	665
04:30 PM	22	29	36	87	22	178	13	213	36	14	13	63	36	191	56	283	646
04:45 PM	44	43	33	120	17	169	14	200	51	24	18	93	59	176	56	291	704
Total	142	140	147	429	60	632	59	751	196	86	58	340	179	745	212	1136	2656
05:00 PM	39	39	32	110	10	171	15	196	43	25	11	79	63	236	53	352	737
05:15 PM	36	56	36	128	15	174	12	201	49	39	17	105	51	198	63	312	746
05:30 PM	31	33	40	104	15	171	14	200	64	42	8	114	62	233	72	367	785
05:45 PM	37	46	40	123	17	141	17	175	53	33	19	105	53	199	59	311	714
Total	143	174	148	465	57	657	58	772	209	139	55	403	229	866	247	1342	2982
Grand Total	285	314	295	894	117	1289	117	1523	405	225	113	743	408	1611	459	2478	5638
Apprch %	31.9	35.1	33		7.7	84.6	7.7		54.5	30.3	15.2		16.5	65	18.5		
Total %	5.1	5.6	5.2	15.9	2.1	22.9	2.1	27	7.2	4	2	13.2	7.2	28.6	8.1	44	

	Fairmont Boulevard Southbound				Yorba Linda Boulevard Westbound				Fairmont Boulevard Northbound				Yorba Linda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**39**	39	32	110	10	171	15	196	43	25	11	79	**63**	**236**	53	352	737
05:15 PM	36	**56**	36	**128**	15	**174**	12	**201**	49	39	17	105	51	198	63	312	746
05:30 PM	31	33	**40**	104	15	171	14	200	**64**	**42**	8	**114**	62	233	**72**	**367**	**785**
05:45 PM	37	46	40	123	**17**	141	**17**	175	53	33	**19**	105	53	199	59	311	714
Total Volume	143	174	148	465	57	657	58	772	209	139	55	403	229	866	247	1342	2982
% App. Total	30.8	37.4	31.8		7.4	85.1	7.5		51.9	34.5	13.6		17.1	64.5	18.4		
PHF	.917	.777	.925	.908	.838	.944	.853	.960	.816	.827	.724	.884	.909	.917	.858	.914	.950

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City of Yorba Linda
N/S: Fairmont Boulevard
E/W: Yorba Linda Boulevard
Weather: Sunny

File Name : YLA_Fairmont_Yorba Linda PM
Site Code : 05113352
Start Date : 9/4/2013
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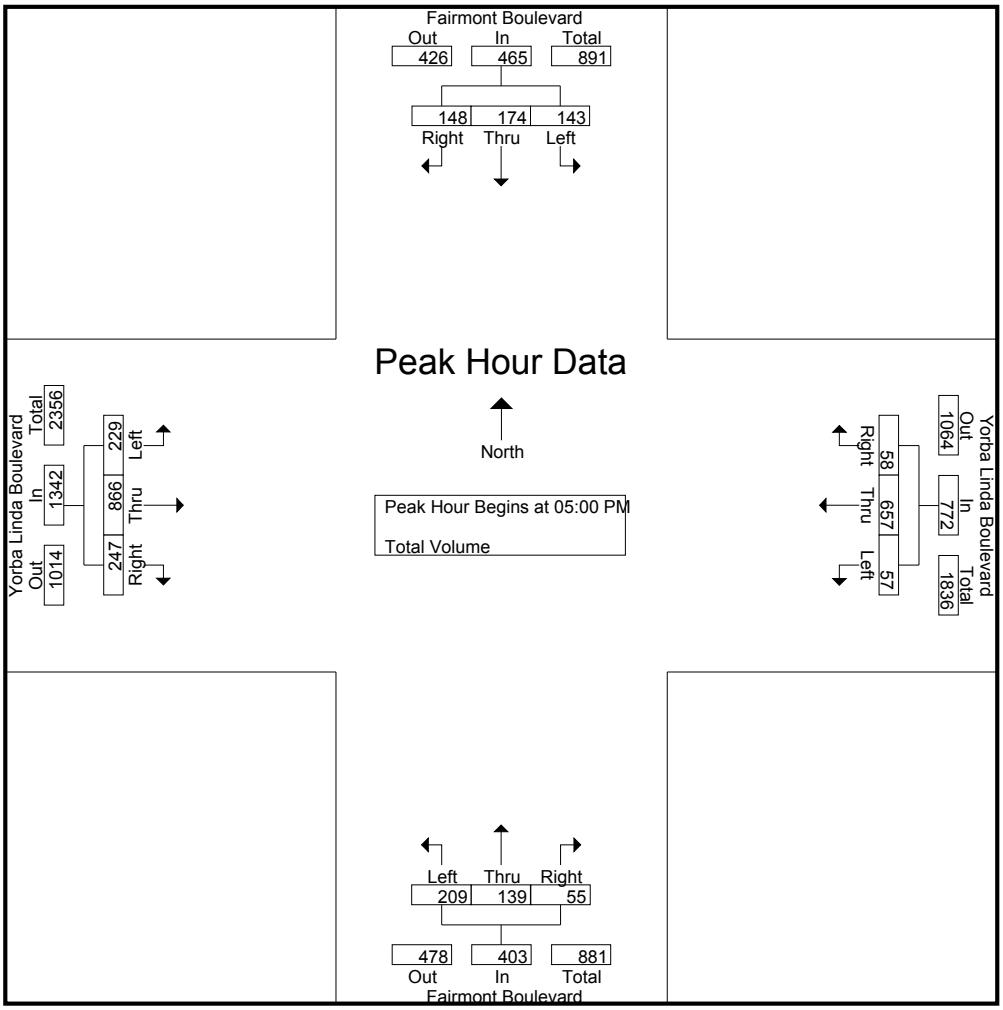

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				05:00 PM				05:00 PM			
+0 mins.	**39**	39	32	110	**22**	**178**	13	**213**	43	25	11	79	**63**	**236**	53	352
+15 mins.	36	**56**	36	**128**	17	169	14	200	49	39	17	105	51	198	63	312
+30 mins.	31	33	**40**	104	10	171	**15**	196	**64**	**42**	8	**114**	62	233	**72**	**367**
+45 mins.	37	46	40	123	15	174	12	201	53	33	**19**	105	53	199	59	311
Total Volume	143	174	148	465	64	692	54	810	209	139	55	403	229	866	247	1342
% App. Total	30.8	37.4	31.8		7.9	85.4	6.7		51.9	34.5	13.6		17.1	64.5	18.4	
PHF	.917	.777	.925	.908	.727	.972	.900	.951	.816	.827	.724	.884	.909	.917	.858	.914

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: THURSDAY

City: City of Yorba Linda

Date: 06/07/2012

AM

NS/EW Streets:	Fairmont Blvd			Fairmont Blvd			Paseo de Las Palomas			Paseo de Las Palomas			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	1	2	0	0	0	0	2	0	1	
7:00 AM		26	6	12	55					22		25	146
7:15 AM		30	6	7	45					27		41	156
7:30 AM		74	12	19	60					39		75	279
7:45 AM		82	19	34	95					16		50	296
8:00 AM		101	14	32	95					22		75	339
8:15 AM		107	10	48	137					25		61	388
8:30 AM		73	15	37	113					30		41	309
8:45 AM		35	8	12	58					23		33	169
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	528	90	201	658	0	0	0	0	204	0	401	2082
APPROACH %'s :	0.00%	85.44%	14.56%	23.40%	76.60%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	33.72%	0.00%	66.28%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	363	58	151	440	0	0	0	0	93	0	227	1332
PEAK HR FACTOR :		0.900			0.799			0.000			0.825		0.858

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: THURSDAY

City: City of Yorba Linda

Date: 06/07/2012

PM

NS/EW Streets:	Fairmont Blvd			Fairmont Blvd			Paseo de Las Palomas			Paseo de Las Palomas			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	1	2	0	0	0	0	2	0	1	
4:00 PM		48	15	42	62					18		29	214
4:15 PM		58	27	51	50					12		23	221
4:30 PM		49	18	53	56					15		28	219
4:45 PM		67	29	44	41					19		42	242
5:00 PM		69	16	38	58					15		17	213
5:15 PM		65	31	57	52					18		30	253
5:30 PM		69	14	43	60					22		46	254
5:45 PM		84	24	37	79					20		38	282
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	509	174	365	458	0	0	0	0	139	0	253	1898
APPROACH %'s :	0.00%	74.52%	25.48%	44.35%	55.65%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	35.46%	0.00%	64.54%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	287	85	175	249	0	0	0	0	75	0	131	1002
PEAK HR FACTOR :		0.861			0.914			0.000			0.757		0.888

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Fairmont Blvd and Paseo de Las Palomas , City of Yorba Linda

Date: 6/7/2012

Day: Thursday

Project #: Historical

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Fairmont Blvd)

Lanes	0	2	1		
AM	0	440	151	590	AM
NOON	0	0	0	0	NOON
PM	0	249	175	418	PM

Eastbound Approach (Paseo de Las Palomas)

Lanes	AM	NOON	PM
	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Westbound Approach

AM	NOON	PM	Lanes
227	0	131	1
0	0	0	0
93	0	75	2
209	0	260	

Northbound Approach

AM	533	0	363	58	AM
NOON	0	0	0	0	NOON
PM	324	0	287	85	PM
		0	2	1	Lanes

CONTROL: Signalized

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	591	590	AM
	0	0	NOON
	424	418	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
0	0	0	320	0	206
0	0	0	209	0	260

	South Leg	
AM	533	421
NOON	0	0
PM	324	372

Total Volume Per Leg

North Leg	
1181	AM
0	NOON
842	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
0	0	0	529	0	466

	South Leg
AM	954
NOON	0
PM	696

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-1226-009

Day: Wednesday

City: Yorba Linda

Date: 9/16/2015

AM

NS/EW Streets:	Fairmont Blvd			Fairmont Blvd			Village Center Dr (South)			Village Center Dr (South)			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	0	1	0	1.5	0.5	1	
7:00 AM	0	22	35	3	93	2	0	0	0	99	0	3	257
7:15 AM	1	53	25	4	99	0	2	0	0	106	0	8	298
7:30 AM	1	111	41	8	183	5	9	0	1	115	0	47	521
7:45 AM	1	103	44	23	180	1	2	0	3	93	0	12	462
8:00 AM	2	79	42	8	138	2	3	0	5	101	0	15	395
8:15 AM	0	78	37	9	136	1	1	1	1	92	0	10	366
8:30 AM	0	63	47	7	137	1	2	0	2	72	2	12	345
8:45 AM	1	39	38	5	83	1	0	1	1	67	1	2	239
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	6	548	309	67	1049	13	19	2	13	745	3	109	2883
APPROACH %'s :	0.70%	63.50%	35.81%	5.93%	92.91%	1.15%	55.88%	5.88%	38.24%	86.93%	0.35%	12.72%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	4	371	164	48	637	9	15	1	10	401	0	84	1744
PEAK HR FACTOR :		0.881			0.850			0.650			0.748		0.837

UTURNS

	NB	SB	EB	WB
7:00 AM	0	0	0	0
7:15 AM	0	1	0	0
7:30 AM	1	2	0	0
7:45 AM	0	1	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL VOLUMES :	1	4	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-1226-009

Day: Wednesday

City: Yorba Linda

Date: 9/16/2015

PM

NS/EW Streets:	Fairmont Blvd			Fairmont Blvd			Village Center Dr (South)			Village Center Dr (South)			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	0	1	0	1.5	0.5	1	
4:00 PM	0	94	60	9	78	2	3	2	1	42	1	5	297
4:15 PM	2	83	79	8	69	3	1	1	2	47	1	6	302
4:30 PM	2	97	84	9	67	2	1	1	0	38	1	8	310
4:45 PM	0	97	102	2	80	2	1	0	1	45	2	7	339
5:00 PM	2	99	101	8	73	1	2	0	0	49	1	5	341
5:15 PM	0	125	102	10	77	3	0	0	2	62	2	5	388
5:30 PM	4	112	94	8	75	4	3	1	1	55	0	7	364
5:45 PM	3	118	95	14	69	5	4	1	2	67	1	10	389
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	13	825	717	68	588	22	15	6	9	405	9	53	2730
APPROACH %'s :	0.84%	53.05%	46.11%	10.03%	86.73%	3.24%	50.00%	20.00%	30.00%	86.72%	1.93%	11.35%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	9	454	392	40	294	13	9	2	5	233	4	27	1482
PEAK HR FACTOR :		0.942			0.964			0.571			0.846		0.952

UTURNS

	NB	SB	EB	WB
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	1	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	1	0	0	0
5:45 PM	0	0	0	0
TOTAL VOLUMES :	1	1	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Fairmont Blvd and Village Center Dr (South) , Yorba Linda

Date: 9/16/2015

Day: Wednesday

Project #: 15-1226-009

City: Yorba Linda

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Fairmont Blvd)

Lanes	0	2	1		
AM	9	637	48	470	AM
NOON	0	0	0	0	NOON
PM	13	294	40	490	PM

Eastbound Approach (Village Center Dr (South))

	AM	NOON	PM
	13	0	26
0	15	0	9
1	1	0	2
0	10	0	5
Lanes	AM	NOON	PM

Westbound Approach

AM	NOON	PM	Lanes
84	0	27	1
0	0	4	0.5
401	0	233	1.5
213	0	434	
AM	NOON	PM	

CONTROL

Signalized

Northbound Approach

AM	1048	4	371	164	AM
NOON	0	0	0	0	NOON
PM	532	9	454	392	PM
		1	2	1	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
AM	694	470	AM
NOON	0	0	NOON
PM	347	490	PM

AM	NOON	PM	West Leg
13	0	26	
26	0	16	

	East Leg		
	485	0	264
	213	0	434
	AM	NOON	PM

	South Leg	
AM	1048	539
NOON	0	0
PM	532	855

Total Volume Per Leg

	North Leg
AM	1164
NOON	0
PM	837

AM	NOON	PM	West Leg
39	0	42	

	East Leg		
	698	0	698
	AM	NOON	PM

	South Leg
AM	1587
NOON	0
PM	1387

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-1226-008

Day: Wednesday

City: Yorba Linda

Date: 9/16/2015

AM

NS/EW Streets:	Village Center Dr (North)			Village Center Dr (North)			Fairmont Blvd			Fairmont Blvd				UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
LANES:	1.5	0	1.5	0	0	0	0	2	0	1	2	0					
7:00 AM	2	0	4	0	0	0	0	3	13	4	15	0	41	0	0	0	0
7:15 AM	4	0	6	0	0	0	0	2	13	11	32	0	68	0	0	0	0
7:30 AM	22	0	8	0	0	0	0	6	11	7	50	0	104	0	0	0	0
7:45 AM	2	0	9	0	0	0	0	9	6	13	18	0	57	0	0	0	0
8:00 AM	5	0	3	0	0	0	0	9	13	8	28	0	66	0	0	0	0
8:15 AM	8	0	10	0	0	0	0	11	8	9	13	0	59	0	0	0	0
8:30 AM	2	0	8	0	0	0	0	4	5	4	18	0	41	0	0	0	0
8:45 AM	8	0	4	0	0	0	0	2	5	5	12	0	36	0	0	0	0
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	53	0	52	0	0	0	0	46	74	61	186	0	472	0	0	0	0
APPROACH %'s :	50.48%	0.00%	49.52%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	38.33%	61.67%	24.70%	75.30%	0.00%					

PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	33	0	26	0	0	0	0	26	43	39	128	0	295
PEAK HR FACTOR :		0.492			0.000			0.784			0.732		0.709

CONTROL : 3-Way Stop (NB/EB/WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-1226-008

Day: Wednesday

City: Yorba Linda

Date: 9/16/2015

PM

NS/EW Streets:	Village Center Dr (North)			Village Center Dr (North)			Fairmont Blvd			Fairmont Blvd				UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
LANES:	1.5	0	1.5	0	0	0	0	2	0	1	2	0					
4:00 PM	13	0	8	0	0	0	0	13	10	9	9	0	62	0	0	0	0
4:15 PM	7	0	15	0	0	0	0	8	8	6	9	0	53	0	0	0	0
4:30 PM	13	0	14	0	0	0	0	9	11	8	7	0	62	0	0	0	0
4:45 PM	6	0	10	0	0	0	0	18	5	6	11	0	56	0	0	0	0
5:00 PM	7	0	10	0	0	0	0	18	7	4	9	0	55	0	0	0	0
5:15 PM	10	0	11	0	0	0	0	14	7	11	17	0	70	0	0	0	0
5:30 PM	13	0	18	0	0	0	0	16	8	9	16	0	80	0	0	0	1
5:45 PM	10	0	15	0	0	0	0	13	6	7	13	0	64	0	0	0	0
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	79	0	101	0	0	0	0	109	62	60	91	0	502	0	0	0	1
APPROACH %'s :	43.89%	0.00%	56.11%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	63.74%	36.26%	39.74%	60.26%	0.00%					

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	40	0	54	0	0	0	0	61	28	31	55	0	269
PEAK HR FACTOR :	0.758			0.000			0.890			0.768			0.841

CONTROL : 3-Way Stop (NB/EB/WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Village Center Dr (North) and Fairmont Blvd , Yorba Linda

Date: 9/16/2015

Day: Wednesday

Project #: 15-1226-008

City: Yorba Linda

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Village Center Dr (North))

Lanes	0	0	0		
AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	0	0	0	PM

Eastbound Approach (Fairmont Blvd)

	AM	NOON	PM
	161	0	95
0	0	0	0
2	26	0	61
0	43	0	28
Lanes	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	0	0	0	0
	128	0	55	2
	39	0	31	1
	52	0	115	
	AM	NOON	PM	

CONTROL

3-Way Stop (NB/EB/WB)

Northbound Approach

AM	82	33	0	26	AM
NOON	0	0	0	0	NOON
PM	59	40	0	54	PM
		1.5	0	1.5	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg	
AM	0	0
NOON	0	0
PM	0	0

West Leg	AM	NOON	PM
	161	0	95
	69	0	89

East Leg	AM	NOON	PM
	167	0	86
	52	0	115

South Leg		
AM	82	59
NOON	0	0
PM	59	94

Total Volume Per Leg

North Leg	
AM	0
NOON	0
PM	0

West Leg	AM	NOON	PM
	230	0	184

East Leg	AM	NOON	PM
	219	0	201

South Leg	
AM	141
NOON	0
PM	153

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-1226-004

Day: Wednesday

City: Yorba Linda

Date: 9/16/2015

AM

NS/EW Streets:	Village Center Dr			Village Center Dr			Bastanchury Rd			Bastanchury Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	0	1	0	2	0	0	0	
7:00 AM	65	10	0	0	36	18	2	0	40	0	0	0	171
7:15 AM	164	16	0	0	51	24	3	0	75	0	0	0	333
7:30 AM	233	18	0	0	38	17	8	0	145	0	0	0	459
7:45 AM	90	18	0	0	40	25	20	0	139	0	0	0	332
8:00 AM	76	18	0	0	48	31	14	0	76	0	0	0	263
8:15 AM	46	27	0	0	34	12	15	0	69	0	0	0	203
8:30 AM	60	24	0	0	24	13	13	0	76	0	0	0	210
8:45 AM	57	20	0	0	27	13	14	0	53	0	0	0	184
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	791	151	0	0	298	153	89	0	673	0	0	0	2155
APPROACH %'s :	83.97%	16.03%	0.00%	0.00%	66.08%	33.92%	11.68%	0.00%	88.32%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	563	70	0	0	177	97	45	0	435	0	0	0	1387
PEAK HR FACTOR :	0.630			0.867			0.755			0.000			0.755

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-1226-004

Day: Wednesday

City: Yorba Linda

Date: 9/16/2015

PM

NS/EW Streets:	Village Center Dr			Village Center Dr			Bastanchury Rd			Bastanchury Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	0	1	0	2	0	0	0	
4:00 PM	98	34	0	0	26	13	18	0	98	0	0	0	287
4:15 PM	83	32	0	0	25	9	16	0	88	0	0	0	253
4:30 PM	90	45	0	0	36	10	19	0	111	0	0	0	311
4:45 PM	108	29	0	0	29	18	13	0	106	0	0	0	303
5:00 PM	115	32	0	0	22	11	18	0	105	0	0	0	303
5:15 PM	133	29	0	0	29	13	16	0	122	0	0	0	342
5:30 PM	160	29	0	0	23	12	23	0	109	0	0	0	356
5:45 PM	166	38	0	0	21	15	15	0	104	0	0	0	359
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	953	268	0	0	211	101	138	0	843	0	0	0	2514
APPROACH %'s :	78.05%	21.95%	0.00%	0.00%	67.63%	32.37%	14.07%	0.00%	85.93%	#DIV/0!	#DIV/0!	#DIV/0!	

UTURNS			
NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	574	128	0	0	95	51	72	0	440	0	0	0	1360
PEAK HR FACTOR :		0.860			0.869			0.928			0.000		0.947

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Village Center Dr and Bastanchury Rd , Yorba Linda

Date: 9/16/2015

Day: Wednesday

Project #: 15-1226-004

City: Yorba Linda

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Village Center Dr)

	Lanes 0	2	0		
AM	97	177	0	115	AM
NOON	0	0	0	0	NOON
PM	51	95	0	200	PM

Eastbound Approach (Bastanchury Rd)

Lanes	AM	NOON	PM
	660	0	625
1	45	0	72
0	0	0	0
2	435	0	440

Westbound Approach

AM	NOON	PM	Lanes
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	

CONTROL

Signalized

Northbound Approach

AM	612	563	70	0	AM
NOON	0	0	0	0	NOON
PM	535	574	128	0	PM
		1	2	0	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg	
AM	274	115
NOON	0	0
PM	146	200

West Leg AM	NOON	PM	East Leg AM	NOON	PM
660	0	625	0	0	0
480	0	512	0	0	0

	South Leg	
AM	612	633
NOON	0	0
PM	535	702

Total Volume Per Leg

	North Leg
AM	389
NOON	0
PM	346

West Leg AM	NOON	PM	East Leg AM	NOON	PM
1140	0	1137	0	0	0

	South Leg
AM	1245
NOON	0
PM	1237

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

City of Yorba Linda
N/S: Village Center Drive
E/W: Yorba Linda Boulevard
Weather: Clear

File Name : YLAVCYLAM
Site Code : 00000092
Start Date : 5/2/2012
Page No : 1

Groups Printed- Total Volume

	Village Center Drive Southbound				Yorba Linda Boulevard Westbound				Village Center Drive Northbound				Yorba Linda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	25	39	20	84	22	93	38	153	12	57	29	98	6	56	7	69	404
07:15 AM	50	26	25	101	13	180	89	282	8	24	12	44	4	69	9	82	509
07:30 AM	97	33	31	161	12	244	188	444	20	41	10	71	12	94	7	113	789
07:45 AM	127	43	22	192	9	205	80	294	24	31	10	65	15	134	9	158	709
Total	299	141	98	538	56	722	395	1173	64	153	61	278	37	353	32	422	2411
08:00 AM	62	34	51	147	15	147	48	210	27	32	8	67	17	116	19	152	576
08:15 AM	49	32	20	101	20	152	58	230	10	29	10	49	34	116	17	167	547
08:30 AM	52	27	17	96	20	173	62	255	18	22	10	50	17	111	15	143	544
08:45 AM	38	18	20	76	15	133	37	185	15	31	15	61	23	99	10	132	454
Total	201	111	108	420	70	605	205	880	70	114	43	227	91	442	61	594	2121
Grand Total	500	252	206	958	126	1327	600	2053	134	267	104	505	128	795	93	1016	4532
Apprch %	52.2	26.3	21.5		6.1	64.6	29.2		26.5	52.9	20.6		12.6	78.2	9.2		
Total %	11	5.6	4.5	21.1	2.8	29.3	13.2	45.3	3	5.9	2.3	11.1	2.8	17.5	2.1	22.4	

	Village Center Drive Southbound				Yorba Linda Boulevard Westbound				Village Center Drive Northbound				Yorba Linda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	97	33	31	161	12	**244**	**188**	**444**	20	**41**	**10**	**71**	12	94	7	113	**789**
07:45 AM	**127**	**43**	22	**192**	9	205	80	294	24	31	10	65	15	**134**	9	158	709
08:00 AM	62	34	**51**	147	15	147	48	210	**27**	32	8	67	17	116	**19**	152	576
08:15 AM	49	32	20	101	**20**	152	58	230	10	29	10	49	**34**	116	17	**167**	547
Total Volume	335	142	124	601	56	748	374	1178	81	133	38	252	78	460	52	590	2621
% App. Total	55.7	23.6	20.6		4.8	63.5	31.7		32.1	52.8	15.1		13.2	78	8.8		
PHF	.659	.826	.608	.783	.700	.766	.497	.663	.750	.811	.950	.887	.574	.858	.684	.883	.830

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PO Box 1178
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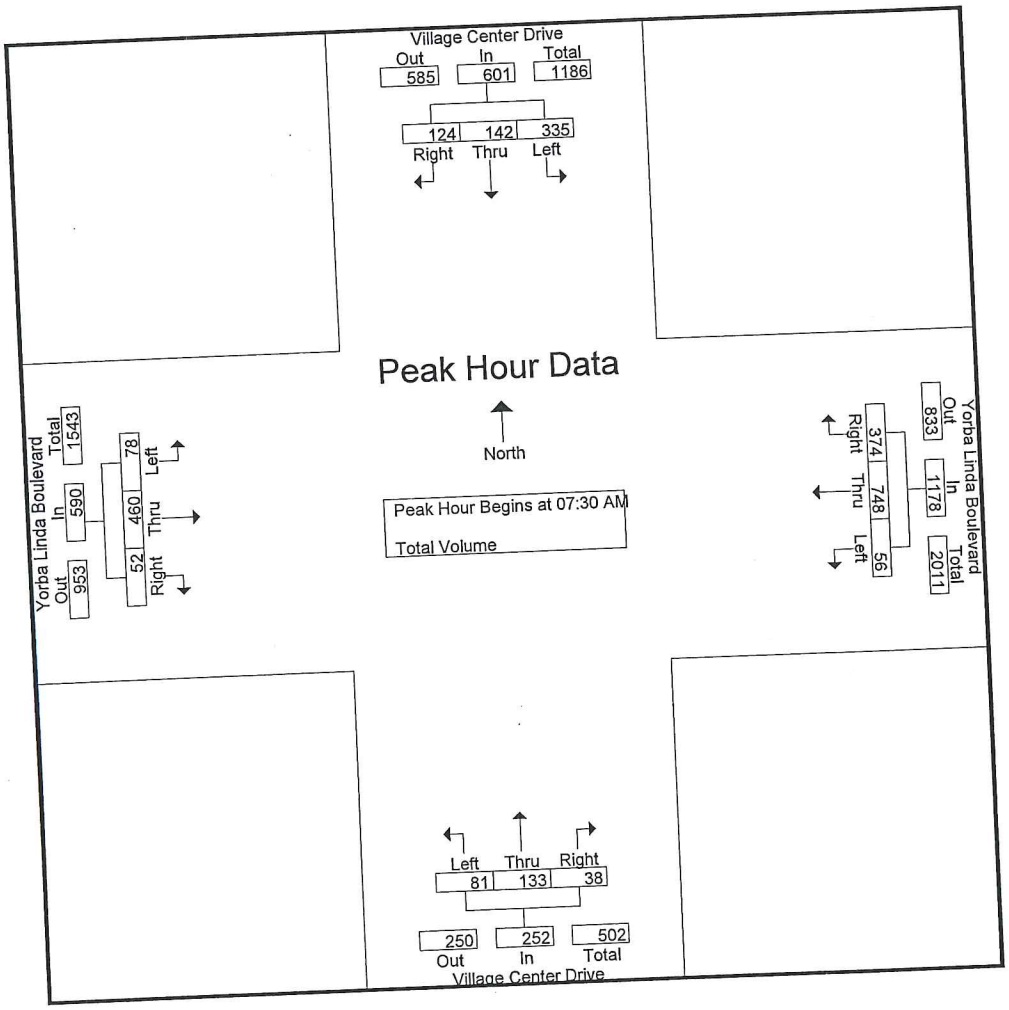
(951) 268-6268

File Name : YLAVCYLAM
Site Code : 00000092
Start Date : 5/2/2012
Page No : 2

City of Yorba Linda
N/S: Village Center Drive
E/W: Yorba Linda Boulevard
Weather: Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:00 AM				07:45 AM			
+0 mins.	50	26	25	101	13	180	89	282	12	**57**	**29**	**98**	15	**134**	9	158
+15 mins.	97	33	31	161	12	**244**	**188**	**444**	8	24	12	44	17	116	**19**	152
+30 mins.	**127**	**43**	22	**192**	9	205	80	294	20	41	10	71	**34**	116	17	**167**
+45 mins.	62	34	**51**	147	**15**	147	48	210	**24**	31	10	65	17	111	15	143
Total Volume	336	136	129	601	49	776	405	1230	64	153	61	278	83	477	60	620
% App. Total	55.9	22.6	21.5		4	63.1	32.9		23	55	21.9		13.4	76.9	9.7	
PHF	.661	.791	.632	.783	.817	.795	.539	.693	.667	.671	.526	.709	.610	.890	.789	.928

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City of Yorba Linda
N/S: Village Center Drive
E/W: Yorba Linda Boulevard
Weather: Clear

Groups Printed- Total Volume

	Village Center Drive Southbound				Yorba Linda Boulevard Westbound				Village Center Drive Northbound				Yorba Linda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	81	43	19	143	31	117	62	210	10	42	17	69	36	130	26	192	614
04:15 PM	104	35	18	157	29	113	45	187	12	39	33	84	29	127	41	197	625
04:30 PM	77	60	21	158	23	122	46	191	15	50	17	82	27	230	31	288	719
04:45 PM	115	67	20	202	37	115	38	190	4	47	19	70	52	172	16	240	702
Total	377	205	78	660	120	467	191	778	41	178	86	305	144	659	114	917	2660
05:00 PM	87	39	14	140	26	158	41	225	6	33	18	57	33	191	17	241	663
05:15 PM	99	102	27	228	32	103	38	173	7	92	35	134	38	161	19	218	753
05:30 PM	89	48	21	158	39	129	51	219	11	33	17	61	46	169	19	234	672
05:45 PM	90	39	16	145	28	146	69	243	4	54	14	72	32	196	15	243	703
Total	365	228	78	671	125	536	199	860	28	212	84	324	149	717	70	936	2791
Grand Total	742	433	156	1331	245	1003	390	1638	69	390	170	629	293	1376	184	1853	5451
Apprch %	55.7	32.5	11.7		15	61.2	23.8		11	62	27		15.8	74.3	9.9		
Total %	13.6	7.9	2.9	24.4	4.5	18.4	7.2	30	1.3	7.2	3.1	11.5	5.4	25.2	3.4	34	

	Village Center Drive Southbound				Yorba Linda Boulevard Westbound				Village Center Drive Northbound				Yorba Linda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	77	60	21	158	23	122	**46**	191	**15**	50	17	82	27	**230**	**31**	**288**	719
04:45 PM	**115**	67	20	202	**37**	115	38	190	4	47	19	70	**52**	172	16	240	702
05:00 PM	87	39	14	140	26	**158**	**41**	**225**	6	33	18	57	33	191	17	241	663
05:15 PM	99	**102**	**27**	**228**	32	103	38	173	7	**92**	**35**	**134**	38	161	19	218	**753**
Total Volume	378	268	82	728	118	498	163	779	32	222	89	343	150	754	83	987	2837
% App. Total	51.9	36.8	11.3		15.1	63.9	20.9		9.3	64.7	25.9		15.2	76.4	8.4		
PHF	.822	.657	.759	.798	.797	.788	.886	.866	.533	.603	.636	.640	.721	.820	.669	.857	.942

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City of Yorba Linda
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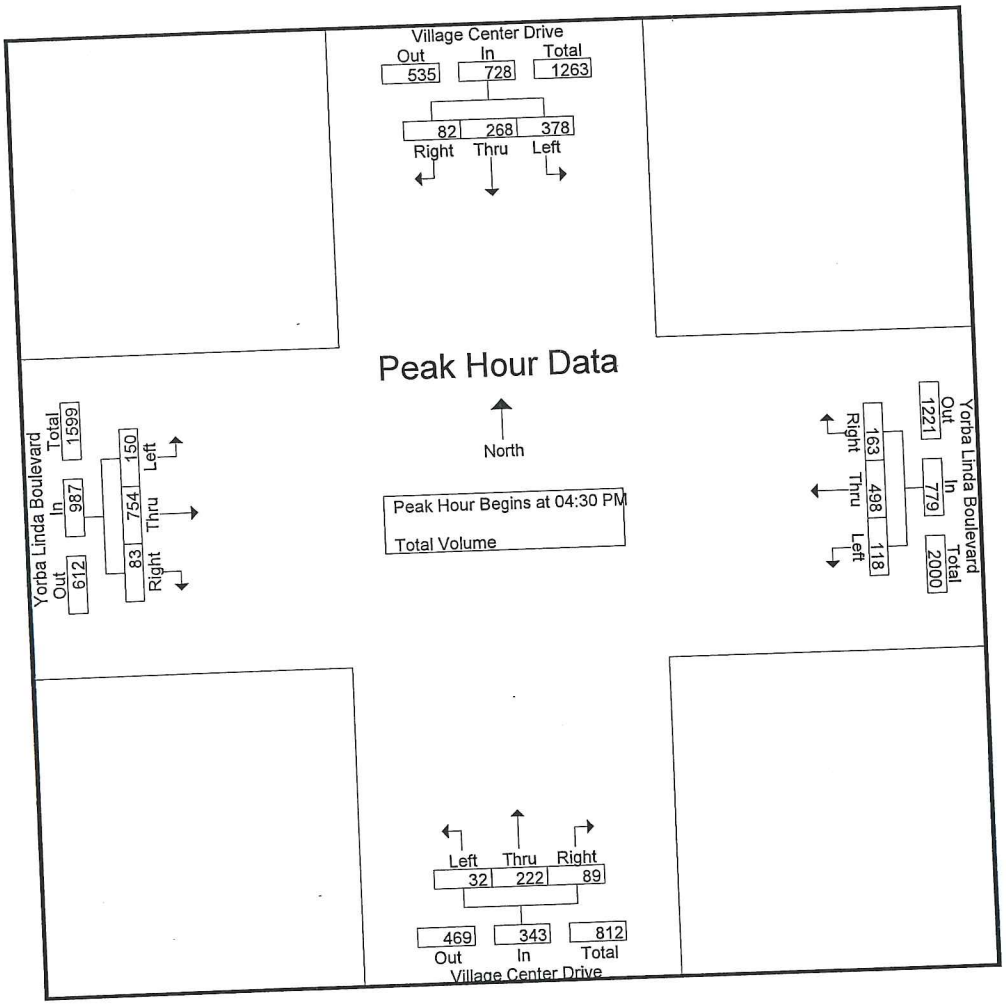
Weather: Clear



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				04:30 PM				04:30 PM			
+0 mins.	77	60	21	158	26	**158**	41	225	**15**	50	17	82	27	**230**	**31**	**288**
+15 mins.	**115**	67	20	202	32	103	38	173	4	47	19	70	**52**	172	16	240
+30 mins.	87	39	14	140	**39**	129	51	219	6	33	18	57	33	191	17	241
+45 mins.	99	**102**	**27**	**228**	28	146	**69**	**243**	7	**92**	**35**	**134**	38	161	19	218
Total Volume	378	268	82	728	125	536	199	860	32	222	89	343	150	754	83	987
% App. Total	51.9	36.8	11.3		14.5	62.3	23.1		9.3	64.7	25.9		15.2	76.4	8.4	
PHF	.822	.657	.759	.798	.801	.848	.721	.885	.533	.603	.636	.640	.721	.820	.669	.857

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-1226-010

Day: Wednesday

City: Yorba Linda

Date: 9/16/2015

AM

NS/EW Streets:	Village Center Dr			Village Center Dr			Paseo De Las Palomas			Paseo De Las Palomas				UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
LANES:	1	2	0	1	2	0	1	2	0	1	2	0					
7:00 AM	5	18	6	1	36	4	2	4	3	20	10	6	115	0	0	0	0
7:15 AM	5	21	9	2	38	3	4	9	1	21	18	10	141	0	0	0	1
7:30 AM	6	21	10	6	45	6	2	9	3	10	21	8	147	0	0	0	0
7:45 AM	6	27	8	5	41	9	5	28	5	18	15	7	174	0	0	0	0
8:00 AM	3	23	13	5	45	17	7	23	4	17	17	3	177	0	0	1	0
8:15 AM	13	28	12	6	47	11	20	18	4	17	16	4	196	0	0	0	0
8:30 AM	3	27	9	7	35	9	7	17	3	8	15	11	151	0	0	0	0
8:45 AM	4	25	3	5	36	7	5	8	2	12	8	7	122	0	1	0	0
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	45	190	70	37	323	66	52	116	25	123	120	56	1223	0	1	1	1
APPROACH %'s :	14.75%	62.30%	22.95%	8.69%	75.82%	15.49%	26.94%	60.10%	12.95%	41.14%	40.13%	18.73%					
PEAK HR START TIME :	745 AM												TOTAL				
PEAK HR VOL :	25	105	42	23	168	46	39	86	16	60	63	25	698				
PEAK HR FACTOR :		0.811			0.884			0.839			0.925		0.890				

CONTROL : 4-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-1226-010

Day: Wednesday

City: Yorba Linda

Date: 9/16/2015

PM

NS/EW Streets:	Village Center Dr			Village Center Dr			Paseo De Las Palomas			Paseo De Las Palomas				UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
LANES:	1	2	0	1	2	0	1	2	0	1	2	0					
4:00 PM	3	24	13	6	28	11	7	14	10	5	12	4	137	0	0	2	0
4:15 PM	7	43	13	5	24	10	5	18	5	11	15	3	159	0	0	2	0
4:30 PM	7	32	20	3	34	8	11	12	8	7	11	7	160	0	0	0	0
4:45 PM	7	48	26	9	32	12	8	18	6	4	9	4	183	0	0	0	0
5:00 PM	3	46	21	10	38	11	8	11	6	8	15	5	182	0	0	2	0
5:15 PM	0	47	22	9	32	8	9	15	5	8	14	6	175	0	0	0	0
5:30 PM	1	44	21	10	36	10	4	19	5	6	11	2	169	0	0	0	0
5:45 PM	6	41	22	4	45	9	17	11	1	16	13	7	192	0	0	1	0
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	34	325	158	56	269	79	69	118	46	65	100	38	1357	0	0	7	0
APPROACH %'s :	6.58%	62.86%	30.56%	13.86%	66.58%	19.55%	29.61%	50.64%	19.74%	32.02%	49.26%	18.72%					

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	10	178	86	33	151	38	38	56	17	38	53	20	718
PEAK HR FACTOR :		0.979			0.941			0.957			0.771		0.935

CONTROL : 4-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Village Center Dr and Paseo De Las Palomas , Yorba Linda

Date: 9/16/2015

Day: Wednesday

Project #: 15-1226-010

City: Yorba Linda

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Village Center Dr)

Lanes	0	2	1		
AM	46	168	23	169	AM
NOON	0	0	0	0	NOON
PM	38	151	33	236	PM

Eastbound Approach (Paseo De Las Palomas)

	AM	NOON	PM
	134	0	101
1	39	0	38
2	86	0	56
0	16	0	17
Lanes	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	25	0	20	0
	63	0	53	2
	60	0	38	1
	151	0	175	
	AM	NOON	PM	

CONTROL

4-Way Stop

Northbound Approach

AM	244	25	105	42	AM
NOON	0	0	0	0	NOON
PM	206	10	178	86	PM
		1	2	0	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	237	169	AM
	0	0	NOON
	222	236	PM

West Leg				East Leg		
AM	NOON	PM		AM	NOON	PM
134	0	101		148	0	111
141	0	111		151	0	175

	South Leg	
AM	244	172
NOON	0	0
PM	206	274

Total Volume Per Leg

	North Leg	
	406	AM
	0	NOON
	458	PM

West Leg				East Leg		
AM	NOON	PM		AM	NOON	PM
275	0	212		299	0	286

	South Leg
AM	416
NOON	0
PM	480

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File Name : YLALPYLAM
Site Code : 00000125
Start Date : 5/2/2012
Page No : 1

City of Yorba Linda
N/S: Paseo De Las Palomas
E/W: Yorba Linda Boulevard
Weather: Clear

Groups Printed- Total Volume

	Yorba Linda Boulevard Westbound			Paseo De Las Palomas Northbound			Yorba Linda Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	6	169	175	13	15	28	131	4	135	338
07:15 AM	11	264	275	12	26	38	119	4	123	436
07:30 AM	13	346	359	13	17	30	176	6	182	571
07:45 AM	14	236	250	12	28	40	221	9	230	520
Total	44	1015	1059	50	86	136	647	23	670	1865
08:00 AM	12	185	197	9	43	52	182	2	184	433
08:15 AM	29	212	241	13	28	41	140	5	145	427
08:30 AM	26	184	210	9	20	29	145	7	152	391
08:45 AM	16	151	167	11	26	37	133	7	140	344
Total	83	732	815	42	117	159	600	21	621	1595
Grand Total	127	1747	1874	92	203	295	1247	44	1291	3460
Apprch %	6.8	93.2		31.2	68.8		96.6	3.4		
Total %	3.7	50.5	54.2	2.7	5.9	8.5	36	1.3	37.3	

	Yorba Linda Boulevard Westbound			Paseo De Las Palomas Northbound			Yorba Linda Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	11	264	275	12	26	38	119	4	123	436
07:30 AM	13	**346**	**359**	**13**	17	30	176	6	182	**571**
07:45 AM	**14**	236	250	12	28	40	**221**	**9**	**230**	520
08:00 AM	12	185	197	9	**43**	**52**	182	2	184	433
Total Volume	50	1031	1081	46	114	160	698	21	719	1960
% App. Total	4.6	95.4		28.8	71.2		97.1	2.9		
PHF	.893	.745	.753	.885	.663	.769	.790	.583	.782	.858

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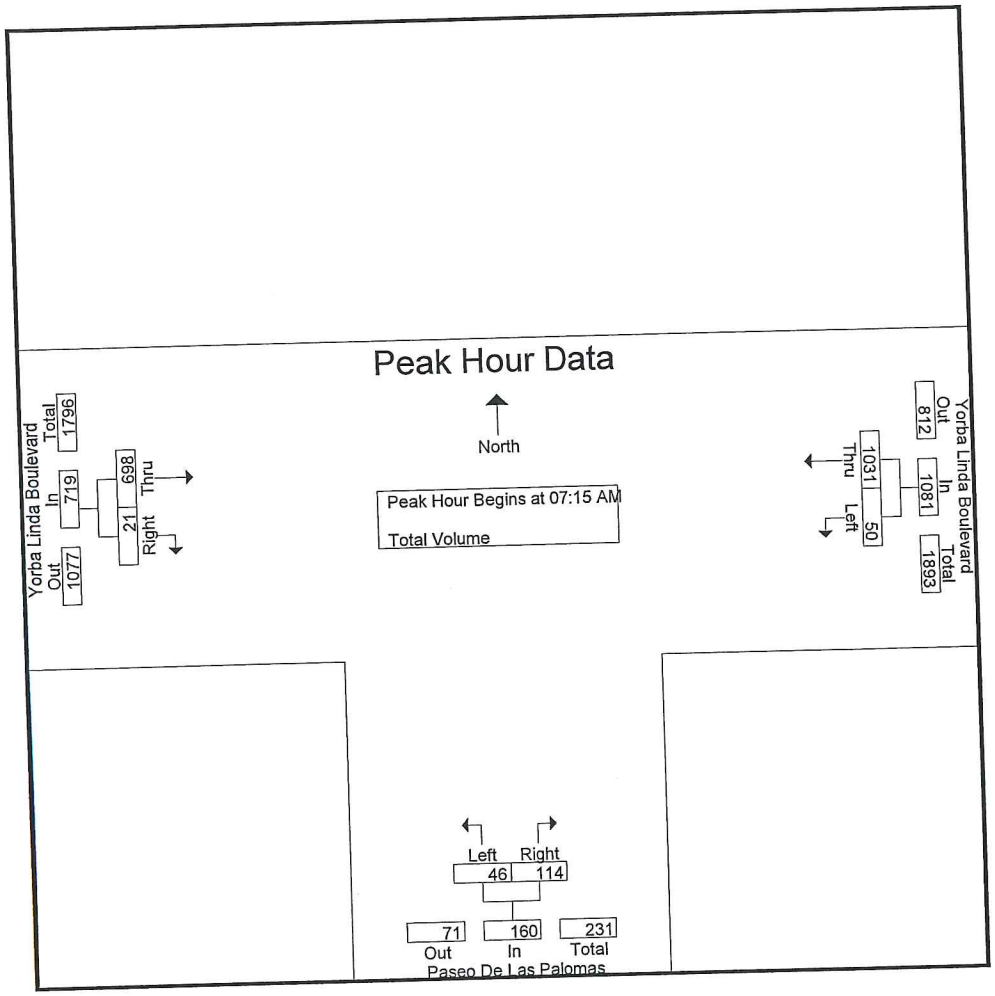

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:30 AM			07:30 AM		
+0 mins.	11	264	275	**13**	17	30	176	6	182
+15 mins.	13	**346**	**359**	12	28	40	**221**	**9**	**230**
+30 mins.	**14**	236	250	9	**43**	**52**	182	2	184
+45 mins.	12	185	197	13	28	41	140	5	145
Total Volume	50	1031	1081	47	116	163	719	22	741
% App. Total	4.6	95.4		28.8	71.2		97	3	
PHF	.893	.745	.753	.904	.674	.784	.813	.611	.805

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City of Yorba Linda
N/S: Paseo De Las Palomas
E/W: Yorba Linda Boulevard
Weather: Clear

Groups Printed- Total Volume

	Yorba Linda Boulevard Westbound			Paseo De Las Palomas Northbound			Yorba Linda Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	21	217	238	6	33	39	226	8	234	511
04:15 PM	26	192	218	13	42	55	230	10	240	513
04:30 PM	30	210	240	9	46	55	291	11	302	597
04:45 PM	39	217	256	7	38	45	289	10	299	600
Total	116	836	952	35	159	194	1036	39	1075	2221
05:00 PM	27	218	245	13	18	31	275	8	283	559
05:15 PM	41	247	288	7	30	37	290	11	301	626
05:30 PM	34	224	258	6	40	46	265	12	277	581
05:45 PM	30	247	277	15	39	54	274	12	286	617
Total	132	936	1068	41	127	168	1104	43	1147	2383
Grand Total	248	1772	2020	76	286	362	2140	82	2222	4604
Apprch %	12.3	87.7		21	79		96.3	3.7		
Total %	5.4	38.5	43.9	1.7	6.2	7.9	46.5	1.8	48.3	

	Yorba Linda Boulevard Westbound			Paseo De Las Palomas Northbound			Yorba Linda Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	27	218	245	13	18	31	275	8	283	559
05:15 PM	**41**	**247**	**288**	7	30	37	**290**	11	**301**	**626**
05:30 PM	34	224	258	6	**40**	46	265	**12**	277	581
05:45 PM	30	247	277	**15**	39	**54**	274	12	286	617
Total Volume	132	936	1068	41	127	168	1104	43	1147	2383
% App. Total	12.4	87.6		24.4	75.6		96.3	3.7		
PHF	.805	.947	.927	.683	.794	.778	.952	.896	.953	.952

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Start Date : 5/2/2012
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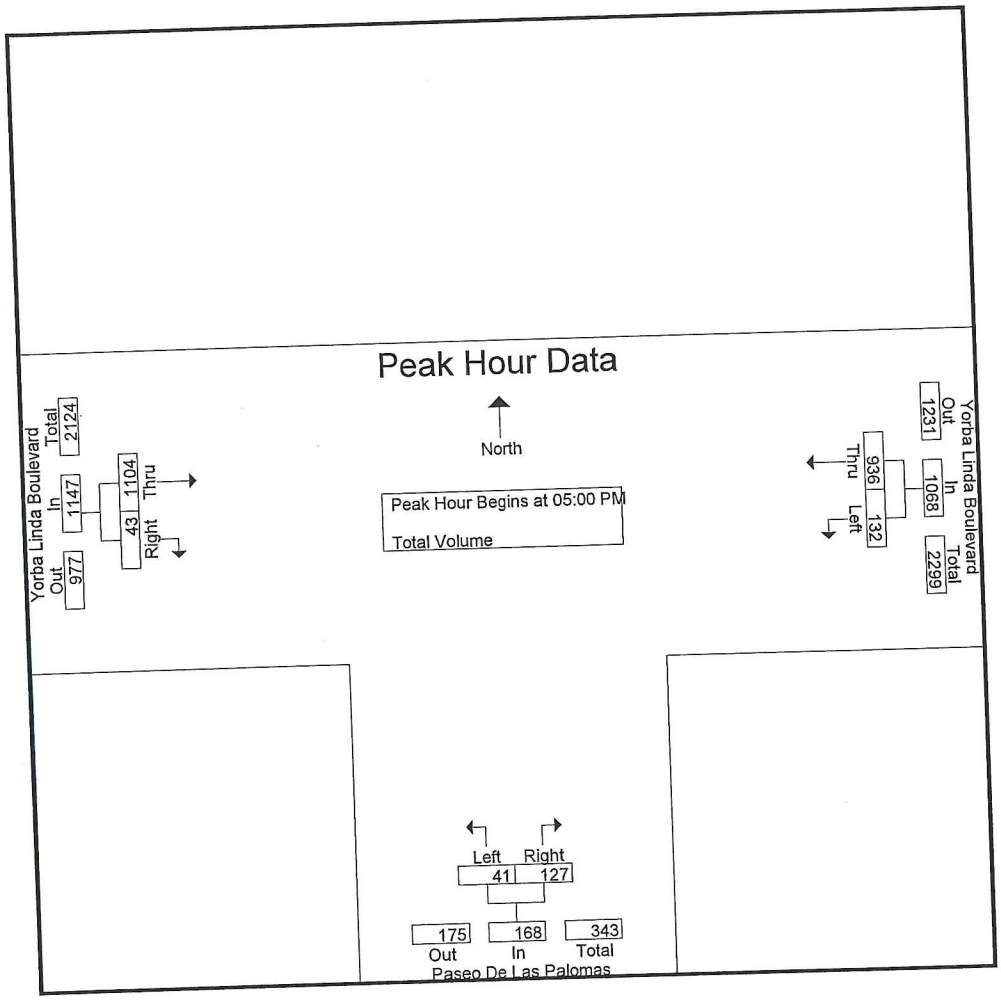

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			04:00 PM			04:30 PM		
+0 mins.	27	218	245	6	33	39	**291**	**11**	**302**
+15 mins.	**41**	**247**	**288**	**13**	42	**55**	289	10	299
+30 mins.	34	224	258	9	**46**	55	275	8	283
+45 mins.	30	247	277	7	38	45	290	11	301
Total Volume	132	936	1068	35	159	194	1145	40	1185
% App. Total	12.4	87.6		18	82		96.6	3.4	
PHF	.805	.947	.927	.673	.864	.882	.984	.909	.981

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File Name : YLASAYLAM
Site Code : 00000051
Start Date : 5/2/2012
Page No : 1

City of Yorba Linda
N/S: San Antonio Road
E/W: Yorba Linda Boulevard
Weather: Clear

Groups Printed- Total Volume

	San Antonio Road Southbound				Yorba Linda Boulevard Westbound				Private Drive Northbound				Yorba Linda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	21	0	14	35	0	161	7	168	0	0	0	0	4	143	0	147	350
07:15 AM	22	0	19	41	0	269	5	274	0	0	0	0	7	148	3	158	473
07:30 AM	20	0	21	41	0	401	7	408	0	0	2	2	7	203	0	210	661
07:45 AM	22	0	18	40	0	263	13	276	0	0	0	0	8	272	0	280	596
Total	85	0	72	157	0	1094	32	1126	0	0	2	2	26	766	3	795	2080
08:00 AM	45	0	17	62	0	200	12	212	0	0	1	1	8	242	0	250	525
08:15 AM	27	0	15	42	0	268	20	288	2	0	1	3	3	209	1	213	546
08:30 AM	9	0	21	30	0	226	17	243	0	0	0	0	6	196	0	202	475
08:45 AM	15	0	19	34	0	179	6	185	0	0	0	0	8	147	1	156	375
Total	96	0	72	168	0	873	55	928	2	0	2	4	25	794	2	821	1921
Grand Total	181	0	144	325	0	1967	87	2054	2	0	4	6	51	1560	5	1616	4001
Apprch %	55.7	0	44.3		0	95.8	4.2		33.3	0	66.7		3.2	96.5	0.3		
Total %	4.5	0	3.6	8.1	0	49.2	2.2	51.3	0	0	0.1	0.1	1.3	39	0.1	40.4	

	San Antonio Road Southbound				Yorba Linda Boulevard Westbound				Private Drive Northbound				Yorba Linda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	20	0	**21**	41	0	**401**	7	**408**	0	0	**2**	2	7	203	0	210	**661**
07:45 AM	22	0	18	40	0	263	13	276	0	0	0	0	**8**	**272**	0	**280**	596
08:00 AM	**45**	0	17	**62**	0	200	12	212	0	0	1	1	8	242	0	250	525
08:15 AM	27	0	15	42	0	268	**20**	288	**2**	0	1	**3**	3	209	**1**	213	546
Total Volume	114	0	71	185	0	1132	52	1184	2	0	4	6	26	926	1	953	2328
% App. Total	61.6	0	38.4		0	95.6	4.4		33.3	0	66.7		2.7	97.2	0.1		
PHF	.633	.000	.845	.746	.000	.706	.650	.725	.250	.000	.500	.500	.813	.851	.250	.851	.880

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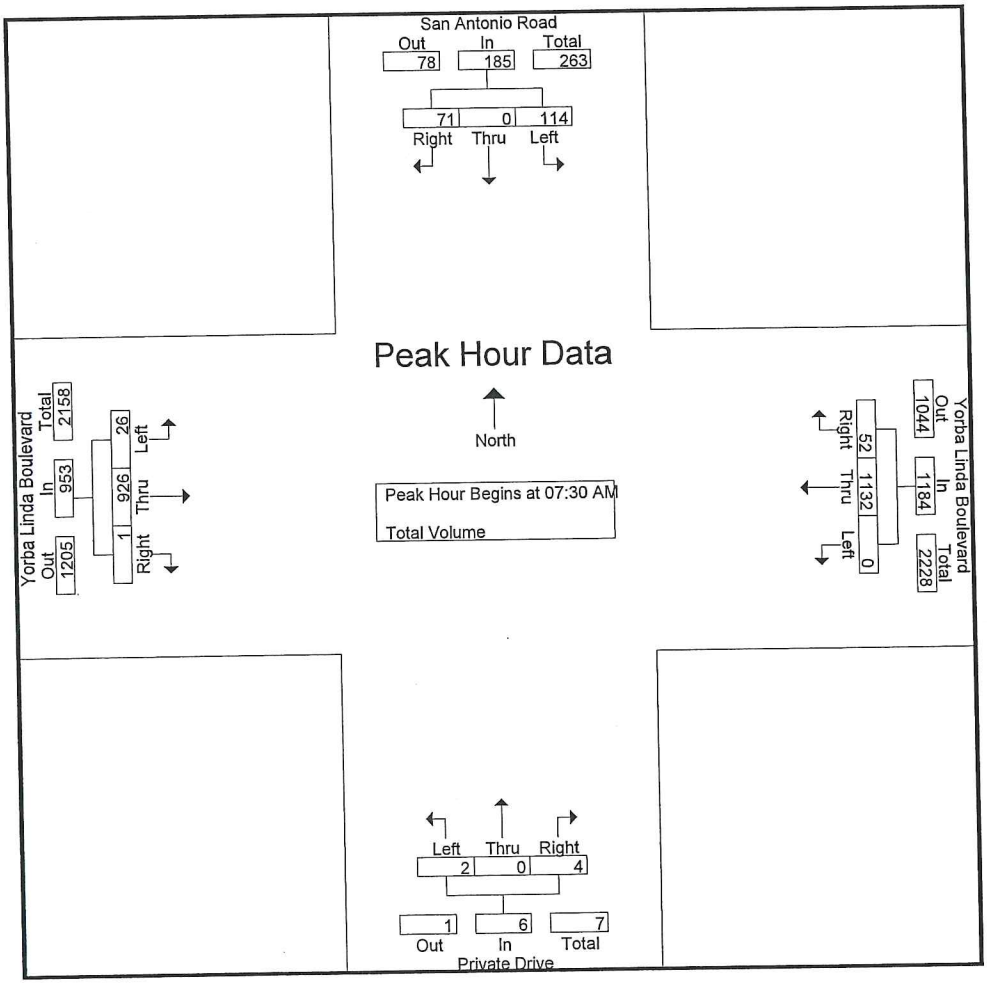
City of Yorba Linda
N/S: San Antonio Road
E/W: Yorba Linda Boulevard
Weather: Clear

File Name : YLASAYLAM
Site Code : 00000051
Start Date : 5/2/2012
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	20	0	**21**	41	0	**401**	7	**408**	0	0	**2**	2	7	203	0	210
+15 mins.	22	0	18	40	0	263	13	276	0	0	0	0	**8**	**272**	0	**280**
+30 mins.	**45**	0	17	**62**	0	200	12	212	0	0	1	1	8	242	0	250
+45 mins.	27	0	15	42	0	268	**20**	288	**2**	0	1	**3**	3	209	**1**	213
Total Volume	114	0	71	185	0	1132	52	1184	2	0	4	6	26	926	1	953
% App. Total	61.6	0	38.4		0	95.6	4.4		33.3	0	66.7		2.7	97.2	0.1	
PHF	.633	.000	.845	.746	.000	.706	.650	.725	.250	.000	.500	.500	.813	.851	.250	.851

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File Name : YLASAYLPM
Site Code : 00000051
Start Date : 5/2/2012
Page No : 1

City of Yorba Linda
N/S: San Antonio Road
E/W: Yorba Linda Boulevard
Weather: Clear

Groups Printed- Total Volume

	San Antonio Road Southbound				Yorba Linda Boulevard Westbound				Private Drive Northbound				Yorba Linda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	17	0	16	33	0	217	19	236	0	0	1	1	38	212	2	252	522
04:15 PM	17	0	7	24	0	202	15	217	0	0	0	0	10	259	1	270	511
04:30 PM	17	0	19	36	0	221	25	246	0	0	1	1	19	287	1	307	590
04:45 PM	28	0	18	46	0	234	12	246	0	0	0	0	11	325	0	336	628
Total	79	0	60	139	0	874	71	945	0	0	2	2	78	1083	4	1165	2251
05:00 PM	14	0	7	21	0	243	17	260	0	0	1	1	12	275	0	287	569
05:15 PM	12	0	16	28	0	272	22	294	0	0	0	0	12	296	0	308	630
05:30 PM	15	1	6	22	0	250	18	268	0	0	0	0	16	264	0	280	570
05:45 PM	8	0	14	22	0	267	19	286	0	0	0	0	16	292	0	308	616
Total	49	1	43	93	0	1032	76	1108	0	0	1	1	56	1127	0	1183	2385
Grand Total	128	1	103	232	0	1906	147	2053	0	0	3	3	134	2210	4	2348	4636
Apprch %	55.2	0.4	44.4		0	92.8	7.2		0	0	100		5.7	94.1	0.2		
Total %	2.8	0	2.2	5	0	41.1	3.2	44.3	0	0	0.1	0.1	2.9	47.7	0.1	50.6	

	San Antonio Road Southbound				Yorba Linda Boulevard Westbound				Private Drive Northbound				Yorba Linda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	17	0	**19**	36	0	221	**25**	246	0	0	**1**	**1**	**19**	287	**1**	307	590
04:45 PM	**28**	0	18	**46**	0	234	12	246	0	0	0	0	11	**325**	0	**336**	628
05:00 PM	14	0	7	21	0	243	17	260	0	0	1	1	12	275	0	287	569
05:15 PM	12	0	16	28	0	**272**	22	**294**	0	0	0	0	12	296	0	308	**630**
Total Volume	71	0	60	131	0	970	76	1046	0	0	2	2	54	1183	1	1238	2417
% App. Total	54.2	0	45.8		0	92.7	7.3		0	0	100		4.4	95.6	0.1		
PHF	.634	.000	.789	.712	.000	.892	.760	.889	.000	.000	.500	.500	.711	.910	.250	.921	.959

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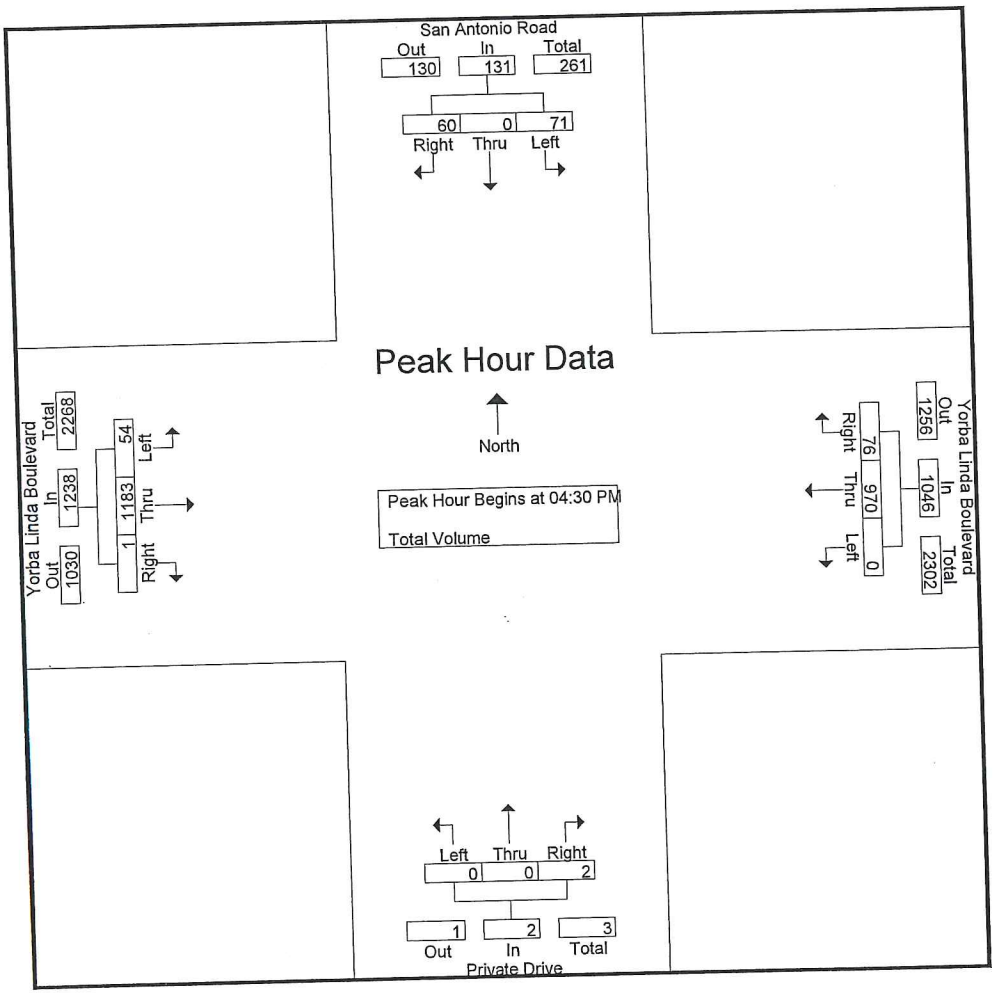
City of Yorba Linda
N/S: San Antonio Road
E/W: Yorba Linda Boulevard
Weather: Clear

File Name : YLASAYLPM
Site Code : 00000051
Start Date : 5/2/2012
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:00 PM				04:30 PM			
+0 mins.	17	0	16	33	0	243	17	260	0	0	**1**	**1**	**19**	287	**1**	307
+15 mins.	17	0	7	24	0	**272**	**22**	**294**	0	0	0	0	11	**325**	0	**336**
+30 mins.	17	0	**19**	36	0	250	18	268	0	0	1	1	12	275	0	287
+45 mins.	**28**	0	18	**46**	0	267	19	286	0	0	0	0	12	296	0	308
Total Volume	79	0	60	139	0	1032	76	1108	0	0	2	2	54	1183	1	1238
% App. Total	56.8	0	43.2		0	93.1	6.9		0	0	100		4.4	95.6	0.1	
PHF	.705	.000	.789	.755	.000	.949	.864	.942	.000	.000	.500	.500	.711	.910	.250	.921

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File Name : YLAYRYLAM
Site Code : 00000155
Start Date : 5/2/2012
Page No : 1

City of Yorba Linda
N/S: Yorba Ranch Road
E/W: Yorba Linda Boulevard
Weather: Clear

Groups Printed- Total Volume

	Yorba Ranch Road Southbound				Yorba Linda Boulevard Westbound				Yorba Ranch Road Northbound				Yorba Linda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	2	4	5	170	1	176	11	0	6	17	0	152	5	157	354
07:15 AM	2	2	2	6	2	250	0	252	11	0	7	18	0	166	6	172	448
07:30 AM	4	1	1	6	5	390	0	395	23	0	4	27	0	198	7	205	633
07:45 AM	3	0	0	3	4	252	2	258	16	0	5	21	1	296	15	312	594
Total	10	4	5	19	16	1062	3	1081	61	0	22	83	1	812	33	846	2029
08:00 AM	6	6	0	12	13	202	2	217	11	1	15	27	3	244	33	280	536
08:15 AM	8	2	1	11	27	262	6	295	16	2	17	35	2	219	27	248	589
08:30 AM	1	0	2	3	16	219	7	242	29	0	13	42	14	180	14	208	495
08:45 AM	3	3	0	6	12	169	1	182	13	1	8	22	1	159	6	166	376
Total	18	11	3	32	68	852	16	936	69	4	53	126	20	802	80	902	1996
Grand Total	28	15	8	51	84	1914	19	2017	130	4	75	209	21	1614	113	1748	4025
Apprch %	54.9	29.4	15.7		4.2	94.9	0.9		62.2	1.9	35.9		1.2	92.3	6.5		
Total %	0.7	0.4	0.2	1.3	2.1	47.6	0.5	50.1	3.2	0.1	1.9	5.2	0.5	40.1	2.8	43.4	

	Yorba Ranch Road Southbound				Yorba Linda Boulevard Westbound				Yorba Ranch Road Northbound				Yorba Linda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	4	1	**1**	6	5	**390**	0	**395**	**23**	0	4	27	0	198	7	205	**633**
07:45 AM	3	0	0	3	4	252	2	258	16	0	5	21	1	**296**	15	**312**	594
08:00 AM	6	**6**	0	**12**	13	202	2	217	11	1	15	27	**3**	244	**33**	280	536
08:15 AM	**8**	2	1	11	**27**	262	**6**	295	16	**2**	**17**	**35**	2	219	27	248	589
Total Volume	21	9	2	32	49	1106	10	1165	66	3	41	110	6	957	82	1045	2352
% App. Total	65.6	28.1	6.2		4.2	94.9	0.9		60	2.7	37.3		0.6	91.6	7.8		
PHF	.656	.375	.500	.667	.454	.709	.417	.737	.717	.375	.603	.786	.500	.808	.621	.837	.929

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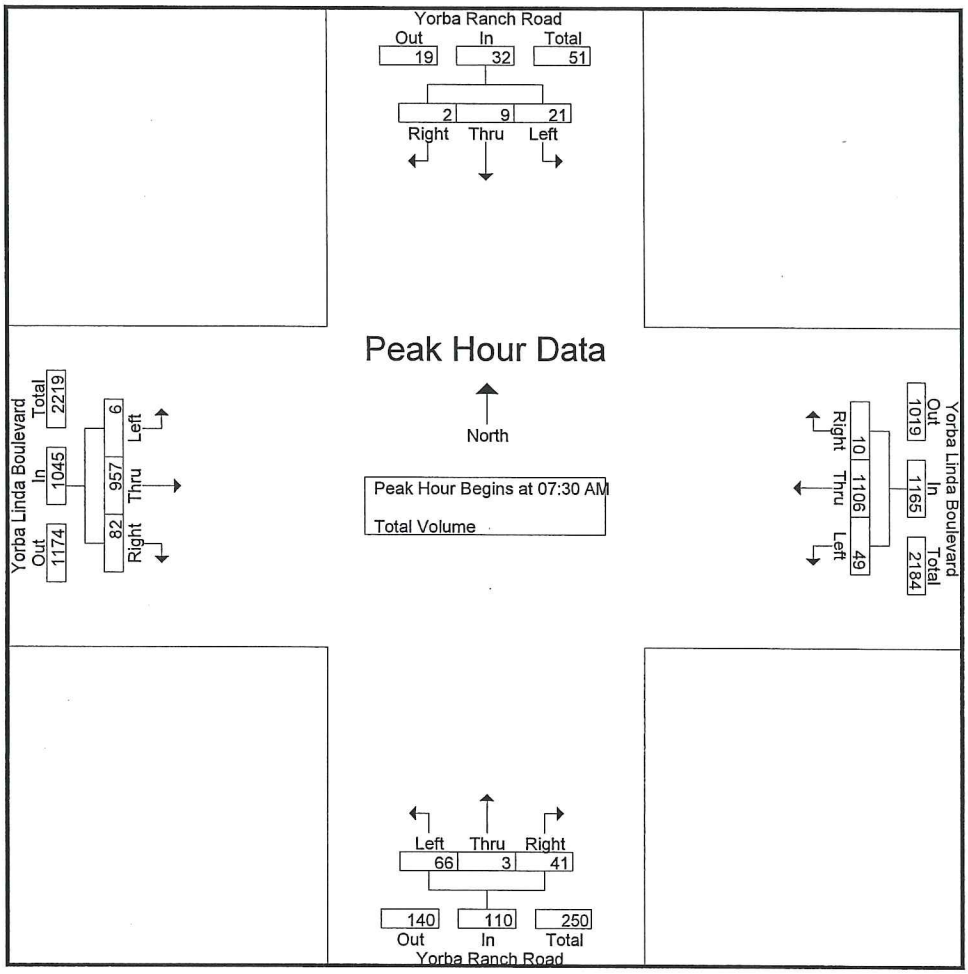
City of Yorba Linda
N/S: Yorba Ranch Road
E/W: Yorba Linda Boulevard
Weather: Clear

File Name : YLAYRYLAM
Site Code : 00000155
Start Date : 5/2/2012
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				08:00 AM				07:45 AM			
+0 mins.	4	1	**1**	6	5	**390**	0	**395**	11	1	15	27	1	**296**	15	**312**
+15 mins.	3	0	0	3	4	252	2	258	16	**2**	**17**	35	3	244	**33**	280
+30 mins.	6	**6**	0	**12**	13	202	2	217	**29**	0	13	**42**	2	219	27	248
+45 mins.	**8**	2	1	11	**27**	262	**6**	295	13	1	8	22	**14**	180	14	208
Total Volume	21	9	2	32	49	1106	10	1165	69	4	53	126	20	939	89	1048
% App. Total	65.6	28.1	6.2		4.2	94.9	0.9		54.8	3.2	42.1		1.9	89.6	8.5	
PHF	.656	.375	.500	.667	.454	.709	.417	.737	.595	.500	.779	.750	.357	.793	.674	.840

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City of Yorba Linda
N/S: Yorba Ranch Road
E/W: Yorba Linda Boulevard
Weather: Clear

File Name : YLAYRYLPM
Site Code : 00000155
Start Date : 5/2/2012
Page No : 1

Groups Printed- Total Volume

	Yorba Ranch Road Southbound				Yorba Linda Boulevard Westbound				Yorba Ranch Road Northbound				Yorba Linda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	1	0	3	12	228	5	245	18	2	7	27	1	210	24	235	510
04:15 PM	3	5	0	8	8	185	2	195	20	3	9	32	6	252	23	281	516
04:30 PM	4	0	2	6	7	234	2	243	19	2	14	35	6	261	37	304	588
04:45 PM	0	2	1	3	10	208	4	222	27	3	6	36	6	323	37	366	627
Total	9	8	3	20	37	855	13	905	84	10	36	130	19	1046	121	1186	2241
05:00 PM	0	1	2	3	11	258	3	272	20	0	11	31	5	265	13	283	589
05:15 PM	1	2	1	4	7	254	6	267	15	0	13	28	3	297	20	320	619
05:30 PM	1	1	0	2	13	255	1	269	25	2	10	37	5	261	23	289	597
05:45 PM	2	0	3	5	17	240	1	258	26	2	3	31	4	275	24	303	597
Total	4	4	6	14	48	1007	11	1066	86	4	37	127	17	1098	80	1195	2402
Grand Total	13	12	9	34	85	1862	24	1971	170	14	73	257	36	2144	201	2381	4643
Apprch %	38.2	35.3	26.5		4.3	94.5	1.2		66.1	5.4	28.4		1.5	90	8.4		
Total %	0.3	0.3	0.2	0.7	1.8	40.1	0.5	42.5	3.7	0.3	1.6	5.5	0.8	46.2	4.3	51.3	

	Yorba Ranch Road Southbound				Yorba Linda Boulevard Westbound				Yorba Ranch Road Northbound				Yorba Linda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**2**	1	3	10	208	4	222	**27**	**3**	6	36	**6**	**323**	**37**	**366**	**627**
05:00 PM	0	1	**2**	3	11	**258**	3	**272**	20	0	11	31	5	265	13	283	589
05:15 PM	**1**	2	1	**4**	7	254	**6**	267	15	0	**13**	28	3	297	20	320	619
05:30 PM	1	1	0	2	**13**	255	1	269	25	2	10	**37**	5	261	23	289	597
Total Volume	2	6	4	12	41	975	14	1030	87	5	40	132	19	1146	93	1258	2432
% App. Total	16.7	50	33.3		4	94.7	1.4		65.9	3.8	30.3		1.5	91.1	7.4		
PHF	.500	.750	.500	.750	.788	.945	.583	.947	.806	.417	.769	.892	.792	.887	.628	.859	.970

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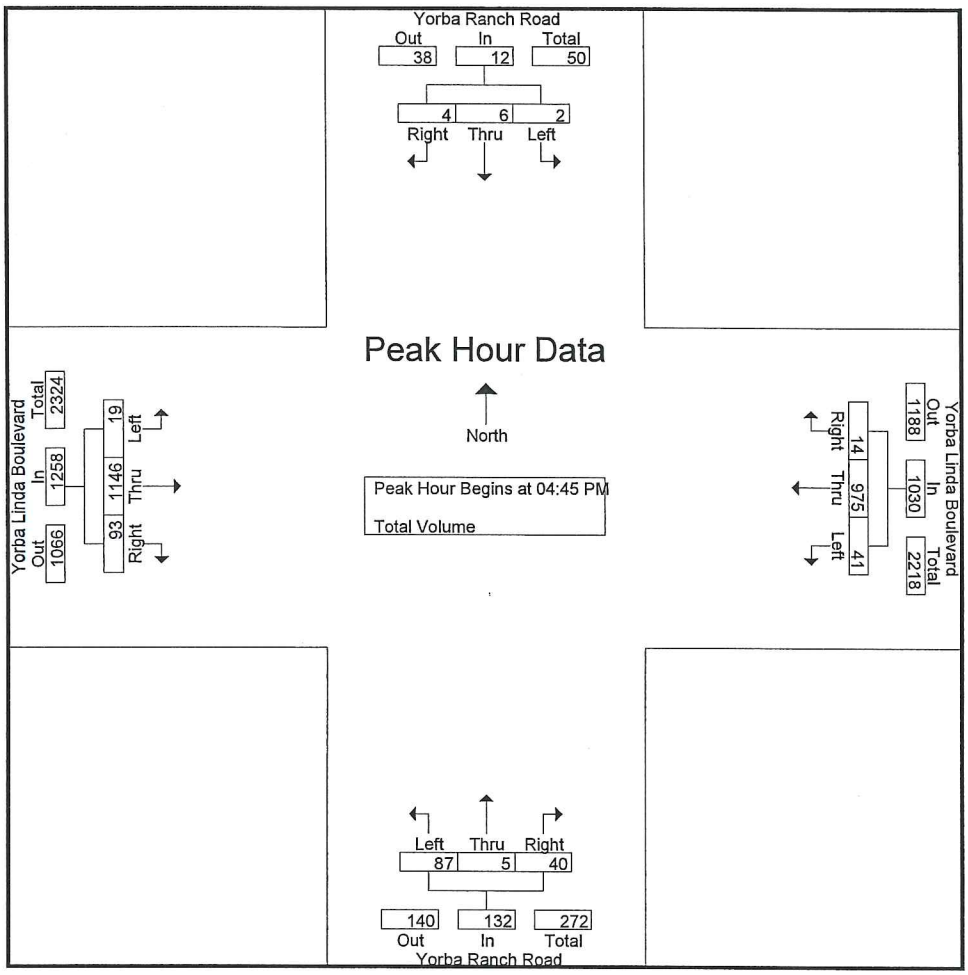
City of Yorba Linda
N/S: Yorba Ranch Road
E/W: Yorba Linda Boulevard
Weather: Clear

File Name : YLAYRYLPM
Site Code : 00000155
Start Date : 5/2/2012
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:15 PM				04:30 PM			
+0 mins.	2	1	0	3	11	**258**	3	**272**	20	**3**	9	32	**6**	261	**37**	304
+15 mins.	3	**5**	0	**8**	7	254	**6**	267	19	2	**14**	35	6	**323**	37	**366**
+30 mins.	**4**	0	**2**	6	13	255	1	269	**27**	3	6	**36**	5	265	13	283
+45 mins.	0	2	1	3	**17**	240	1	258	20	0	11	31	3	297	20	320
Total Volume	9	8	3	20	48	1007	11	1066	86	8	40	134	20	1146	107	1273
% App. Total	45	40	15		4.5	94.5	1		64.2	6	29.9		1.6	90	8.4	
PHF	.563	.400	.375	.625	.706	.976	.458	.980	.796	.667	.714	.931	.833	.887	.723	.870

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-1226-007

Day: Wednesday

City: Yorba Linda

Date: 9/16/2015

AM

NS/EW Streets:	Yorba Ranch Rd			Yorba Ranch Rd			Esperanza Rd			Esperanza Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	1	0	1	2	0	0	2	0	
7:00 AM	0	0	0	4	0	26	4	28	0	0	62	0	124
7:15 AM	0	0	0	8	0	22	5	43	0	0	105	1	184
7:30 AM	0	0	0	6	0	36	8	80	0	0	115	1	246
7:45 AM	0	0	0	8	0	18	11	92	0	0	106	3	238
8:00 AM	0	0	0	5	0	20	15	69	0	0	95	2	206
8:15 AM	0	0	0	7	0	26	7	65	0	0	58	3	166
8:30 AM	0	0	0	5	0	20	9	34	0	0	61	2	131
8:45 AM	0	0	0	4	0	13	10	41	0	0	56	1	125
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	47	0	181	69	452	0	0	658	13	1420
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	20.61%	0.00%	79.39%	13.24%	86.76%	0.00%	0.00%	98.06%	1.94%	

UTURNS			
NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	0	0	27	0	96	39	284	0	0	421	7	874
PEAK HR FACTOR :		0.000			0.732			0.784			0.922		0.888

CONTROL : 1-Way Stop (SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-1226-007

Day: Wednesday

City: Yorba Linda

Date: 9/16/2015

PM

NS/EW Streets:	Yorba Ranch Rd			Yorba Ranch Rd			Esperanza Rd			Esperanza Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	1	0	1	2	0	0	2	0	
4:00 PM	0	0	0	4	0	10	16	74	0	0	60	5	169
4:15 PM	0	0	0	6	0	15	28	88	0	0	68	7	212
4:30 PM	0	0	0	5	0	16	28	81	0	0	68	9	207
4:45 PM	0	0	0	6	0	9	30	98	0	0	56	6	205
5:00 PM	0	0	0	2	0	16	24	88	0	0	77	7	214
5:15 PM	0	0	0	5	0	19	25	94	0	0	58	4	205
5:30 PM	0	0	0	1	0	18	19	116	0	0	68	11	233
5:45 PM	0	0	0	7	0	16	30	93	0	0	83	6	235
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	36	0	119	200	732	0	0	538	55	1680
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	23.23%	0.00%	76.77%	21.46%	78.54%	0.00%	0.00%	90.73%	9.27%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	15	0	69	98	391	0	0	286	28	887
PEAK HR FACTOR :	0.000			0.875			0.906			0.882			0.944

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : 1-Way Stop (SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Yorba Ranch Rd and Esperanza Rd , Yorba Linda

Date: 9/16/2015

Day: Wednesday

Project #: 15-1226-007

City: Yorba Linda

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Yorba Ranch Rd)

Lanes	0	1	1		
AM	96	0	27	46	AM
NOON	0	0	0	0	NOON
PM	69	0	15	126	PM

Eastbound Approach (Esperanza Rd)

	AM	NOON	PM
	517	0	355
1	39	0	98
2	284	0	391
0	0	0	0
Lanes	AM	NOON	PM

Westbound Approach

AM	NOON	PM	Lanes
7	0	28	0
421	0	286	2
0	0	0	0
311	0	406	
AM	NOON	PM	

CONTROL

1-Way Stop (SB)

Northbound Approach

AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	0	0	0	PM
		0	0	0	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	123	46	AM
	0	0	NOON
	84	126	PM

West Leg			East Leg		
AM	NOON	PM			
517	0	355	428	0	314
323	0	489	311	0	406
			AM	NOON	PM

South Leg	
0	0
0	0
0	0

Total Volume Per Leg

North Leg
169
0
210

West Leg			East Leg		
AM	NOON	PM			
840	0	844	739	0	720
			AM	NOON	PM

South Leg
0
0
0

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

City of Yorba Linda
N/S: Yorba Linda Boulevard
E/W: La Palma Avenue
Weather: Cloudy

File Name : YLAYLLPAM
Site Code : 00000001
Start Date : 5/2/2012
Page No : 1

Groups Printed- Total Volume

	Yorba Linda Boulevard Southbound				La Palma Avenue Westbound				Yorba Linda Boulevard Northbound				La Palma Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	71	199	5	275	79	56	67	202	52	130	48	230	4	21	48	73	780
07:15 AM	48	191	9	248	73	67	140	280	65	157	50	272	4	19	50	73	873
07:30 AM	84	195	18	297	62	95	214	371	83	215	61	359	15	39	53	107	1134
07:45 AM	70	270	14	354	78	77	140	295	67	254	73	394	11	41	73	125	1168
Total	273	855	46	1174	292	295	561	1148	267	756	232	1255	34	120	224	378	3955
08:00 AM	100	248	11	359	78	74	142	294	82	154	58	294	8	30	59	97	1044
08:15 AM	91	221	16	328	58	56	183	297	46	169	58	273	11	34	82	127	1025
08:30 AM	116	241	23	380	66	36	79	181	53	157	55	265	5	22	71	98	924
08:45 AM	61	204	7	272	55	33	67	155	45	152	73	270	9	26	74	109	806
Total	368	914	57	1339	257	199	471	927	226	632	244	1102	33	112	286	431	3799
Grand Total	641	1769	103	2513	549	494	1032	2075	493	1388	476	2357	67	232	510	809	7754
Apprch %	25.5	70.4	4.1		26.5	23.8	49.7		20.9	58.9	20.2		8.3	28.7	63		
Total %	8.3	22.8	1.3	32.4	7.1	6.4	13.3	26.8	6.4	17.9	6.1	30.4	0.9	3	6.6	10.4	

	Yorba Linda Boulevard Southbound				La Palma Avenue Westbound				Yorba Linda Boulevard Northbound				La Palma Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	84	195	**18**	297	62	**95**	**214**	**371**	**83**	215	61	359	**15**	39	53	107	1134
07:45 AM	70	**270**	14	354	**78**	77	140	295	67	**254**	**73**	**394**	11	**41**	73	125	**1168**
08:00 AM	**100**	248	11	**359**	78	74	142	294	82	154	58	294	8	30	59	97	1044
08:15 AM	91	221	16	328	58	56	183	297	46	169	58	273	11	34	**82**	**127**	1025
Total Volume	345	934	59	1338	276	302	679	1257	278	792	250	1320	45	144	267	456	4371
% App. Total	25.8	69.8	4.4		22	24	54		21.1	60	18.9		9.9	31.6	58.6		
PHF	.863	.865	.819	.932	.885	.795	.793	.847	.837	.780	.856	.838	.750	.878	.814	.898	.936

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City of Yorba Linda
N/S: Yorba Linda Boulevard
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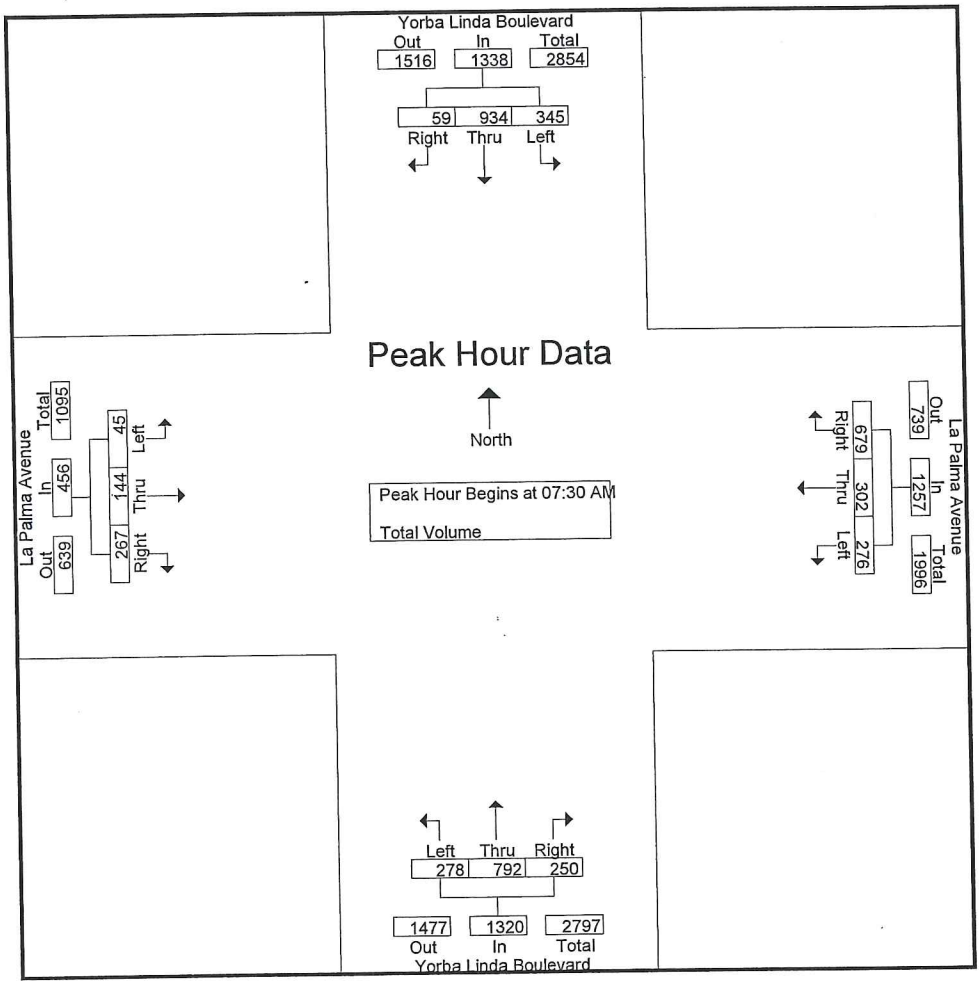
Weather: Cloudy

File Name : YLAYLLPAM
Site Code : 00000001
Start Date : 5/2/2012
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	70	**270**	14	354	62	**95**	**214**	**371**	**83**	215	61	359	**15**	39	53	107
+15 mins.	100	248	11	359	**78**	77	140	295	67	**254**	**73**	**394**	11	**41**	73	125
+30 mins.	91	221	16	328	78	74	142	294	82	154	58	294	8	30	59	97
+45 mins.	**116**	241	**23**	**380**	58	56	183	297	46	169	58	273	11	34	**82**	**127**
Total Volume	377	980	64	1421	276	302	679	1257	278	792	250	1320	45	144	267	456
% App. Total	26.5	69	4.5		22	24	54		21.1	60	18.9		9.9	31.6	58.6	
PHF	.813	.907	.696	.935	.885	.795	.793	.847	.837	.780	.856	.838	.750	.878	.814	.898

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City of Yorba Linda
N/S: Yorba Linda Boulevard
E/W: La Palma Avenue
Weather: Cloudy

File Name : YLAYLLPPM
Site Code : 00000001
Start Date : 5/2/2012
Page No : 1

Groups Printed- Total Volume

	Yorba Linda Boulevard Southbound				La Palma Avenue Westbound				Yorba Linda Boulevard Northbound				La Palma Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	86	166	10	262	74	31	70	175	86	231	112	429	12	109	98	219	1085
04:15 PM	113	158	25	296	91	47	71	209	65	256	132	453	14	135	97	246	1204
04:30 PM	103	190	15	308	98	47	80	225	90	271	150	511	31	108	104	243	1287
04:45 PM	184	222	13	419	64	27	68	159	95	256	142	493	19	158	117	294	1365
Total	486	736	63	1285	327	152	289	768	336	1014	536	1886	76	510	416	1002	4941
05:00 PM	127	187	15	329	117	45	78	240	72	337	169	578	25	107	89	221	1368
05:15 PM	168	164	16	348	60	49	86	195	113	291	137	541	20	184	103	307	1391
05:30 PM	127	221	20	368	90	45	93	228	78	326	144	548	19	124	92	235	1379
05:45 PM	107	211	10	328	75	39	82	196	92	289	147	528	13	123	101	237	1289
Total	529	783	61	1373	342	178	339	859	355	1243	597	2195	77	538	385	1000	5427
Grand Total	1015	1519	124	2658	669	330	628	1627	691	2257	1133	4081	153	1048	801	2002	10368
Apprch %	38.2	57.1	4.7		41.1	20.3	38.6		16.9	55.3	27.8		7.6	52.3	40		
Total %	9.8	14.7	1.2	25.6	6.5	3.2	6.1	15.7	6.7	21.8	10.9	39.4	1.5	10.1	7.7	19.3	

	Yorba Linda Boulevard Southbound				La Palma Avenue Westbound				Yorba Linda Boulevard Northbound				La Palma Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**184**	**222**	13	**419**	64	27	68	159	95	256	142	493	19	158	**117**	294	1365
05:00 PM	127	187	15	329	**117**	45	78	**240**	72	**337**	**169**	**578**	**25**	107	89	221	1368
05:15 PM	168	164	16	348	60	**49**	86	195	**113**	291	137	541	20	**184**	103	**307**	**1391**
05:30 PM	127	221	**20**	368	90	45	**93**	228	78	326	144	548	19	124	92	235	1379
Total Volume	606	794	64	1464	331	166	325	822	358	1210	592	2160	83	573	401	1057	5503
% App. Total	41.4	54.2	4.4		40.3	20.2	39.5		16.6	56	27.4		7.9	54.2	37.9		
PHF	.823	.894	.800	.874	.707	.847	.874	.856	.792	.898	.876	.934	.830	.779	.857	.861	.989

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City of Yorba Linda
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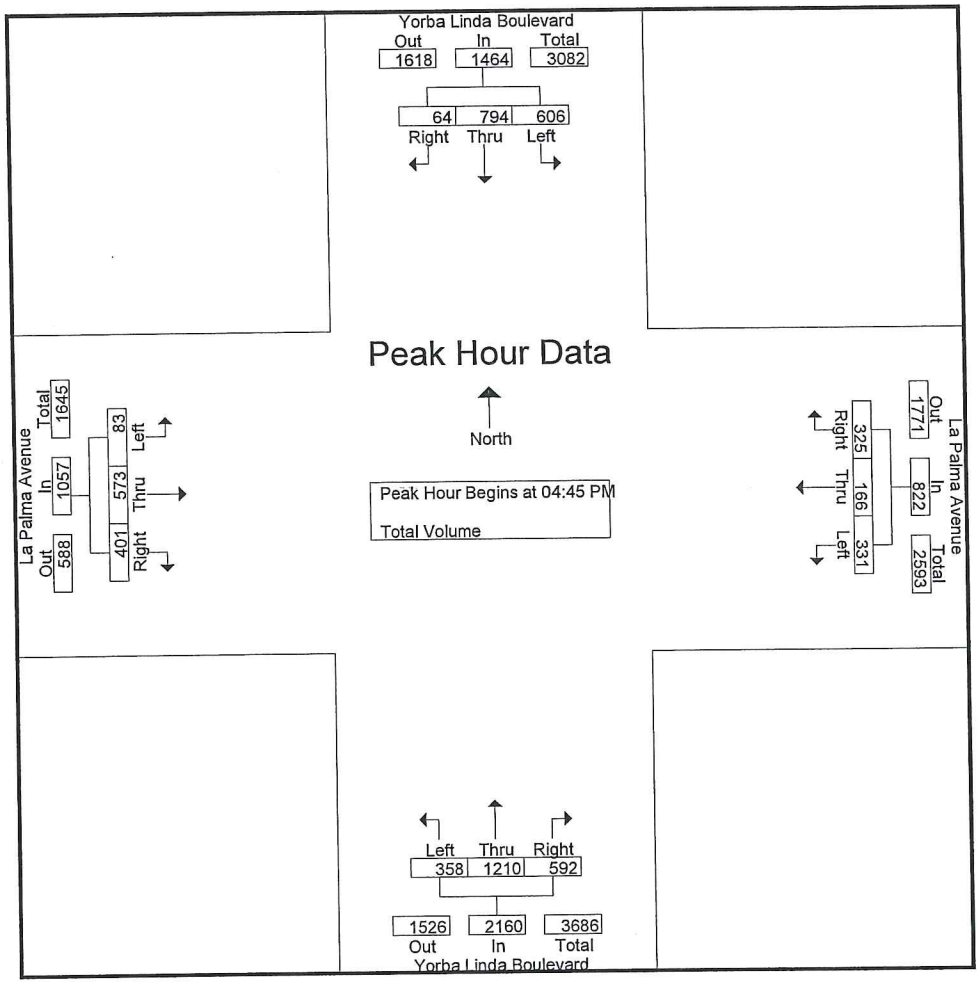
File Name : YLAYLLPPM
Site Code : 00000001
Start Date : 5/2/2012
Page No : 2



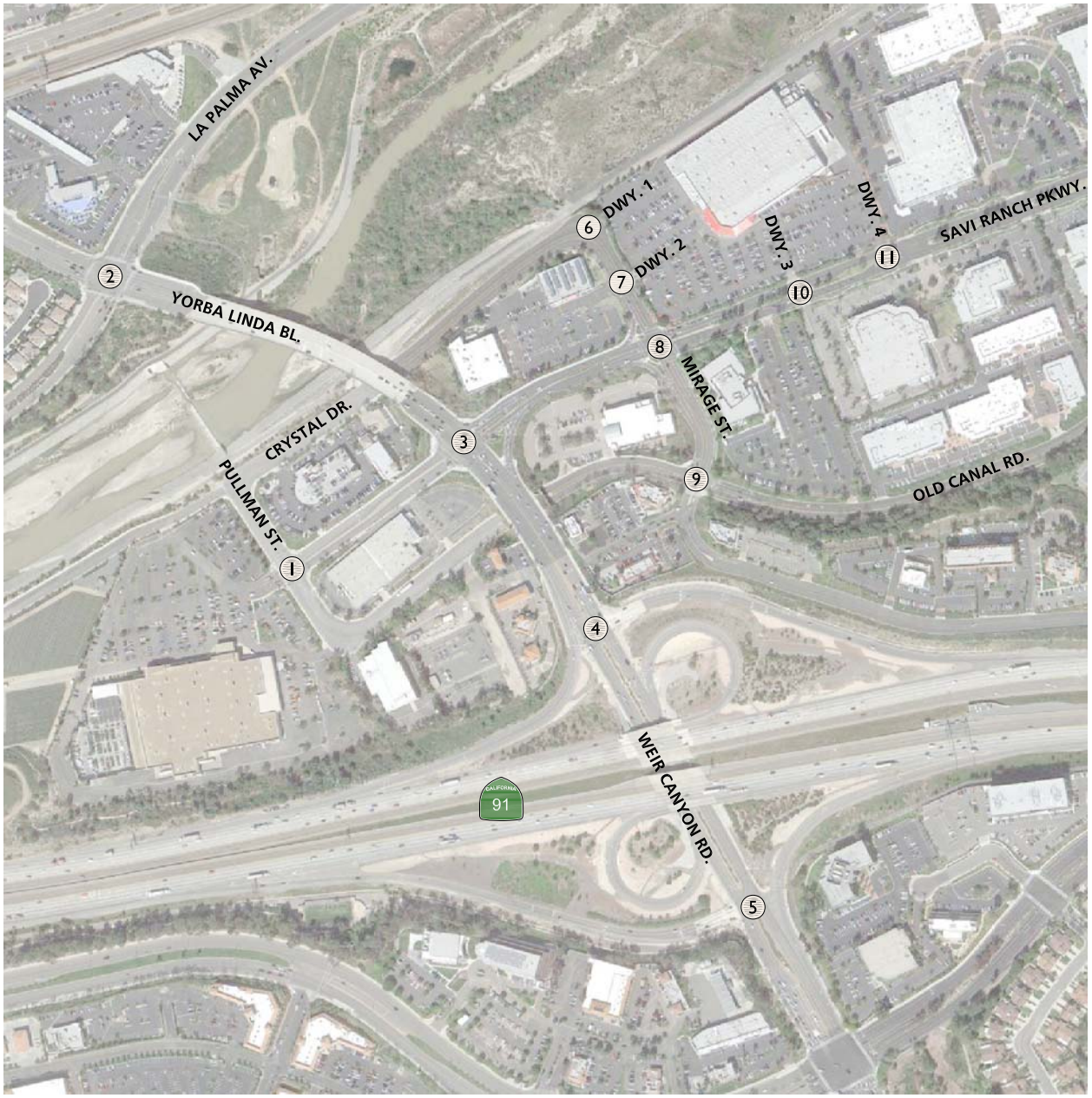
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				05:00 PM				04:30 PM			
+0 mins.	**184**	**222**	13	**419**	**117**	45	78	**240**	72	**337**	**169**	**578**	**31**	108	104	243
+15 mins.	127	187	15	329	60	**49**	86	195	**113**	291	137	541	19	158	**117**	294
+30 mins.	168	164	16	348	90	45	**93**	228	78	326	144	548	25	107	89	221
+45 mins.	127	221	**20**	368	75	39	82	196	92	289	147	528	20	**184**	103	**307**
Total Volume	606	794	64	1464	342	178	339	859	355	1243	597	2195	95	557	413	1065
% App. Total	41.4	54.2	4.4		39.8	20.7	39.5		16.2	56.6	27.2		8.9	52.3	38.8	
PHF	.823	.894	.800	.874	.731	.908	.911	.895	.785	.922	.883	.949	.766	.757	.882	.867

EXHIBIT 3-11

EXISTING (2012) AM PEAK HOUR INTERSECTION VOLUMES



1 Pullman St. & Savi Ranch Pkwy.

0	2	45
3	93	3

144	145	115
6	13	77

2 Yorba Linda Bl. & La Palma Av.

59	1034	345
45	144	302

679	302	315
278	846	250

3 Yorba Linda Bl. & Savi Ranch Pkwy.

169	1289	193
100	142	

163	154	
168	1111	675

4 Weir Canyon Rd. & SR-91 WB Ramps

448	1137	
	1396	659

558	284	

5 Weir Canyon Rd. & SR-91 EB Ramps

550	871	
657	561	

1398	663	

6 Mirage St. & Driveway 1

Future Intersection

7 Mirage St. & Driveway 2

0	21	2
0	0	31

1	1	3
40	29	11

8 Mirage St. & Savi Ranch Pkwy.

41	3	11
65	561	242

10	134	14
142	5	24

9 Mirage St. & Old Canal Rd.

47	150	62
15	23	27

13	10	6
34	143	17

10 Driveway 3 & Savi Ranch Pkwy.

4	0	0
10	576	10

2	152	0
2	0	2

11 Driveway 4 & Savi Ranch Pkwy.

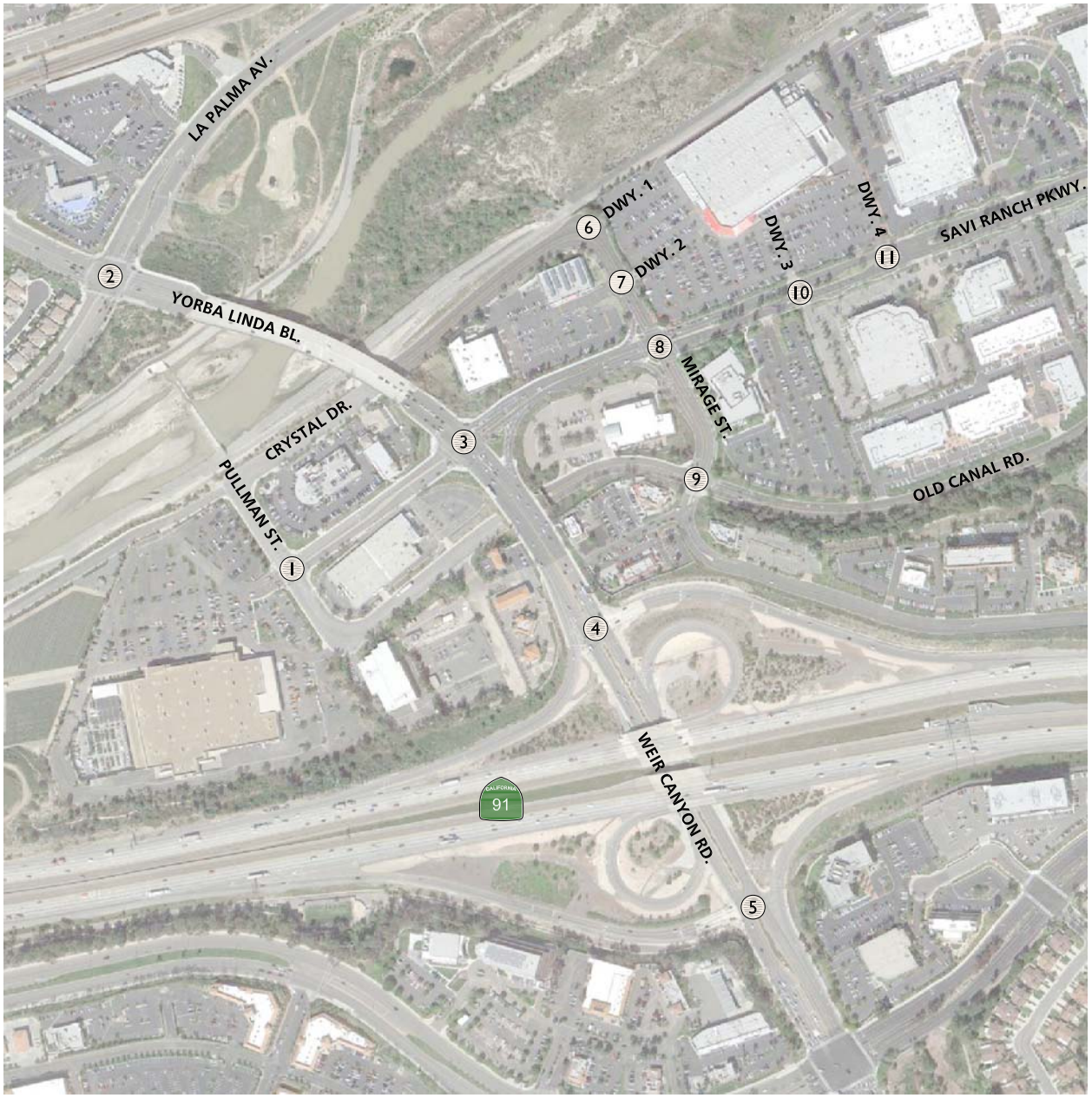
	4	
578		

2	150	

N

EXHIBIT 3-12

EXISTING (2012) PM PEAK HOUR INTERSECTION VOLUMES



1 Pullman St. & Savi Ranch Pkwy.

3	10	175
4	120	8
76	120	106
8	11	190

2 Yorba Linda Bl. & La Palma Av.

64	939	606
83	573	401
325	166	351
358	1154	592

3 Yorba Linda Bl. & Savi Ranch Pkwy.

235	1113	343
163	379	
577	584	
103	1364	593

4 Weir Canyon Rd. & SR-91 WB Ramps

716	1360	
704	525	
1356	584	

5 Weir Canyon Rd. & SR-91 EB Ramps

348	1537	
465	1015	
1474	463	

6 Mirage St. & Driveway 1

Future Intersection

7 Mirage St. & Driveway 2

1	66	34
2	30	90
14	7	154
71	40	153

8 Mirage St. & Savi Ranch Pkwy.

267	20	23
216	481	239
28	665	42
229	20	16

9 Mirage St. & Old Canal Rd.

70	212	19
57	36	44
88	73	11
36	120	6

10 Driveway 3 & Savi Ranch Pkwy.

151	0	8
148	371	1
19	582	1
2	1	0

11 Driveway 4 & Savi Ranch Pkwy.

33	
379	
11	
569	

N

APPENDIX B

INTERSECTION ANALYSIS WORKSHEETS

Yorba Linda GPU CE

Vistro File: K:\...\Yorba Linda AM.vistro
Report File: K:\...\1 Existing AM.pdf

Scenario 1: EX AM
5/12/2016

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Rose Dr / Imperial Hwy	Signalized	ICU1	SBL	0.713	-	C
2	Rose Dr / Bastanchury Rd	Signalized	ICU1	NBL	0.557	-	A
3	Rose Dr / Yorba Linda Blvd	Signalized	ICU1	WBL	0.632	-	B
4	Bastanchury Rd / Imperial Hwy	Signalized	ICU1	NWBL	0.723	-	C
5	Valley View Ave / Bastanchury Rd	Signalized	ICU1	EBL	0.542	-	A
6	Valley View Ave / Imperial Hwy	Signalized	ICU1	SBL	0.619	-	B
7	Valley View Ave / Yorba Linda Blvd	Signalized	ICU1	SBL	0.488	-	A
8	Richfield Rd / Yorba Linda Blvd	Signalized	ICU1	WBL	0.459	-	A
9	Richfield Rd / Buena Vista Ave	Signalized	ICU1	NBL	0.475	-	A
10	Lakeview Ave / Bastanchury Rd	Signalized	ICU1	WBL	0.348	-	A
11	Imperial Hwy / Yorba Linda Blvd	Signalized	ICU1	SEBL	0.866	-	D
12	Lakeview Ave / Yorba Linda Blvd	Signalized	ICU1	WBL	0.413	-	A
13	Lakeview Ave / Buena Vista Ave	Signalized	ICU1	EBL	0.411	-	A
14	Kellogg Dr / Yorba Linda Blvd	Signalized	ICU1	WBL	0.322	-	A
15	Kellogg Dr / Imperial Hwy (East)	Signalized	ICU1	NEBL	0.484	-	A
16	Kellogg Dr / Imperial Hwy (West)	Signalized	ICU1	SWBL	0.456	-	A
17	Fairmont Blvd / Bastanchury Rd	Signalized	ICU1	NBL	0.651	-	B
18	Fairmont Blvd / Yorba Linda Blvd	Signalized	ICU1	NBL	0.618	-	B
19	Fairmont Blvd / Paseo de las Palomas	Signalized	ICU1	SEBL	0.288	-	A

20	Fairmont Blvd / Village Center Dr	Signalized	ICU1	SWBL	0.338	-	A
21	Village Center Dr / Fairmont Blvd	Signalized	ICU1	NBL	0.062	-	A
22	Village Center Dr / Bastanchury Rd	Signalized	ICU1	NBL	0.516	-	A
23	Village Center Dr / Yorba Linda Blvd	Signalized	ICU1	SBL	0.493	-	A
24	Village Center Dr / Paseo de las Palomas	Signalized	ICU1	WBL	0.152	-	A
25	Paseo de las Palomas / Yorba Linda Blvd	Signalized	ICU1	WBL	0.403	-	A
26	Yorba Linda Blvd / San Antonio Rd	Signalized	ICU1	SBL	0.510	-	A
27	Yorba Ranch Rd / Yorba Linda Blvd	Signalized	ICU1	NEBL	0.455	-	A
28	Yorba Ranch Rd / Esperanza Rd	Signalized	ICU1	EBL	0.175	-	A
29	Yorba Linda Blvd / La Palma Ave	Signalized	ICU1	SEBL	0.765	-	C
30	Yorba Linda Blvd / Savi Ranch Pkwy	Signalized	ICU1	SEBL	0.707	-	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#1: Rose Dr / Imperial Hwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.713

Intersection Setup

Name	Rose Dr									Imperial Hwy		
Approach	Northbound			Southbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rose Dr									Imperial Hwy		
Base Volume Input [veh/h]	217	223	117	562	427	23	195	1334	590	73	708	84
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	217	223	117	562	427	23	195	1334	590	73	708	84
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	56	29	141	107	6	49	334	148	18	177	21
Total Analysis Volume [veh/h]	217	223	117	562	427	23	195	1334	590	73	708	84
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.713

Intersection Level Of Service Report
#2: Rose Dr / Bastanchury Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.557

Intersection Setup

Name	Rose Dr			Rose Dr			Bastanchury Rd			Bastanchury Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rose Dr			Rose Dr			Bastanchury Rd			Bastanchury Rd		
Base Volume Input [veh/h]	135	450	116	119	536	71	61	439	117	83	632	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	135	450	116	119	536	71	61	439	117	83	632	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	113	29	30	134	18	15	110	29	21	158	15
Total Analysis Volume [veh/h]	135	450	116	119	536	71	61	439	117	83	632	61
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.557

Intersection Level Of Service Report
#3: Rose Dr / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.632

Intersection Setup

Name	Rose Dr			Rose Dr			Yorba Linda Blvd			Yorba Linda Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rose Dr			Rose Dr			Yorba Linda Blvd			Yorba Linda Blvd		
Base Volume Input [veh/h]	96	576	118	105	722	64	92	519	64	214	740	132
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	96	576	118	105	722	64	92	519	64	214	740	132
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	144	30	26	181	16	23	130	16	54	185	33
Total Analysis Volume [veh/h]	96	576	118	105	722	64	92	519	64	214	740	132
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.632

Intersection Level Of Service Report
#4: Bastanchury Rd / Imperial Hwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.723

Intersection Setup

Name	Bastanchury Rd			Bastanchury Rd			Imperial Hwy					
Approach	Eastbound			Westbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Bastanchury Rd			Bastanchury Rd			Imperial Hwy					
Base Volume Input [veh/h]	17	189	266	7	427	610	288	1587	5	206	1209	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	189	266	7	427	610	288	1587	5	206	1209	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	47	67	2	107	153	72	397	1	52	302	2
Total Analysis Volume [veh/h]	17	189	266	7	427	610	288	1587	5	206	1209	7
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	4	5	2	0	1	6	0
Auxiliary Signal Groups						4,5						
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.723

Intersection Level Of Service Report
#5: Valley View Ave / Bastanchury Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.542

Intersection Setup

Name	Valley View Ave			Valley View Ave			Bastanchury Rd			Bastanchury Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley View Ave			Valley View Ave			Bastanchury Rd			Bastanchury Rd		
Base Volume Input [veh/h]	16	151	36	68	325	275	105	255	10	50	687	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	151	36	68	325	275	105	255	10	50	687	44
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	38	9	17	81	69	26	64	3	13	172	11
Total Analysis Volume [veh/h]	16	151	36	68	325	275	105	255	10	50	687	44
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.542

Intersection Level Of Service Report
#6: Valley View Ave / Imperial Hwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.619

Intersection Setup

Name				Valley View Ave						Imperial Hwy		
Approach	Northbound			Southbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name				Valley View Ave						Imperial Hwy		
Base Volume Input [veh/h]	118	111	51	181	167	12	16	1826	90	10	1412	166
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	118	111	51	181	167	12	16	1826	90	10	1412	166
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	28	13	45	42	3	4	457	23	3	353	42
Total Analysis Volume [veh/h]	118	111	51	181	167	12	16	1826	90	10	1412	166
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.619

Intersection Level Of Service Report
#7: Valley View Ave / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.488

Intersection Setup

Name	Valley View Ave						Yorba Linda Blvd			Yorba Linda Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley View Ave						Yorba Linda Blvd			Yorba Linda Blvd		
Base Volume Input [veh/h]	55	36	41	229	36	121	103	598	88	53	841	192
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	36	41	229	36	121	103	598	88	53	841	192
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	9	10	57	9	30	26	150	22	13	210	48
Total Analysis Volume [veh/h]	55	36	41	229	36	121	103	598	88	53	841	192
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.488

Intersection Level Of Service Report
#8: Richfield Rd / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.459

Intersection Setup

Name	Richfield Rd			Richfield Rd			Yorba Linda Blvd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Richfield Rd			Richfield Rd			Yorba Linda Blvd					
Base Volume Input [veh/h]	159	4	156	0	4	6	4	642	211	200	813	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	159	4	156	0	4	6	4	642	211	200	813	4
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	1	39	0	1	2	1	161	53	50	203	1
Total Analysis Volume [veh/h]	159	4	156	0	4	6	4	642	211	200	813	4
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.459

Intersection Level Of Service Report
#9: Richfield Rd / Buena Vista Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.475

Intersection Setup

Name	Richfield Rd			Richfield Rd			Buena Vista Ave			Buena Vista Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Richfield Rd			Richfield Rd			Buena Vista Ave			Buena Vista Ave		
Base Volume Input [veh/h]	104	254	83	54	478	59	56	172	110	166	240	77
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	104	254	83	54	478	59	56	172	110	166	240	77
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	64	21	14	120	15	14	43	28	42	60	19
Total Analysis Volume [veh/h]	104	254	83	54	478	59	56	172	110	166	240	77
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.475

Intersection Level Of Service Report
#10: Lakeview Ave / Bastanchury Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.348

Intersection Setup

Name	Lakeview Ave			Lakeview Ave			Bastanchury Rd			Bastanchury Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Lakeview Ave			Lakeview Ave			Bastanchury Rd			Bastanchury Rd		
Base Volume Input [veh/h]	86	40	81	29	95	29	12	272	51	135	535	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	86	40	81	29	95	29	12	272	51	135	535	30
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	10	20	7	24	7	3	68	13	34	134	8
Total Analysis Volume [veh/h]	86	40	81	29	95	29	12	272	51	135	535	30
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.348

Intersection Level Of Service Report
#11: Imperial Hwy / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.866

Intersection Setup

Name				Yorba Linda Blvd								
Approach	Eastbound			Westbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name				Yorba Linda Blvd								
Base Volume Input [veh/h]	25	328	294	246	639	494	277	1003	191	350	1424	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	328	294	246	639	494	277	1003	191	350	1424	41
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	82	74	62	160	124	69	251	48	88	356	10
Total Analysis Volume [veh/h]	25	328	294	246	639	494	277	1003	191	350	1424	41
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	4	5	2	0	1	6	0
Auxiliary Signal Groups						1,4,5						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.866

Intersection Level Of Service Report
#12: Lakeview Ave / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.413

Intersection Setup

Name	Lakeview Ave			Yorba Linda Blvd			Yorba Linda Blvd			Lakeview Ave		
Approach	Southbound			Eastbound			Westbound			Northeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Lakeview Ave			Yorba Linda Blvd			Yorba Linda Blvd			Lakeview Ave		
Base Volume Input [veh/h]	66	211	127	107	501	88	166	726	28	98	108	86
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	66	211	127	107	501	88	166	726	28	98	108	86
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	53	32	27	125	22	42	182	7	25	27	22
Total Analysis Volume [veh/h]	66	211	127	107	501	88	166	726	28	98	108	86
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	3	8	0	7	4	0	5	2	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.413

Intersection Level Of Service Report
#13: Lakeview Ave / Buena Vista Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.411

Intersection Setup

Name	Lake View Ave			Lakeview Ave			Buena Vista Ave			Buena Vista Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Lake View Ave			Lakeview Ave			Buena Vista Ave			Buena Vista Ave		
Base Volume Input [veh/h]	38	256	52	45	417	94	115	121	57	79	152	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	256	52	45	417	94	115	121	57	79	152	90
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	64	13	11	104	24	29	30	14	20	38	23
Total Analysis Volume [veh/h]	38	256	52	45	417	94	115	121	57	79	152	90
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.411

Intersection Level Of Service Report
#14: Kellogg Dr / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.322

Intersection Setup

Name					Yorba Linda Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name					Yorba Linda Blvd	
Base Volume Input [veh/h]	77	221	582	66	285	1154
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	221	582	66	285	1154
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	55	146	17	71	289
Total Analysis Volume [veh/h]	77	221	582	66	285	1154
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Protected	Permissive
Signal Group	5	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.322

Intersection Level Of Service Report
#15: Kellogg Dr / Imperial Hwy (East)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.484

Intersection Setup

Name	Kellogg Dr											
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Kellogg Dr											
Base Volume Input [veh/h]	178	256	0	0	730	74	114	0	185	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	178	256	0	0	730	74	114	0	185	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	64	0	0	183	19	29	0	46	0	0	0
Total Analysis Volume [veh/h]	178	256	0	0	730	74	114	0	185	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	0	4	0	0	2	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.484

Intersection Level Of Service Report
#16: Kellogg Dr / Imperial Hwy (West)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.456

Intersection Setup

Name				Kellogg Dr								
Approach	Northbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name				Kellogg Dr								
Base Volume Input [veh/h]	0	440	255	370	444	0	0	0	0	12	0	241
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	440	255	370	444	0	0	0	0	12	0	241
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	110	64	93	111	0	0	0	0	3	0	60
Total Analysis Volume [veh/h]	0	440	255	370	444	0	0	0	0	12	0	241
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	7	4	0	0	0	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.456

Intersection Level Of Service Report
#17: Fairmont Blvd / Bastanchury Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.651

Intersection Setup

Name	Fairmont Blvd			Fairmont Blvd			Bastanchury Rd			Bastanchury Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Fairmont Blvd			Fairmont Blvd			Bastanchury Rd			Bastanchury Rd		
Base Volume Input [veh/h]	248	93	43	48	266	263	118	400	240	131	515	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	248	93	43	48	266	263	118	400	240	131	515	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	23	11	12	67	66	30	100	60	33	129	3
Total Analysis Volume [veh/h]	248	93	43	48	266	263	118	400	240	131	515	13
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.651

Intersection Level Of Service Report
#18: Fairmont Blvd / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.618

Intersection Setup

Name				Fairmont Blvd			Yorba Linda Blvd			Yorba Linda Blvd		
Approach	Northbound			Southbound			Eastbound			Southwestbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name				Fairmont Blvd			Yorba Linda Blvd			Yorba Linda Blvd		
Base Volume Input [veh/h]	290	188	65	99	267	321	151	487	222	85	917	118
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	290	188	65	99	267	321	151	487	222	85	917	118
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	73	47	16	25	67	80	38	122	56	21	229	30
Total Analysis Volume [veh/h]	290	188	65	99	267	321	151	487	222	85	917	118
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	6	3	8	8	7	4	0
Auxiliary Signal Groups						3,6,7			1,5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.618

Intersection Level Of Service Report
#19: Fairmont Blvd / Paseo de las Palomas

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.288

Intersection Setup

Name			Paseo de las Palomas			
Approach	Northbound		Southwestbound		Southeastbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name			Paseo de las Palomas			
Base Volume Input [veh/h]	365	58	93	228	152	442
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	365	58	93	228	152	442
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	91	15	23	57	38	111
Total Analysis Volume [veh/h]	365	58	93	228	152	442
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	2	0	7	0	0	6
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.288

Intersection Level Of Service Report
#20: Fairmont Blvd / Village Center Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.338

Intersection Setup

Name	Nob Hill Dr			Village Center Dr								
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Nob Hill Dr			Village Center Dr								
Base Volume Input [veh/h]	15	1	10	401	0	84	4	371	164	48	637	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	1	10	401	0	84	4	371	164	48	637	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	3	100	0	21	1	93	41	12	159	2
Total Analysis Volume [veh/h]	15	1	10	401	0	84	4	371	164	48	637	9
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.338

Intersection Level Of Service Report
#21: Village Center Dr / Fairmont Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.062

Intersection Setup

Name	Village Center Dr		Fairmont Blvd		Fairmont Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	Village Center Dr		Fairmont Blvd		Fairmont Blvd	
Base Volume Input [veh/h]	33	26	26	43	39	128
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	26	26	43	39	128
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	7	7	11	10	32
Total Analysis Volume [veh/h]	33	26	26	43	39	128
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	5	0	8	0	0	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.062

Intersection Level Of Service Report
#22: Village Center Dr / Bastanchury Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.516

Intersection Setup

Name	Village Center Dr		Bastanchury Rd		Village Center Dr	
Approach	Northbound		Eastbound		Southwestbound	
Lane Configuration						
Turning Movement	Left	Thru	Left	Right	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	Village Center Dr		Bastanchury Rd		Village Center Dr	
Base Volume Input [veh/h]	563	70	45	435	177	97
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	563	70	45	435	177	97
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	141	18	11	109	44	24
Total Analysis Volume [veh/h]	563	70	45	435	177	97
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protected	Permissive	Protected	Overlap	Permissive	Permissive
Signal Group	5	2	3	8	6	0
Auxiliary Signal Groups				5,8		
Lead / Lag	Lead	-	Lead	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.516

Intersection Level Of Service Report
#23: Village Center Dr / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.493

Intersection Setup

Name	Village Center Dr			Village Center Dr			Yorba Linda Blvd			Yorba Linda Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Village Center Dr			Village Center Dr			Yorba Linda Blvd			Yorba Linda Blvd		
Base Volume Input [veh/h]	81	134	38	337	143	125	78	462	52	56	752	376
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	81	134	38	337	143	125	78	462	52	56	752	376
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	34	10	84	36	31	20	116	13	14	188	94
Total Analysis Volume [veh/h]	81	134	38	337	143	125	78	462	52	56	752	376
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.493

Intersection Level Of Service Report
#24: Village Center Dr / Paseo de las Palomas

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.152

Intersection Setup

Name	Village Center Dr			Paseo de las Palomas			Paseo de las Palomas			Village Center Dr		
Approach	Southbound			Eastbound			Westbound			Northwestbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Village Center Dr			Paseo de las Palomas			Paseo de las Palomas			Village Center Dr		
Base Volume Input [veh/h]	23	168	46	39	86	16	60	63	25	25	105	42
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	168	46	39	86	16	60	63	25	25	105	42
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	42	12	10	22	4	15	16	6	6	26	11
Total Analysis Volume [veh/h]	23	168	46	39	86	16	60	63	25	25	105	42
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	8	0	0	4	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.152

Intersection Level Of Service Report
#25: Paseo de las Palomas / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.403

Intersection Setup

Name	Paseo de las Palomas		Yorba Linda Blvd		Yorba Linda Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	Paseo de las Palomas		Yorba Linda Blvd		Yorba Linda Blvd	
Base Volume Input [veh/h]	46	115	701	21	50	1036
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	46	115	701	21	50	1036
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	29	175	5	13	259
Total Analysis Volume [veh/h]	46	115	701	21	50	1036
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Protected	Permissive
Signal Group	5	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.403

Intersection Level Of Service Report
#26: Yorba Linda Blvd / San Antonio Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.510

Intersection Setup

Name			Yorba Linda Blvd		Yorba Linda Blvd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name			Yorba Linda Blvd		Yorba Linda Blvd	
Base Volume Input [veh/h]	115	71	26	931	1138	52
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	115	71	26	931	1138	52
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	18	7	233	285	13
Total Analysis Volume [veh/h]	115	71	26	931	1138	52
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protected	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	1	0	3	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.510

Intersection Level Of Service Report
#27: Yorba Ranch Rd / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.455

Intersection Setup

Name	Yorba Linda Blvd			Yorba Ranch Rd								
Approach	Eastbound			Northeastbound			Southwestbound			Northwestbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Yorba Linda Blvd			Yorba Ranch Rd								
Base Volume Input [veh/h]	6	962	82	66	3	41	21	9	2	49	1112	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	962	82	66	3	41	21	9	2	49	1112	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	241	21	17	1	10	5	2	1	12	278	3
Total Analysis Volume [veh/h]	6	962	82	66	3	41	21	9	2	49	1112	10
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	0	8	0	0	4	0	5	2	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.455

Intersection Level Of Service Report
#28: Yorba Ranch Rd / Esperanza Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.175

Intersection Setup

Name	Yorba Ranch Rd		Esperanza Rd			
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	Yorba Ranch Rd		Esperanza Rd			
Base Volume Input [veh/h]	27	96	39	284	421	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	96	39	284	421	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	24	10	71	105	2
Total Analysis Volume [veh/h]	27	96	39	284	421	7
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.175

Intersection Level Of Service Report
#29: Yorba Linda Blvd / La Palma Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.765

Intersection Setup

Name	Yorba Linda Blvd			La Palma Ave			La Palma Ave					
Approach	Westbound			Northeastbound			Southwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Yorba Linda Blvd			La Palma Ave			La Palma Ave					
Base Volume Input [veh/h]	279	796	251	45	145	268	277	304	682	347	939	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	279	796	251	45	145	268	277	304	682	347	939	59
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	199	63	11	36	67	69	76	171	87	235	15
Total Analysis Volume [veh/h]	279	796	251	45	145	268	277	304	682	347	939	59
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	7	4	0	5	2	2	1	6	0	3	8	0
Auxiliary Signal Groups						2,3,7						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.765

Intersection Level Of Service Report
#30: Yorba Linda Blvd / Savi Ranch Pkwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.707

Intersection Setup

Name				Savi Ranch Pkwy			Yorba Linda Blvd			Yorba Linda Blvd		
Approach	Westbound			Northeastbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name				Savi Ranch Pkwy			Yorba Linda Blvd			Yorba Linda Blvd		
Base Volume Input [veh/h]	155	0	164	101	0	143	169	1117	678	194	1295	170
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	155	0	164	101	0	143	169	1117	678	194	1295	170
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	0	41	25	0	36	42	279	170	49	324	43
Total Analysis Volume [veh/h]	155	0	164	101	0	143	169	1117	678	194	1295	170
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	7	0	7	3	0	3	5	2	0	1	6	0
Auxiliary Signal Groups			1,7			3,5						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.707

Yorba Linda GPU CE

Vistro File: K:\...\Yorba Linda PM.vistro
Report File: K:\...\1 Existing PM.pdf

Scenario 1: EX PM
5/12/2016

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Rose Dr / Imperial Hwy	Signalized	ICU1	SBL	0.821	-	D
2	Rose Dr / Bastanchury Rd	Signalized	ICU1	NBL	0.567	-	A
3	Rose Dr / Yorba Linda Blvd	Signalized	ICU1	WBL	0.713	-	C
4	Bastanchury Rd / Imperial Hwy	Signalized	ICU1	SBL	0.663	-	B
5	Valley View Ave / Bastanchury Rd	Signalized	ICU1	EBL	0.506	-	A
6	Valley View Ave / Imperial Hwy	Signalized	ICU1	NBL	0.629	-	B
7	Valley View Ave / Yorba Linda Blvd	Signalized	ICU1	SBL	0.622	-	B
8	Richfield Rd / Yorba Linda Blvd	Signalized	ICU1	NBL	0.427	-	A
9	Richfield Rd / Buena Vista Ave	Signalized	ICU1	NBL	0.465	-	A
10	Lakeview Ave / Bastanchury Rd	Signalized	ICU1	WBL	0.467	-	A
11	Imperial Hwy / Yorba Linda Blvd	Signalized	ICU1	SBL	0.860	-	D
12	Lakeview Ave / Yorba Linda Blvd	Signalized	ICU1	NBL	0.526	-	A
13	Lakeview Ave / Buena Vista Ave	Signalized	ICU1	EBL	0.436	-	A
14	Kellogg Dr / Yorba Linda Blvd	Signalized	ICU1	WBL	0.416	-	A
15	Kellogg Dr / Imperial Hwy (East)	Signalized	ICU1	NBL	0.390	-	A
16	Kellogg Dr / Imperial Hwy (West)	Signalized	ICU1	SBL	0.339	-	A
17	Fairmont Blvd / Bastanchury Rd	Signalized	ICU1	NBL	0.510	-	A
18	Fairmont Blvd / Yorba Linda Blvd	Signalized	ICU1	EBL	0.518	-	A
19	Fairmont Blvd / Paseo de las Palomas	Signalized	ICU1	SBL	0.273	-	A

20	Fairmont Blvd / Village Center Dr	Signalized	ICU1	WBL	0.404	-	A
21	Village Center Dr / Fairmont Blvd	Signalized	ICU1	NBR	0.060	-	A
22	Village Center Dr / Bastanchury Rd	Signalized	ICU1	NBL	0.499	-	A
23	Village Center Dr / Yorba Linda Blvd	Signalized	ICU1	SBL	0.603	-	B
24	Village Center Dr / Paseo de las Palomas	Signalized	ICU1	WBL	0.150	-	A
25	Paseo de las Palomas / Yorba Linda Blvd	Signalized	ICU1	WBL	0.519	-	A
26	Yorba Linda Blvd / San Antonio Rd	Signalized	ICU1	SBL	0.466	-	A
27	Yorba Ranch Rd / Yorba Linda Blvd	Signalized	ICU1	NBL	0.525	-	A
28	Yorba Ranch Rd / Esperanza Rd	Signalized	ICU1	EBL	0.169	-	A
29	Yorba Linda Blvd / La Palma Ave	Signalized	ICU1	SBL	0.807	-	D
30	Yorba Linda Blvd / Savi Ranch Pkwy	Signalized	ICU1	WBL	0.924	-	E

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#1: Rose Dr / Imperial Hwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.821

Intersection Setup

Name	Rose Dr						Imperial Hwy					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rose Dr						Imperial Hwy					
Base Volume Input [veh/h]	218	442	84	715	283	23	42	1110	110	166	895	613
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	218	442	84	715	283	23	42	1110	110	166	895	613
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	111	21	179	71	6	11	278	28	42	224	153
Total Analysis Volume [veh/h]	218	442	84	715	283	23	42	1110	110	166	895	613
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.821

Intersection Level Of Service Report
#2: Rose Dr / Bastanchury Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.567

Intersection Setup

Name	Rose Dr			Rose Dr			Bastanchury Rd			Bastanchury Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rose Dr			Rose Dr			Bastanchury Rd			Bastanchury Rd		
Base Volume Input [veh/h]	175	719	111	54	472	74	70	562	88	88	417	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	175	719	111	54	472	74	70	562	88	88	417	40
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	180	28	14	118	19	18	141	22	22	104	10
Total Analysis Volume [veh/h]	175	719	111	54	472	74	70	562	88	88	417	40
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.567

Intersection Level Of Service Report
#3: Rose Dr / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.713

Intersection Setup

Name	Rose Dr			Rose Dr			Yorba Linda Blvd			Yorba Linda Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rose Dr			Rose Dr			Yorba Linda Blvd			Yorba Linda Blvd		
Base Volume Input [veh/h]	174	800	192	136	428	94	117	677	73	186	574	156
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	174	800	192	136	428	94	117	677	73	186	574	156
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	200	48	34	107	24	29	169	18	47	144	39
Total Analysis Volume [veh/h]	174	800	192	136	428	94	117	677	73	186	574	156
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.713

Intersection Level Of Service Report
#4: Bastanchury Rd / Imperial Hwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.663

Intersection Setup

Name	Imperial Hwy						Bastanchury Rd			Bastanchury Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Imperial Hwy						Bastanchury Rd			Bastanchury Rd		
Base Volume Input [veh/h]	238	1331	0	468	1533	9	10	357	238	5	241	247
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	238	1331	0	468	1533	9	10	357	238	5	241	247
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	333	0	117	383	2	3	89	60	1	60	62
Total Analysis Volume [veh/h]	238	1331	0	468	1533	9	10	357	238	5	241	247
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal Group	5	2	0	1	6	0	0	8	0	0	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.663

Intersection Level Of Service Report
#5: Valley View Ave / Bastanchury Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.506

Intersection Setup

Name	Valley View Ave			Valley View Ave			Bastanchury Rd			Bastanchury Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley View Ave			Valley View Ave			Bastanchury Rd			Bastanchury Rd		
Base Volume Input [veh/h]	12	275	96	60	204	169	194	619	23	41	376	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	275	96	60	204	169	194	619	23	41	376	26
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	69	24	15	51	42	49	155	6	10	94	7
Total Analysis Volume [veh/h]	12	275	96	60	204	169	194	619	23	41	376	26
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.506

Intersection Level Of Service Report
#6: Valley View Ave / Imperial Hwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.629

Intersection Setup

Name				Valley View Ave			Imperial Hwy					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name				Valley View Ave			Imperial Hwy					
Base Volume Input [veh/h]	163	145	26	119	96	8	17	1742	157	30	1553	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	163	145	26	119	96	8	17	1742	157	30	1553	133
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	36	7	30	24	2	4	436	39	8	388	33
Total Analysis Volume [veh/h]	163	145	26	119	96	8	17	1742	157	30	1553	133
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.629

Intersection Level Of Service Report
#7: Valley View Ave / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.622

Intersection Setup

Name	Valley View Ave						Yorba Linda Blvd			Yorba Linda Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley View Ave						Yorba Linda Blvd			Yorba Linda Blvd		
Base Volume Input [veh/h]	94	58	47	239	49	138	205	884	120	51	829	289
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	94	58	47	239	49	138	205	884	120	51	829	289
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	15	12	60	12	35	51	221	30	13	207	72
Total Analysis Volume [veh/h]	94	58	47	239	49	138	205	884	120	51	829	289
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.622

Intersection Level Of Service Report
#8: Richfield Rd / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.427

Intersection Setup

Name	Richfield Rd			Richfield Rd			Yorba Linda Blvd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Richfield Rd			Richfield Rd			Yorba Linda Blvd					
Base Volume Input [veh/h]	267	1	145	3	1	2	3	858	171	111	765	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	267	1	145	3	1	2	3	858	171	111	765	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	67	0	36	1	0	1	1	215	43	28	191	1
Total Analysis Volume [veh/h]	267	1	145	3	1	2	3	858	171	111	765	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.427

Intersection Level Of Service Report
#9: Richfield Rd / Buena Vista Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.465

Intersection Setup

Name	Richfield Rd			Richfield Rd			Buena Vista Ave			Buena Vista Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Richfield Rd			Richfield Rd			Buena Vista Ave			Buena Vista Ave		
Base Volume Input [veh/h]	121	543	167	67	274	61	67	258	69	79	140	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	121	543	167	67	274	61	67	258	69	79	140	55
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	136	42	17	69	15	17	65	17	20	35	14
Total Analysis Volume [veh/h]	121	543	167	67	274	61	67	258	69	79	140	55
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.465

Intersection Level Of Service Report
#10: Lakeview Ave / Bastanchury Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.467

Intersection Setup

Name	Lakeview Ave			Lakeview Ave			Bastanchury Rd			Bastanchury Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Lakeview Ave			Lakeview Ave			Bastanchury Rd			Bastanchury Rd		
Base Volume Input [veh/h]	94	111	154	48	82	14	23	578	99	126	434	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	94	111	154	48	82	14	23	578	99	126	434	59
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	28	39	12	21	4	6	145	25	32	109	15
Total Analysis Volume [veh/h]	94	111	154	48	82	14	23	578	99	126	434	59
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.467

Intersection Level Of Service Report
#11: Imperial Hwy / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.860

Intersection Setup

Name										Yorba Linda Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name										Yorba Linda Blvd		
Base Volume Input [veh/h]	335	1005	240	620	1221	56	101	661	374	197	532	416
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	335	1005	240	620	1221	56	101	661	374	197	532	416
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	84	251	60	155	305	14	25	165	94	49	133	104
Total Analysis Volume [veh/h]	335	1005	240	620	1221	56	101	661	374	197	532	416
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	5	2	0	1	6	0	3	8	0	7	4	4
Auxiliary Signal Groups												1,4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.860

Intersection Level Of Service Report
#12: Lakeview Ave / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.526

Intersection Setup

Name	Lakeview Ave			Lakeview Ave			Yorba Linda Blvd			Lakeview Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Lakeview Ave			Lakeview Ave			Yorba Linda Blvd			Lakeview Ave		
Base Volume Input [veh/h]	177	264	193	167	177	123	104	875	70	119	1036	107
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	177	264	193	167	177	123	104	875	70	119	1036	107
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	66	48	42	44	31	26	219	18	30	259	27
Total Analysis Volume [veh/h]	177	264	193	167	177	123	104	875	70	119	1036	107
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.526

Intersection Level Of Service Report
#13: Lakeview Ave / Buena Vista Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.436

Intersection Setup

Name	Lakeview Ave			Lakeview Ave			Buena Vista Ave			Buena Vista Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Lakeview Ave			Lakeview Ave			Buena Vista Ave			Buena Vista Ave		
Base Volume Input [veh/h]	67	402	58	41	247	104	159	80	35	17	60	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	67	402	58	41	247	104	159	80	35	17	60	35
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	101	15	10	62	26	40	20	9	4	15	9
Total Analysis Volume [veh/h]	67	402	58	41	247	104	159	80	35	17	60	35
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.436

Intersection Level Of Service Report
#14: Kellogg Dr / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.416

Intersection Setup

Name					Yorba Linda Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name					Yorba Linda Blvd	
Base Volume Input [veh/h]	73	326	1167	66	202	833
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	73	326	1167	66	202	833
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	82	292	17	51	208
Total Analysis Volume [veh/h]	73	326	1167	66	202	833
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Protected	Permissive
Signal Group	5	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.416

Intersection Level Of Service Report
#15: Kellogg Dr / Imperial Hwy (East)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.390

Intersection Setup

Name	Kellogg Dr											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Kellogg Dr											
Base Volume Input [veh/h]	190	307	0	0	419	50	0	0	0	119	0	348
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	190	307	0	0	419	50	0	0	0	119	0	348
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	77	0	0	105	13	0	0	0	30	0	87
Total Analysis Volume [veh/h]	190	307	0	0	419	50	0	0	0	119	0	348
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	0	4	0	0	0	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.390

Intersection Level Of Service Report
#16: Kellogg Dr / Imperial Hwy (West)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.339

Intersection Setup

Name				Kellogg Dr								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name				Kellogg Dr								
Base Volume Input [veh/h]	0	421	79	226	314	0	67	1	204	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	421	79	226	314	0	67	1	204	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	105	20	57	79	0	17	0	51	0	0	0
Total Analysis Volume [veh/h]	0	421	79	226	314	0	67	1	204	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	7	4	0	0	6	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.339

Intersection Level Of Service Report
#17: Fairmont Blvd / Bastanchury Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.510

Intersection Setup

Name	Fairmont Blvd			Fairmont Blvd			Bastanchury Rd			Bastanchury Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Fairmont Blvd			Fairmont Blvd			Bastanchury Rd			Bastanchury Rd		
Base Volume Input [veh/h]	177	141	47	20	84	124	174	452	242	72	483	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	177	141	47	20	84	124	174	452	242	72	483	39
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	35	12	5	21	31	44	113	61	18	121	10
Total Analysis Volume [veh/h]	177	141	47	20	84	124	174	452	242	72	483	39
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.510

Intersection Level Of Service Report
#18: Fairmont Blvd / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.518

Intersection Setup

Name				Fairmont Blvd			Yorba Linda Blvd			Yorba Linda Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name				Fairmont Blvd			Yorba Linda Blvd			Yorba Linda Blvd		
Base Volume Input [veh/h]	210	140	55	144	175	149	230	870	248	57	660	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	210	140	55	144	175	149	230	870	248	57	660	58
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	35	14	36	44	37	58	218	62	14	165	15
Total Analysis Volume [veh/h]	210	140	55	144	175	149	230	870	248	57	660	58
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	6	3	8	8	7	4	0
Auxiliary Signal Groups						3,6,7			1,5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.518

Intersection Level Of Service Report
#19: Fairmont Blvd / Paseo de las Palomas

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.273

Intersection Setup

Name					Paseo de las Palomas	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name					Paseo de las Palomas	
Base Volume Input [veh/h]	288	85	176	250	75	132
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	288	85	176	250	75	132
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	21	44	63	19	33
Total Analysis Volume [veh/h]	288	85	176	250	75	132
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Protected	Permissive
Signal Group	2	0	0	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.273

Intersection Level Of Service Report
#20: Fairmont Blvd / Village Center Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.404

Intersection Setup

Name							Nob Hill Dr			Village Center Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name							Nob Hill Dr			Village Center Dr		
Base Volume Input [veh/h]	9	454	392	40	294	13	9	2	5	233	4	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	454	392	40	294	13	9	2	5	233	4	27
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	114	98	10	74	3	2	1	1	58	1	7
Total Analysis Volume [veh/h]	9	454	392	40	294	13	9	2	5	233	4	27
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.404

Intersection Level Of Service Report
#21: Village Center Dr / Fairmont Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.060

Intersection Setup

Name	Village Center Dr		Fairmont Blvd		Fairmont Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	Village Center Dr		Fairmont Blvd		Fairmont Blvd	
Base Volume Input [veh/h]	40	54	61	28	31	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	54	61	28	31	55
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	14	15	7	8	14
Total Analysis Volume [veh/h]	40	54	61	28	31	55
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	5	0	8	0	0	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.060

Intersection Level Of Service Report
#22: Village Center Dr / Bastanchury Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.499

Intersection Setup

Name	Village Center Dr		Village Center Dr		Bastanchury Rd	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	Village Center Dr		Village Center Dr		Bastanchury Rd	
Base Volume Input [veh/h]	574	128	95	51	72	440
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	574	128	95	51	72	440
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	144	32	24	13	18	110
Total Analysis Volume [veh/h]	574	128	95	51	72	440
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Protected	Overlap
Signal Group	5	2	6	0	3	8
Auxiliary Signal Groups						5,8
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.499

Intersection Level Of Service Report
#23: Village Center Dr / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.603

Intersection Setup

Name	Village Center Dr			Village Center Dr			Yorba Linda Blvd			Yorba Linda Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Village Center Dr			Village Center Dr			Yorba Linda Blvd			Yorba Linda Blvd		
Base Volume Input [veh/h]	32	223	89	380	269	82	151	758	83	119	500	164
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	223	89	380	269	82	151	758	83	119	500	164
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	56	22	95	67	21	38	190	21	30	125	41
Total Analysis Volume [veh/h]	32	223	89	380	269	82	151	758	83	119	500	164
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.603

Intersection Level Of Service Report
#24: Village Center Dr / Paseo de las Palomas

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.150

Intersection Setup

Name	Village Center Dr			Village Center Dr			Paseo de las Palomas			Paseo de las Palomas		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Village Center Dr			Village Center Dr			Paseo de las Palomas			Paseo de las Palomas		
Base Volume Input [veh/h]	10	178	86	33	151	38	38	56	17	38	53	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	178	86	33	151	38	38	56	17	38	53	20
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	45	22	8	38	10	10	14	4	10	13	5
Total Analysis Volume [veh/h]	10	178	86	33	151	38	38	56	17	38	53	20
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.150

Intersection Level Of Service Report
#25: Paseo de las Palomas / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.519

Intersection Setup

Name	Paseo de las Palomas		Yorba Linda Blvd		Yorba Linda Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	Paseo de las Palomas		Yorba Linda Blvd		Yorba Linda Blvd	
Base Volume Input [veh/h]	41	128	1110	43	133	941
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	128	1110	43	133	941
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	32	278	11	33	235
Total Analysis Volume [veh/h]	41	128	1110	43	133	941
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Protected	Permissive
Signal Group	5	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.519

Intersection Level Of Service Report
#26: Yorba Linda Blvd / San Antonio Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.466

Intersection Setup

Name			Yorba Linda Blvd		Yorba Linda Blvd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name			Yorba Linda Blvd		Yorba Linda Blvd	
Base Volume Input [veh/h]	71	60	54	1189	975	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	71	60	54	1189	975	76
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	15	14	297	244	19
Total Analysis Volume [veh/h]	71	60	54	1189	975	76
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protected	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	1	0	3	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.466

Intersection Level Of Service Report
#27: Yorba Ranch Rd / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.525

Intersection Setup

Name	Yorba Ranch Rd						Yorba Linda Blvd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Yorba Ranch Rd						Yorba Linda Blvd					
Base Volume Input [veh/h]	87	5	40	2	6	4	19	1152	93	41	980	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	87	5	40	2	6	4	19	1152	93	41	980	14
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	1	10	1	2	1	5	288	23	10	245	4
Total Analysis Volume [veh/h]	87	5	40	2	6	4	19	1152	93	41	980	14
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	1	6	0	5	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.525

Intersection Level Of Service Report
#28: Yorba Ranch Rd / Esperanza Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.169

Intersection Setup

Name	Yorba Ranch Rd		Esperanza Rd			
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	Yorba Ranch Rd		Esperanza Rd			
Base Volume Input [veh/h]	15	69	98	391	286	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	69	98	391	286	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	17	25	98	72	7
Total Analysis Volume [veh/h]	15	69	98	391	286	28
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.169

Intersection Level Of Service Report
#29: Yorba Linda Blvd / La Palma Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.807

Intersection Setup

Name	Yorba Linda Blvd						La Palma Ave			La Palma Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Yorba Linda Blvd						La Palma Ave			La Palma Ave		
Base Volume Input [veh/h]	360	1216	595	609	798	64	83	576	403	333	167	327
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	360	1216	595	609	798	64	83	576	403	333	167	327
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	90	304	149	152	200	16	21	144	101	83	42	82
Total Analysis Volume [veh/h]	360	1216	595	609	798	64	83	576	403	333	167	327
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	7	4	0	3	8	0	5	2	2	1	6	0
Auxiliary Signal Groups									2,3,7			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.807

Intersection Level Of Service Report
#30: Yorba Linda Blvd / Savi Ranch Pkwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.924

Intersection Setup

Name	Yorba Linda Blvd			Yorba Linda Blvd			Savi Ranch Pkwy					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Yorba Linda Blvd			Yorba Linda Blvd			Savi Ranch Pkwy					
Base Volume Input [veh/h]	104	1371	596	345	1119	236	164	0	381	587	0	580
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	104	1371	596	345	1119	236	164	0	381	587	0	580
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	343	149	86	280	59	41	0	95	147	0	145
Total Analysis Volume [veh/h]	104	1371	596	345	1119	236	164	0	381	587	0	580
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	0	0	7	0	0
Auxiliary Signal Groups			2									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.924

Yorba Linda GPU CE

Vistro File: K:\...\Yorba Linda AM.vistro
Report File: K:\...\2 - BO Base AM.pdf

Scenario 2: BO 2035 AM
5/12/2016

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Rose Dr / Imperial Hwy	Signalized	ICU1	SBL	0.736	-	C
2	Rose Dr / Bastanchury Rd	Signalized	ICU1	SBL	0.669	-	B
3	Rose Dr / Yorba Linda Blvd	Signalized	ICU1	WBL	0.778	-	C
4	Bastanchury Rd / Imperial Hwy	Signalized	ICU1	NWBL	0.880	-	D
5	Valley View Ave / Bastanchury Rd	Signalized	ICU1	EBL	0.635	-	B
6	Valley View Ave / Imperial Hwy	Signalized	ICU1	SBL	0.650	-	B
7	Valley View Ave / Yorba Linda Blvd	Signalized	ICU1	SBL	0.578	-	A
8	Richfield Rd / Yorba Linda Blvd	Signalized	ICU1	NBL	0.478	-	A
9	Richfield Rd / Buena Vista Ave	Signalized	ICU1	NBL	0.532	-	A
10	Lakeview Ave / Bastanchury Rd	Signalized	ICU1	WBL	0.416	-	A
11	Imperial Hwy / Yorba Linda Blvd	Signalized	ICU1	NWBL	0.990	-	E
12	Lakeview Ave / Yorba Linda Blvd	Signalized	ICU1	WBL	0.526	-	A
13	Lakeview Ave / Buena Vista Ave	Signalized	ICU1	EBL	0.590	-	A
14	Kellogg Dr / Yorba Linda Blvd	Signalized	ICU1	WBL	0.341	-	A
15	Kellogg Dr / Imperial Hwy (East)	Signalized	ICU1	NEBL	0.494	-	A
16	Kellogg Dr / Imperial Hwy (West)	Signalized	ICU1	SWBL	0.528	-	A
17	Fairmont Blvd / Bastanchury Rd	Signalized	ICU1	NBL	0.736	-	C
18	Fairmont Blvd / Yorba Linda Blvd	Signalized	ICU1	NBL	0.579	-	A
19	Fairmont Blvd / Paseo de las Palomas	Signalized	ICU1	SWBL	0.324	-	A

20	Fairmont Blvd / Village Center Dr	Signalized	ICU1	SWBL	0.448	-	A
21	Village Center Dr / Fairmont Blvd	Signalized	ICU1	NBR	0.056	-	A
22	Village Center Dr / Bastanchury Rd	Signalized	ICU1	NBL	0.523	-	A
23	Village Center Dr / Yorba Linda Blvd	Signalized	ICU1	SBL	0.499	-	A
24	Village Center Dr / Paseo de las Palomas	Signalized	ICU1	WBL	0.218	-	A
25	Paseo de las Palomas / Yorba Linda Blvd	Signalized	ICU1	WBL	0.334	-	A
26	Yorba Linda Blvd / San Antonio Rd	Signalized	ICU1	SBL	0.473	-	A
27	Yorba Ranch Rd / Yorba Linda Blvd	Signalized	ICU1	SWBL	0.483	-	A
28	Yorba Ranch Rd / Esperanza Rd	Signalized	ICU1	EBL	0.131	-	A
29	Yorba Linda Blvd / La Palma Ave	Signalized	ICU1	SEBL	0.583	-	A
30	Yorba Linda Blvd / Savi Ranch Pkwy	Signalized	ICU1	SEBL	0.562	-	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#1: Rose Dr / Imperial Hwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.736

Intersection Setup

Name	Rose Dr									Imperial Hwy		
Approach	Northbound			Southbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rose Dr									Imperial Hwy		
Base Volume Input [veh/h]	267	236	106	678	701	38	206	1400	534	107	883	143
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	267	236	106	678	701	38	206	1400	534	107	883	143
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	67	59	27	170	175	10	52	350	134	27	221	36
Total Analysis Volume [veh/h]	267	236	106	678	701	38	206	1400	534	107	883	143
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.736

Intersection Level Of Service Report
#2: Rose Dr / Bastanchury Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.669

Intersection Setup

Name	Rose Dr			Rose Dr			Bastanchury Rd			Bastanchury Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rose Dr			Rose Dr			Bastanchury Rd			Bastanchury Rd		
Base Volume Input [veh/h]	106	516	91	174	800	105	100	491	133	90	675	95
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	106	516	91	174	800	105	100	491	133	90	675	95
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	129	23	44	200	26	25	123	33	23	169	24
Total Analysis Volume [veh/h]	106	516	91	174	800	105	100	491	133	90	675	95
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.669

Intersection Level Of Service Report
#3: Rose Dr / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.778

Intersection Setup

Name	Rose Dr			Rose Dr			Yorba Linda Blvd			Yorba Linda Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rose Dr			Rose Dr			Yorba Linda Blvd			Yorba Linda Blvd		
Base Volume Input [veh/h]	129	629	143	81	936	55	76	474	98	330	750	109
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	129	629	143	81	936	55	76	474	98	330	750	109
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	157	36	20	234	14	19	119	25	83	188	27
Total Analysis Volume [veh/h]	129	629	143	81	936	55	76	474	98	330	750	109
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.778

Intersection Level Of Service Report
#4: Bastanchury Rd / Imperial Hwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.880

Intersection Setup

Name	Bastanchury Rd			Bastanchury Rd			Imperial Hwy					
Approach	Eastbound			Westbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Bastanchury Rd			Bastanchury Rd			Imperial Hwy					
Base Volume Input [veh/h]	19	211	321	8	513	685	292	1500	5	237	1502	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	211	321	8	513	685	292	1500	5	237	1502	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	53	80	2	128	171	73	375	1	59	376	2
Total Analysis Volume [veh/h]	19	211	321	8	513	685	292	1500	5	237	1502	9
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	4	5	2	0	1	6	0
Auxiliary Signal Groups						4,5						
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.880

Intersection Level Of Service Report
#5: Valley View Ave / Bastanchury Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.635

Intersection Setup

Name	Valley View Ave			Valley View Ave			Bastanchury Rd			Bastanchury Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley View Ave			Valley View Ave			Bastanchury Rd			Bastanchury Rd		
Base Volume Input [veh/h]	19	166	35	77	410	382	129	279	12	49	741	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	166	35	77	410	382	129	279	12	49	741	44
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	42	9	19	103	96	32	70	3	12	185	11
Total Analysis Volume [veh/h]	19	166	35	77	410	382	129	279	12	49	741	44
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.635

Intersection Level Of Service Report
#6: Valley View Ave / Imperial Hwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.650

Intersection Setup

Name				Valley View Ave						Imperial Hwy		
Approach	Northbound			Southbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name				Valley View Ave						Imperial Hwy		
Base Volume Input [veh/h]	142	132	53	165	268	13	23	1720	85	13	1590	329
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	142	132	53	165	268	13	23	1720	85	13	1590	329
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	33	13	41	67	3	6	430	21	3	398	82
Total Analysis Volume [veh/h]	142	132	53	165	268	13	23	1720	85	13	1590	329
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.650

Intersection Level Of Service Report
#7: Valley View Ave / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.578

Intersection Setup

Name	Valley View Ave						Yorba Linda Blvd			Yorba Linda Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley View Ave						Yorba Linda Blvd			Yorba Linda Blvd		
Base Volume Input [veh/h]	51	49	32	376	60	235	157	521	78	39	721	243
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	51	49	32	376	60	235	157	521	78	39	721	243
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	12	8	94	15	59	39	130	20	10	180	61
Total Analysis Volume [veh/h]	51	49	32	376	60	235	157	521	78	39	721	243
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.578

Intersection Level Of Service Report
#8: Richfield Rd / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.478

Intersection Setup

Name	Richfield Rd			Richfield Rd			Yorba Linda Blvd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Richfield Rd			Richfield Rd			Yorba Linda Blvd					
Base Volume Input [veh/h]	216	5	148	0	4	6	4	582	327	195	667	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	216	5	148	0	4	6	4	582	327	195	667	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	1	37	0	1	2	1	146	82	49	167	1
Total Analysis Volume [veh/h]	216	5	148	0	4	6	4	582	327	195	667	3
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.478

Intersection Level Of Service Report
#9: Richfield Rd / Buena Vista Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.532

Intersection Setup

Name	Richfield Rd			Richfield Rd			Buena Vista Ave			Buena Vista Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Richfield Rd			Richfield Rd			Buena Vista Ave			Buena Vista Ave		
Base Volume Input [veh/h]	119	279	90	71	574	81	64	193	113	171	284	88
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	119	279	90	71	574	81	64	193	113	171	284	88
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	70	23	18	144	20	16	48	28	43	71	22
Total Analysis Volume [veh/h]	119	279	90	71	574	81	64	193	113	171	284	88
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.532

Intersection Level Of Service Report
#10: Lakeview Ave / Bastanchury Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.416

Intersection Setup

Name	Lakeview Ave			Lakeview Ave			Bastanchury Rd			Bastanchury Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Lakeview Ave			Lakeview Ave			Bastanchury Rd			Bastanchury Rd		
Base Volume Input [veh/h]	92	50	97	46	126	41	13	289	46	159	667	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	50	97	46	126	41	13	289	46	159	667	43
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	13	24	12	32	10	3	72	12	40	167	11
Total Analysis Volume [veh/h]	92	50	97	46	126	41	13	289	46	159	667	43
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.416

Intersection Level Of Service Report
#11: Imperial Hwy / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.990

Intersection Setup

Name				Yorba Linda Blvd								
Approach	Eastbound			Westbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name				Yorba Linda Blvd								
Base Volume Input [veh/h]	20	285	354	221	439	289	361	1114	235	296	1665	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	285	354	221	439	289	361	1114	235	296	1665	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	71	89	55	110	72	90	279	59	74	416	9
Total Analysis Volume [veh/h]	20	285	354	221	439	289	361	1114	235	296	1665	37
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	4	5	2	0	1	6	0
Auxiliary Signal Groups						1,4,5						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.990

Intersection Level Of Service Report
#12: Lakeview Ave / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.526

Intersection Setup

Name	Lakeview Ave			Yorba Linda Blvd			Yorba Linda Blvd			Lakeview Ave		
Approach	Southbound			Eastbound			Westbound			Northeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Lakeview Ave			Yorba Linda Blvd			Yorba Linda Blvd			Lakeview Ave		
Base Volume Input [veh/h]	54	461	82	170	321	152	303	390	47	53	182	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	461	82	170	321	152	303	390	47	53	182	59
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	115	21	43	80	38	76	98	12	13	46	15
Total Analysis Volume [veh/h]	54	461	82	170	321	152	303	390	47	53	182	59
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	3	8	0	7	4	0	5	2	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.526

Intersection Level Of Service Report
#13: Lakeview Ave / Buena Vista Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.590

Intersection Setup

Name	Lakeview Ave			Lakeview Ave			Buena Vista Ave			Buena Vista Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Lakeview Ave			Lakeview Ave			Buena Vista Ave			Buena Vista Ave		
Base Volume Input [veh/h]	37	274	25	92	512	382	218	104	30	79	152	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	274	25	92	512	382	218	104	30	79	152	90
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	69	6	23	128	96	55	26	8	20	38	23
Total Analysis Volume [veh/h]	37	274	25	92	512	382	218	104	30	79	152	90
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.590

Intersection Level Of Service Report
#14: Kellogg Dr / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.341

Intersection Setup

Name					Yorba Linda Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name					Yorba Linda Blvd	
Base Volume Input [veh/h]	127	160	522	66	285	1029
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	127	160	522	66	285	1029
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	40	131	17	71	257
Total Analysis Volume [veh/h]	127	160	522	66	285	1029
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Protected	Permissive
Signal Group	5	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.341

Intersection Level Of Service Report
#15: Kellogg Dr / Imperial Hwy (East)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.494

Intersection Setup

Name	Kellogg Dr											
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Kellogg Dr											
Base Volume Input [veh/h]	170	251	0	0	763	82	118	0	209	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	170	251	0	0	763	82	118	0	209	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	63	0	0	191	21	30	0	52	0	0	0
Total Analysis Volume [veh/h]	170	251	0	0	763	82	118	0	209	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	0	4	0	0	2	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.494

Intersection Level Of Service Report
#16: Kellogg Dr / Imperial Hwy (West)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.528

Intersection Setup

Name				Kellogg Dr								
Approach	Northbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name				Kellogg Dr								
Base Volume Input [veh/h]	0	425	259	489	361	0	0	0	0	14	0	183
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	425	259	489	361	0	0	0	0	14	0	183
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	106	65	122	90	0	0	0	0	4	0	46
Total Analysis Volume [veh/h]	0	425	259	489	361	0	0	0	0	14	0	183
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	7	4	0	0	0	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.528

Intersection Level Of Service Report
#17: Fairmont Blvd / Bastanchury Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.736

Intersection Setup

Name	Fairmont Blvd			Fairmont Blvd			Bastanchury Rd			Bastanchury Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Fairmont Blvd			Fairmont Blvd			Bastanchury Rd			Bastanchury Rd		
Base Volume Input [veh/h]	329	131	47	48	294	320	149	395	260	121	524	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	329	131	47	48	294	320	149	395	260	121	524	14
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	82	33	12	12	74	80	37	99	65	30	131	4
Total Analysis Volume [veh/h]	329	131	47	48	294	320	149	395	260	121	524	14
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.736

Intersection Level Of Service Report
#18: Fairmont Blvd / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.579

Intersection Setup

Name				Fairmont Blvd			Yorba Linda Blvd			Yorba Linda Blvd		
Approach	Northbound			Southbound			Eastbound			Southwestbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name				Fairmont Blvd			Yorba Linda Blvd			Yorba Linda Blvd		
Base Volume Input [veh/h]	240	239	67	96	350	249	142	369	228	92	587	116
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	240	239	67	96	350	249	142	369	228	92	587	116
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	60	17	24	88	62	36	92	57	23	147	29
Total Analysis Volume [veh/h]	240	239	67	96	350	249	142	369	228	92	587	116
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	6	3	8	8	7	4	0
Auxiliary Signal Groups						3,6,7			1,5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.579

Intersection Level Of Service Report
#19: Fairmont Blvd / Paseo de las Palomas

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.324

Intersection Setup

Name			Paseo de las Palomas			
Approach	Northbound		Southwestbound		Southeastbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name			Paseo de las Palomas			
Base Volume Input [veh/h]	432	81	163	224	141	616
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	432	81	163	224	141	616
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	108	20	41	56	35	154
Total Analysis Volume [veh/h]	432	81	163	224	141	616
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	2	0	7	0	0	6
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.324

Intersection Level Of Service Report
#20: Fairmont Blvd / Village Center Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.448

Intersection Setup

Name	Nob Hill Dr			Village Center Dr								
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Nob Hill Dr			Village Center Dr								
Base Volume Input [veh/h]	13	1	12	613	0	92	5	465	213	50	888	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	1	12	613	0	92	5	465	213	50	888	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	153	0	23	1	116	53	13	222	2
Total Analysis Volume [veh/h]	13	1	12	613	0	92	5	465	213	50	888	8
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.448

Intersection Level Of Service Report
#21: Village Center Dr / Fairmont Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.056

Intersection Setup

Name	Village Center Dr		Fairmont Blvd		Fairmont Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	Village Center Dr		Fairmont Blvd		Fairmont Blvd	
Base Volume Input [veh/h]	18	29	46	35	40	137
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	29	46	35	40	137
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	7	12	9	10	34
Total Analysis Volume [veh/h]	18	29	46	35	40	137
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	5	0	8	0	0	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.056

Intersection Level Of Service Report
#22: Village Center Dr / Bastanchury Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.523

Intersection Setup

Name	Village Center Dr		Bastanchury Rd		Village Center Dr	
Approach	Northbound		Eastbound		Southwestbound	
Lane Configuration						
Turning Movement	Left	Thru	Left	Right	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	Village Center Dr		Bastanchury Rd		Village Center Dr	
Base Volume Input [veh/h]	561	80	46	436	201	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	561	80	46	436	201	98
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	140	20	12	109	50	25
Total Analysis Volume [veh/h]	561	80	46	436	201	98
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protected	Permissive	Protected	Overlap	Permissive	Permissive
Signal Group	5	2	3	8	6	0
Auxiliary Signal Groups				5,8		
Lead / Lag	Lead	-	Lead	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.523

Intersection Level Of Service Report
#23: Village Center Dr / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.499

Intersection Setup

Name	Village Center Dr			Village Center Dr			Yorba Linda Blvd			Yorba Linda Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Village Center Dr			Village Center Dr			Yorba Linda Blvd			Yorba Linda Blvd		
Base Volume Input [veh/h]	52	128	33	345	189	92	67	362	53	71	528	398
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	52	128	33	345	189	92	67	362	53	71	528	398
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	32	8	86	47	23	17	91	13	18	132	100
Total Analysis Volume [veh/h]	52	128	33	345	189	92	67	362	53	71	528	398
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.499

Intersection Level Of Service Report
#24: Village Center Dr / Paseo de las Palomas

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.218

Intersection Setup

Name	Village Center Dr			Paseo de las Palomas			Paseo de las Palomas			Village Center Dr		
Approach	Southbound			Eastbound			Westbound			Northwestbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Village Center Dr			Paseo de las Palomas			Paseo de las Palomas			Village Center Dr		
Base Volume Input [veh/h]	23	270	40	37	79	23	118	68	32	25	122	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	270	40	37	79	23	118	68	32	25	122	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	68	10	9	20	6	30	17	8	6	31	12
Total Analysis Volume [veh/h]	23	270	40	37	79	23	118	68	32	25	122	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	8	0	0	4	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.218

Intersection Level Of Service Report
#25: Paseo de las Palomas / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.334

Intersection Setup

Name	Paseo de las Palomas		Yorba Linda Blvd		Yorba Linda Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	Paseo de las Palomas		Yorba Linda Blvd		Yorba Linda Blvd	
Base Volume Input [veh/h]	32	125	630	25	85	844
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	125	630	25	85	844
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	31	158	6	21	211
Total Analysis Volume [veh/h]	32	125	630	25	85	844
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Protected	Permissive
Signal Group	5	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.334

Intersection Level Of Service Report
#26: Yorba Linda Blvd / San Antonio Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.473

Intersection Setup

Name			Yorba Linda Blvd		Yorba Linda Blvd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name			Yorba Linda Blvd		Yorba Linda Blvd	
Base Volume Input [veh/h]	151	141	40	842	925	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	151	141	40	842	925	48
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	35	10	211	231	12
Total Analysis Volume [veh/h]	151	141	40	842	925	48
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protected	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	1	0	3	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.473

Intersection Level Of Service Report
#27: Yorba Ranch Rd / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.483

Intersection Setup

Name	Yorba Linda Blvd			Yorba Ranch Rd								
Approach	Eastbound			Northeastbound			Southwestbound			Northwestbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Yorba Linda Blvd			Yorba Ranch Rd								
Base Volume Input [veh/h]	10	932	64	57	5	43	113	39	9	39	884	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	932	64	57	5	43	113	39	9	39	884	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	233	16	14	1	11	28	10	2	10	221	4
Total Analysis Volume [veh/h]	10	932	64	57	5	43	113	39	9	39	884	17
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	0	8	0	0	4	0	5	2	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.483

Intersection Level Of Service Report
#28: Yorba Ranch Rd / Esperanza Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.131

Intersection Setup

Name	Yorba Ranch Rd		Esperanza Rd			
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	Yorba Ranch Rd		Esperanza Rd			
Base Volume Input [veh/h]	21	154	57	303	261	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	154	57	303	261	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	39	14	76	65	1
Total Analysis Volume [veh/h]	21	154	57	303	261	3
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.131

Intersection Level Of Service Report
#29: Yorba Linda Blvd / La Palma Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.583

Intersection Setup

Name	Yorba Linda Blvd			La Palma Ave			La Palma Ave					
Approach	Westbound			Northeastbound			Southwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Yorba Linda Blvd			La Palma Ave			La Palma Ave					
Base Volume Input [veh/h]	99	591	269	34	156	327	299	96	451	339	1039	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	99	591	269	34	156	327	299	96	451	339	1039	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	148	67	9	39	82	75	24	113	85	260	5
Total Analysis Volume [veh/h]	99	591	269	34	156	327	299	96	451	339	1039	19
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	7	4	0	5	2	2	1	6	0	3	8	0
Auxiliary Signal Groups						2,3,7						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.583

Intersection Level Of Service Report
#30: Yorba Linda Blvd / Savi Ranch Pkwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.562

Intersection Setup

Name				Savi Ranch Pkwy			Yorba Linda Blvd			Yorba Linda Blvd		
Approach	Westbound			Northeastbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name				Savi Ranch Pkwy			Yorba Linda Blvd			Yorba Linda Blvd		
Base Volume Input [veh/h]	271	0	173	60	0	141	164	688	1293	386	1381	173
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	271	0	173	60	0	141	164	688	0	386	1381	173
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	0	43	15	0	35	41	172	0	97	345	43
Total Analysis Volume [veh/h]	271	0	173	60	0	141	164	688	0	386	1381	173
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	7	0	7	3	0	3	5	2	0	1	6	0
Auxiliary Signal Groups			1,7			3,5						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.562

Yorba Linda GPU CE

Vistro File: K:\...\Yorba Linda PM.vistro
Report File: K:\...\2 - BO Base PM.pdf

Scenario 2: BO 2035 PM
5/12/2016

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Rose Dr / Imperial Hwy	Signalized	ICU1	SBL	1.001	-	F
2	Rose Dr / Bastanchury Rd	Signalized	ICU1	NBL	0.663	-	B
3	Rose Dr / Yorba Linda Blvd	Signalized	ICU1	WBL	0.773	-	C
4	Bastanchury Rd / Imperial Hwy	Signalized	ICU1	SBL	0.775	-	C
5	Valley View Ave / Bastanchury Rd	Signalized	ICU1	EBL	0.606	-	B
6	Valley View Ave / Imperial Hwy	Signalized	ICU1	NBL	0.697	-	B
7	Valley View Ave / Yorba Linda Blvd	Signalized	ICU1	SBL	0.759	-	C
8	Richfield Rd / Yorba Linda Blvd	Signalized	ICU1	NBL	0.435	-	A
9	Richfield Rd / Buena Vista Ave	Signalized	ICU1	NBL	0.482	-	A
10	Lakeview Ave / Bastanchury Rd	Signalized	ICU1	WBL	0.529	-	A
11	Imperial Hwy / Yorba Linda Blvd	Signalized	ICU1	SBL	0.974	-	E
12	Lakeview Ave / Yorba Linda Blvd	Signalized	ICU1	NBL	0.580	-	A
13	Lakeview Ave / Buena Vista Ave	Signalized	ICU1	EBL	0.646	-	B
14	Kellogg Dr / Yorba Linda Blvd	Signalized	ICU1	WBL	0.385	-	A
15	Kellogg Dr / Imperial Hwy (East)	Signalized	ICU1	NBL	0.398	-	A
16	Kellogg Dr / Imperial Hwy (West)	Signalized	ICU1	SBL	0.343	-	A
17	Fairmont Blvd / Bastanchury Rd	Signalized	ICU1	EBL	0.567	-	A
18	Fairmont Blvd / Yorba Linda Blvd	Signalized	ICU1	NBL	0.553	-	A
19	Fairmont Blvd / Paseo de las Palomas	Signalized	ICU1	SBL	0.340	-	A

20	Fairmont Blvd / Village Center Dr	Signalized	ICU1	WBL	0.523	-	A
21	Village Center Dr / Fairmont Blvd	Signalized	ICU1	NBR	0.059	-	A
22	Village Center Dr / Bastanchury Rd	Signalized	ICU1	NBL	0.501	-	A
23	Village Center Dr / Yorba Linda Blvd	Signalized	ICU1	SBL	0.552	-	A
24	Village Center Dr / Paseo de las Palomas	Signalized	ICU1	WBL	0.195	-	A
25	Paseo de las Palomas / Yorba Linda Blvd	Signalized	ICU1	WBL	0.470	-	A
26	Yorba Linda Blvd / San Antonio Rd	Signalized	ICU1	EBL	0.476	-	A
27	Yorba Ranch Rd / Yorba Linda Blvd	Signalized	ICU1	NBL	0.469	-	A
28	Yorba Ranch Rd / Esperanza Rd	Signalized	ICU1	EBL	0.201	-	A
29	Yorba Linda Blvd / La Palma Ave	Signalized	ICU1	SBL	0.715	-	C
30	Yorba Linda Blvd / Savi Ranch Pkwy	Signalized	ICU1	WBL	1.059	-	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#1: Rose Dr / Imperial Hwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.001

Intersection Setup

Name	Rose Dr						Imperial Hwy					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rose Dr						Imperial Hwy					
Base Volume Input [veh/h]	298	620	76	774	378	38	65	1009	134	163	1082	759
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	298	620	76	774	378	38	65	1009	134	163	1082	759
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	75	155	19	194	95	10	16	252	34	41	271	190
Total Analysis Volume [veh/h]	298	620	76	774	378	38	65	1009	134	163	1082	759
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.001

Intersection Level Of Service Report
#2: Rose Dr / Bastanchury Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.663

Intersection Setup

Name	Rose Dr			Rose Dr			Bastanchury Rd			Bastanchury Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rose Dr			Rose Dr			Bastanchury Rd			Bastanchury Rd		
Base Volume Input [veh/h]	164	919	107	91	584	120	104	631	74	77	474	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	164	919	107	91	584	120	104	631	74	77	474	62
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	230	27	23	146	30	26	158	19	19	119	16
Total Analysis Volume [veh/h]	164	919	107	91	584	120	104	631	74	77	474	62
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.663

Intersection Level Of Service Report
#3: Rose Dr / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.773

Intersection Setup

Name	Rose Dr			Rose Dr			Yorba Linda Blvd			Yorba Linda Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rose Dr			Rose Dr			Yorba Linda Blvd			Yorba Linda Blvd		
Base Volume Input [veh/h]	219	967	226	124	526	92	115	651	95	223	545	142
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	219	967	226	124	526	92	115	651	95	223	545	142
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	242	57	31	132	23	29	163	24	56	136	36
Total Analysis Volume [veh/h]	219	967	226	124	526	92	115	651	95	223	545	142
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.773

Intersection Level Of Service Report
#4: Bastanchury Rd / Imperial Hwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.775

Intersection Setup

Name	Imperial Hwy						Bastanchury Rd			Bastanchury Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Imperial Hwy						Bastanchury Rd			Bastanchury Rd		
Base Volume Input [veh/h]	283	1647	0	512	1539	9	12	433	265	6	265	282
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	283	1647	0	512	1539	9	12	433	265	6	265	282
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	71	412	0	128	385	2	3	108	66	2	66	71
Total Analysis Volume [veh/h]	283	1647	0	512	1539	9	12	433	265	6	265	282
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal Group	5	2	0	1	6	0	0	8	0	0	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.775

Intersection Level Of Service Report
#5: Valley View Ave / Bastanchury Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.606

Intersection Setup

Name	Valley View Ave			Valley View Ave			Bastanchury Rd			Bastanchury Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley View Ave			Valley View Ave			Bastanchury Rd			Bastanchury Rd		
Base Volume Input [veh/h]	13	340	89	62	230	208	274	654	27	40	395	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	340	89	62	230	208	274	654	27	40	395	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	85	22	16	58	52	69	164	7	10	99	8
Total Analysis Volume [veh/h]	13	340	89	62	230	208	274	654	27	40	395	31
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.606

Intersection Level Of Service Report
#6: Valley View Ave / Imperial Hwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.697

Intersection Setup

Name				Valley View Ave			Imperial Hwy					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name				Valley View Ave			Imperial Hwy					
Base Volume Input [veh/h]	290	211	37	112	128	9	17	1701	214	39	1786	125
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	290	211	37	112	128	9	17	1701	214	39	1786	125
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	73	53	9	28	32	2	4	425	54	10	447	31
Total Analysis Volume [veh/h]	290	211	37	112	128	9	17	1701	214	39	1786	125
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.697

Intersection Level Of Service Report
#7: Valley View Ave / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.759

Intersection Setup

Name	Valley View Ave						Yorba Linda Blvd			Yorba Linda Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley View Ave						Yorba Linda Blvd			Yorba Linda Blvd		
Base Volume Input [veh/h]	84	80	36	303	67	205	315	754	110	44	774	415
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	80	36	303	67	205	315	754	110	44	774	415
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	20	9	76	17	51	79	189	28	11	194	104
Total Analysis Volume [veh/h]	84	80	36	303	67	205	315	754	110	44	774	415
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.759

Intersection Level Of Service Report
#8: Richfield Rd / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.435

Intersection Setup

Name	Richfield Rd			Richfield Rd			Yorba Linda Blvd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Richfield Rd			Richfield Rd			Yorba Linda Blvd					
Base Volume Input [veh/h]	381	1	140	2	1	2	3	718	224	109	707	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	381	1	140	2	1	2	3	718	224	109	707	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	95	0	35	1	0	1	1	180	56	27	177	1
Total Analysis Volume [veh/h]	381	1	140	2	1	2	3	718	224	109	707	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.435

Intersection Level Of Service Report
#9: Richfield Rd / Buena Vista Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.482

Intersection Setup

Name	Richfield Rd			Richfield Rd			Buena Vista Ave			Buena Vista Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Richfield Rd			Richfield Rd			Buena Vista Ave			Buena Vista Ave		
Base Volume Input [veh/h]	110	605	133	68	308	71	97	267	79	81	149	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	110	605	133	68	308	71	97	267	79	81	149	72
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	151	33	17	77	18	24	67	20	20	37	18
Total Analysis Volume [veh/h]	110	605	133	68	308	71	97	267	79	81	149	72
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.482

Intersection Level Of Service Report
#10: Lakeview Ave / Bastanchury Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.529

Intersection Setup

Name	Lakeview Ave			Lakeview Ave			Bastanchury Rd			Bastanchury Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Lakeview Ave			Lakeview Ave			Bastanchury Rd			Bastanchury Rd		
Base Volume Input [veh/h]	97	146	184	63	99	16	29	660	104	138	445	77
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	97	146	184	63	99	16	29	660	104	138	445	77
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	37	46	16	25	4	7	165	26	35	111	19
Total Analysis Volume [veh/h]	97	146	184	63	99	16	29	660	104	138	445	77
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.529

Intersection Level Of Service Report
#11: Imperial Hwy / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.974

Intersection Setup

Name										Yorba Linda Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name										Yorba Linda Blvd		
Base Volume Input [veh/h]	373	1218	265	449	1386	41	87	517	458	301	524	446
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	373	1218	265	449	1386	41	87	517	458	301	524	446
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	93	305	66	112	347	10	22	129	115	75	131	112
Total Analysis Volume [veh/h]	373	1218	265	449	1386	41	87	517	458	301	524	446
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	5	2	0	1	6	0	3	8	0	7	4	4
Auxiliary Signal Groups												1,4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.974

Intersection Level Of Service Report
#12: Lakeview Ave / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.580

Intersection Setup

Name	Lakeview Ave			Lakeview Ave			Yorba Linda Blvd			Lakeview Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Lakeview Ave			Lakeview Ave			Yorba Linda Blvd			Lakeview Ave		
Base Volume Input [veh/h]	294	470	215	221	175	242	115	607	36	54	928	103
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	294	470	215	221	175	242	115	607	36	54	928	103
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	74	118	54	55	44	61	29	152	9	14	232	26
Total Analysis Volume [veh/h]	294	470	215	221	175	242	115	607	36	54	928	103
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.580

Intersection Level Of Service Report
#13: Lakeview Ave / Buena Vista Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.646

Intersection Setup

Name	Lakeview Ave			Lakeview Ave			Buena Vista Ave			Buena Vista Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Lakeview Ave			Lakeview Ave			Buena Vista Ave			Buena Vista Ave		
Base Volume Input [veh/h]	77	605	58	41	170	128	276	80	26	10	63	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	605	58	41	170	128	276	80	26	10	63	48
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	151	15	10	43	32	69	20	7	3	16	12
Total Analysis Volume [veh/h]	77	605	58	41	170	128	276	80	26	10	63	48
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.646

Intersection Level Of Service Report
#14: Kellogg Dr / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.385

Intersection Setup

Name					Yorba Linda Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name					Yorba Linda Blvd	
Base Volume Input [veh/h]	49	178	1066	80	209	791
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	49	178	1066	80	209	791
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	45	267	20	52	198
Total Analysis Volume [veh/h]	49	178	1066	80	209	791
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Protected	Permissive
Signal Group	5	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.385

Intersection Level Of Service Report
#15: Kellogg Dr / Imperial Hwy (East)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.398

Intersection Setup

Name	Kellogg Dr											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Kellogg Dr											
Base Volume Input [veh/h]	172	258	0	0	427	65	0	0	0	138	0	481
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	172	258	0	0	427	65	0	0	0	138	0	481
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	65	0	0	107	16	0	0	0	35	0	120
Total Analysis Volume [veh/h]	172	258	0	0	427	65	0	0	0	138	0	481
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	0	4	0	0	0	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.398

Intersection Level Of Service Report
#16: Kellogg Dr / Imperial Hwy (West)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.343

Intersection Setup

Name				Kellogg Dr								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name				Kellogg Dr								
Base Volume Input [veh/h]	0	353	79	265	301	0	67	1	200	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	353	79	265	301	0	67	1	200	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	88	20	66	75	0	17	0	50	0	0	0
Total Analysis Volume [veh/h]	0	353	79	265	301	0	67	1	200	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	7	4	0	0	6	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.343

Intersection Level Of Service Report
#17: Fairmont Blvd / Bastanchury Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.567

Intersection Setup

Name	Fairmont Blvd			Fairmont Blvd			Bastanchury Rd			Bastanchury Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Fairmont Blvd			Fairmont Blvd			Bastanchury Rd			Bastanchury Rd		
Base Volume Input [veh/h]	190	175	45	22	108	152	226	452	285	74	475	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	190	175	45	22	108	152	226	452	285	74	475	44
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	44	11	6	27	38	57	113	71	19	119	11
Total Analysis Volume [veh/h]	190	175	45	22	108	152	226	452	285	74	475	44
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.567

Intersection Level Of Service Report
#18: Fairmont Blvd / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.553

Intersection Setup

Name				Fairmont Blvd			Yorba Linda Blvd			Yorba Linda Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name				Fairmont Blvd			Yorba Linda Blvd			Yorba Linda Blvd		
Base Volume Input [veh/h]	244	228	67	135	238	133	220	623	258	79	599	74
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	244	228	67	135	238	133	220	623	258	79	599	74
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	57	17	34	60	33	55	156	65	20	150	19
Total Analysis Volume [veh/h]	244	228	67	135	238	133	220	623	258	79	599	74
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	6	3	8	8	7	4	0
Auxiliary Signal Groups						3,6,7			1,5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.553

Intersection Level Of Service Report
#19: Fairmont Blvd / Paseo de las Palomas

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.340

Intersection Setup

Name					Paseo de las Palomas	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name					Paseo de las Palomas	
Base Volume Input [veh/h]	480	133	175	373	99	124
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	480	133	175	373	99	124
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	120	33	44	93	25	31
Total Analysis Volume [veh/h]	480	133	175	373	99	124
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Protected	Permissive
Signal Group	2	0	0	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.340

Intersection Level Of Service Report
#20: Fairmont Blvd / Village Center Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.523

Intersection Setup

Name							Nob Hill Dr			Village Center Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name							Nob Hill Dr			Village Center Dr		
Base Volume Input [veh/h]	10	697	538	46	445	12	9	2	6	310	3	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	697	538	46	445	12	9	2	6	310	3	30
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	174	135	12	111	3	2	1	2	78	1	8
Total Analysis Volume [veh/h]	10	697	538	46	445	12	9	2	6	310	3	30
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.523

Intersection Level Of Service Report
#21: Village Center Dr / Fairmont Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.059

Intersection Setup

Name	Village Center Dr		Fairmont Blvd		Fairmont Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	Village Center Dr		Fairmont Blvd		Fairmont Blvd	
Base Volume Input [veh/h]	33	57	72	23	31	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	57	72	23	31	62
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	14	18	6	8	16
Total Analysis Volume [veh/h]	33	57	72	23	31	62
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	5	0	8	0	0	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.059

Intersection Level Of Service Report
#22: Village Center Dr / Bastanchury Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.501

Intersection Setup

Name	Village Center Dr		Village Center Dr		Bastanchury Rd	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	Village Center Dr		Village Center Dr		Bastanchury Rd	
Base Volume Input [veh/h]	571	136	108	53	70	442
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	571	136	108	53	70	442
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	143	34	27	13	18	111
Total Analysis Volume [veh/h]	571	136	108	53	70	442
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Protected	Overlap
Signal Group	5	2	6	0	3	8
Auxiliary Signal Groups						5,8
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.501

Intersection Level Of Service Report
#23: Village Center Dr / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.552

Intersection Setup

Name	Village Center Dr			Village Center Dr			Yorba Linda Blvd			Yorba Linda Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Village Center Dr			Village Center Dr			Yorba Linda Blvd			Yorba Linda Blvd		
Base Volume Input [veh/h]	30	249	95	393	274	75	120	574	62	117	440	172
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	249	95	393	274	75	120	574	62	117	440	172
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	62	24	98	69	19	30	144	16	29	110	43
Total Analysis Volume [veh/h]	30	249	95	393	274	75	120	574	62	117	440	172
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.552

Intersection Level Of Service Report
#24: Village Center Dr / Paseo de las Palomas

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.195

Intersection Setup

Name	Village Center Dr			Village Center Dr			Paseo de las Palomas			Paseo de las Palomas		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Village Center Dr			Village Center Dr			Paseo de las Palomas			Paseo de las Palomas		
Base Volume Input [veh/h]	13	227	138	37	181	33	32	59	19	53	54	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	227	138	37	181	33	32	59	19	53	54	20
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	57	35	9	45	8	8	15	5	13	14	5
Total Analysis Volume [veh/h]	13	227	138	37	181	33	32	59	19	53	54	20
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.195

Intersection Level Of Service Report
#25: Paseo de las Palomas / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.470

Intersection Setup

Name	Paseo de las Palomas		Yorba Linda Blvd		Yorba Linda Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	Paseo de las Palomas		Yorba Linda Blvd		Yorba Linda Blvd	
Base Volume Input [veh/h]	41	160	921	35	153	882
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	160	921	35	153	882
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	40	230	9	38	221
Total Analysis Volume [veh/h]	41	160	921	35	153	882
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Protected	Permissive
Signal Group	5	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.470

Intersection Level Of Service Report
#26: Yorba Linda Blvd / San Antonio Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.476

Intersection Setup

Name			Yorba Linda Blvd		Yorba Linda Blvd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name			Yorba Linda Blvd		Yorba Linda Blvd	
Base Volume Input [veh/h]	62	87	107	960	920	106
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	62	87	107	960	920	106
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	22	27	240	230	27
Total Analysis Volume [veh/h]	62	87	107	960	920	106
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protected	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	1	0	3	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.476

Intersection Level Of Service Report
#27: Yorba Ranch Rd / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.469

Intersection Setup

Name	Yorba Ranch Rd						Yorba Linda Blvd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Yorba Ranch Rd						Yorba Linda Blvd					
Base Volume Input [veh/h]	71	19	41	9	25	15	57	910	68	46	941	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	71	19	41	9	25	15	57	910	68	46	941	64
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	5	10	2	6	4	14	228	17	12	235	16
Total Analysis Volume [veh/h]	71	19	41	9	25	15	57	910	68	46	941	64
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	1	6	0	5	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.469

Intersection Level Of Service Report
#28: Yorba Ranch Rd / Esperanza Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.201

Intersection Setup

Name	Yorba Ranch Rd		Esperanza Rd			
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	Yorba Ranch Rd		Esperanza Rd			
Base Volume Input [veh/h]	15	107	149	391	286	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	107	149	391	286	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	27	37	98	72	7
Total Analysis Volume [veh/h]	15	107	149	391	286	28
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.201

Intersection Level Of Service Report
#29: Yorba Linda Blvd / La Palma Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.715

Intersection Setup

Name	Yorba Linda Blvd						La Palma Ave			La Palma Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Yorba Linda Blvd						La Palma Ave			La Palma Ave		
Base Volume Input [veh/h]	345	1124	589	420	389	43	77	570	282	281	193	364
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	345	1124	589	420	389	43	77	570	282	281	193	364
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	86	281	147	105	97	11	19	143	71	70	48	91
Total Analysis Volume [veh/h]	345	1124	589	420	389	43	77	570	282	281	193	364
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	7	4	0	3	8	0	5	2	2	1	6	0
Auxiliary Signal Groups									2,3,7			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.715

Intersection Level Of Service Report
#30: Yorba Linda Blvd / Savi Ranch Pkwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.059

Intersection Setup

Name	Yorba Linda Blvd			Yorba Linda Blvd			Savi Ranch Pkwy					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Yorba Linda Blvd			Yorba Linda Blvd			Savi Ranch Pkwy					
Base Volume Input [veh/h]	157	816	949	277	720	180	34	0	167	708	0	327
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	157	816	949	277	720	180	34	0	167	708	0	327
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	204	237	69	180	45	9	0	42	177	0	82
Total Analysis Volume [veh/h]	157	816	949	277	720	180	34	0	167	708	0	327
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.059

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Rose Dr / Imperial Hwy	Signalized	ICU1	SBL	0.738	-	C
2	Rose Dr / Bastanchury Rd	Signalized	ICU1	SBL	0.677	-	B
3	Rose Dr / Yorba Linda Blvd	Signalized	ICU1	WBL	0.783	-	C
4	Bastanchury Rd / Imperial Hwy	Signalized	ICU1	NWBL	0.887	-	D
5	Valley View Ave / Bastanchury Rd	Signalized	ICU1	EBL	0.635	-	B
6	Valley View Ave / Imperial Hwy	Signalized	ICU1	SBL	0.656	-	B
7	Valley View Ave / Yorba Linda Blvd	Signalized	ICU1	SBL	0.580	-	A
8	Richfield Rd / Yorba Linda Blvd	Signalized	ICU1	NBL	0.478	-	A
9	Richfield Rd / Buena Vista Ave	Signalized	ICU1	NBL	0.532	-	A
10	Lakeview Ave / Bastanchury Rd	Signalized	ICU1	WBL	0.416	-	A
11	Imperial Hwy / Yorba Linda Blvd	Signalized	ICU1	NWBL	0.991	-	E
12	Lakeview Ave / Yorba Linda Blvd	Signalized	ICU1	WBL	0.531	-	A
13	Lakeview Ave / Buena Vista Ave	Signalized	ICU1	EBL	0.592	-	A
14	Kellogg Dr / Yorba Linda Blvd	Signalized	ICU1	WBL	0.390	-	A
15	Kellogg Dr / Imperial Hwy (East)	Signalized	ICU1	NEBL	0.500	-	A
16	Kellogg Dr / Imperial Hwy (West)	Signalized	ICU1	SWBL	0.530	-	A
17	Fairmont Blvd / Bastanchury Rd	Signalized	ICU1	NBL	0.736	-	C
18	Fairmont Blvd / Yorba Linda Blvd	Signalized	ICU1	NBL	0.615	-	B
19	Fairmont Blvd / Paseo de las Palomas	Signalized	ICU1	SWBL	0.327	-	A

20	Fairmont Blvd / Village Center Dr	Signalized	ICU1	SWBL	0.448	-	A
21	Village Center Dr / Fairmont Blvd	Signalized	ICU1	NBR	0.056	-	A
22	Village Center Dr / Bastanchury Rd	Signalized	ICU1	NBL	0.523	-	A
23	Village Center Dr / Yorba Linda Blvd	Signalized	ICU1	SBL	0.499	-	A
24	Village Center Dr / Paseo de las Palomas	Signalized	ICU1	WBL	0.218	-	A
25	Paseo de las Palomas / Yorba Linda Blvd	Signalized	ICU1	WBL	0.438	-	A
26	Yorba Linda Blvd / San Antonio Rd	Signalized	ICU1	SBL	0.551	-	A
27	Yorba Ranch Rd / Yorba Linda Blvd	Signalized	ICU1	SWBL	0.639	-	B
28	Yorba Ranch Rd / Esperanza Rd	Signalized	ICU1	EBL	0.184	-	A
29	Yorba Linda Blvd / La Palma Ave	Signalized	ICU1	SEBL	0.787	-	C
30	Yorba Linda Blvd / Savi Ranch Pkwy	Signalized	ICU1	SEBL	1.177	-	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#1: Rose Dr / Imperial Hwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.738

Intersection Setup

Name	Rose Dr									Imperial Hwy		
Approach	Northbound			Southbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rose Dr									Imperial Hwy		
Base Volume Input [veh/h]	267	236	106	678	701	38	206	1400	534	107	883	143
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	15	0	11	5	0	21	0	0	17	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	267	236	121	678	712	43	206	1421	534	107	900	143
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	67	59	30	170	178	11	52	355	134	27	225	36
Total Analysis Volume [veh/h]	267	236	121	678	712	43	206	1421	534	107	900	143
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.738

Intersection Level Of Service Report
#2: Rose Dr / Bastanchury Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.677

Intersection Setup

Name	Rose Dr			Rose Dr			Bastanchury Rd			Bastanchury Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rose Dr			Rose Dr			Bastanchury Rd			Bastanchury Rd		
Base Volume Input [veh/h]	106	516	91	174	800	105	100	491	133	90	675	95
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	8	0	0	6	5	7	4	0	0	3	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	106	524	91	174	806	110	107	495	133	90	678	95
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	131	23	44	202	28	27	124	33	23	170	24
Total Analysis Volume [veh/h]	106	524	91	174	806	110	107	495	133	90	678	95
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.677

Intersection Level Of Service Report
#3: Rose Dr / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.783

Intersection Setup

Name	Rose Dr			Rose Dr			Yorba Linda Blvd			Yorba Linda Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rose Dr			Rose Dr			Yorba Linda Blvd			Yorba Linda Blvd		
Base Volume Input [veh/h]	129	629	143	81	936	55	76	474	98	330	750	109
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	4	0	3	3	4	8	0	3	7	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	129	633	147	81	939	58	80	482	98	333	757	109
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	158	37	20	235	15	20	121	25	83	189	27
Total Analysis Volume [veh/h]	129	633	147	81	939	58	80	482	98	333	757	109
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.783

Intersection Level Of Service Report
#4: Bastanchury Rd / Imperial Hwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.887

Intersection Setup

Name	Bastanchury Rd			Bastanchury Rd			Imperial Hwy					
Approach	Eastbound			Westbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Bastanchury Rd			Bastanchury Rd			Imperial Hwy					
Base Volume Input [veh/h]	19	211	321	8	513	685	292	1500	5	237	1502	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	4	0	0	0	3	43	0	0	27	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	211	325	8	513	685	295	1543	5	237	1529	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	53	81	2	128	171	74	386	1	59	382	2
Total Analysis Volume [veh/h]	19	211	325	8	513	685	295	1543	5	237	1529	9
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	4	5	2	0	1	6	0
Auxiliary Signal Groups						4,5						
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.887

Intersection Level Of Service Report
#5: Valley View Ave / Bastanchury Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.635

Intersection Setup

Name	Valley View Ave			Valley View Ave			Bastanchury Rd			Bastanchury Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley View Ave			Valley View Ave			Bastanchury Rd			Bastanchury Rd		
Base Volume Input [veh/h]	19	166	35	77	410	382	129	279	12	49	741	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	166	35	77	410	382	129	279	12	49	741	44
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	42	9	19	103	96	32	70	3	12	185	11
Total Analysis Volume [veh/h]	19	166	35	77	410	382	129	279	12	49	741	44
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.635

Intersection Level Of Service Report
#6: Valley View Ave / Imperial Hwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.656

Intersection Setup

Name				Valley View Ave						Imperial Hwy		
Approach	Northbound			Southbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name				Valley View Ave						Imperial Hwy		
Base Volume Input [veh/h]	142	132	53	165	268	13	23	1720	85	13	1590	329
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	46	0	0	31	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	142	132	53	165	268	13	23	1766	85	13	1621	329
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	33	13	41	67	3	6	442	21	3	405	82
Total Analysis Volume [veh/h]	142	132	53	165	268	13	23	1766	85	13	1621	329
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.656

Intersection Level Of Service Report
#7: Valley View Ave / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.580

Intersection Setup

Name	Valley View Ave						Yorba Linda Blvd			Yorba Linda Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley View Ave						Yorba Linda Blvd			Yorba Linda Blvd		
Base Volume Input [veh/h]	51	49	32	376	60	235	157	521	78	39	721	243
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	12	0	0	10	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	51	49	32	376	60	235	157	533	78	39	731	243
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	12	8	94	15	59	39	133	20	10	183	61
Total Analysis Volume [veh/h]	51	49	32	376	60	235	157	533	78	39	731	243
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.580

Intersection Level Of Service Report
#8: Richfield Rd / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.478

Intersection Setup

Name	Richfield Rd			Richfield Rd			Yorba Linda Blvd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Richfield Rd			Richfield Rd			Yorba Linda Blvd					
Base Volume Input [veh/h]	216	5	148	0	4	6	4	582	327	195	667	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	12	0	0	10	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	216	5	148	0	4	6	4	594	327	195	677	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	1	37	0	1	2	1	149	82	49	169	1
Total Analysis Volume [veh/h]	216	5	148	0	4	6	4	594	327	195	677	3
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.478

Intersection Level Of Service Report
#9: Richfield Rd / Buena Vista Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.532

Intersection Setup

Name	Richfield Rd			Richfield Rd			Buena Vista Ave			Buena Vista Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Richfield Rd			Richfield Rd			Buena Vista Ave			Buena Vista Ave		
Base Volume Input [veh/h]	119	279	90	71	574	81	64	193	113	171	284	88
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	119	279	90	71	574	81	64	193	113	171	284	88
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	70	23	18	144	20	16	48	28	43	71	22
Total Analysis Volume [veh/h]	119	279	90	71	574	81	64	193	113	171	284	88
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.532

Intersection Level Of Service Report
#10: Lakeview Ave / Bastanchury Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.416

Intersection Setup

Name	Lakeview Ave			Lakeview Ave			Bastanchury Rd			Bastanchury Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Lakeview Ave			Lakeview Ave			Bastanchury Rd			Bastanchury Rd		
Base Volume Input [veh/h]	92	50	97	46	126	41	13	289	46	159	667	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	50	97	46	126	41	13	289	46	159	667	43
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	13	24	12	32	10	3	72	12	40	167	11
Total Analysis Volume [veh/h]	92	50	97	46	126	41	13	289	46	159	667	43
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.416

Intersection Level Of Service Report
#11: Imperial Hwy / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.991

Intersection Setup

Name				Yorba Linda Blvd								
Approach	Eastbound			Westbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name				Yorba Linda Blvd								
Base Volume Input [veh/h]	20	285	354	221	439	289	361	1114	235	296	1665	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	57	0	6	0	22	5	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	285	354	221	439	346	361	1120	235	318	1670	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	71	89	55	110	87	90	280	59	80	418	9
Total Analysis Volume [veh/h]	20	285	354	221	439	346	361	1120	235	318	1670	37
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	4	5	2	0	1	6	0
Auxiliary Signal Groups						1,4,5						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.991

Intersection Level Of Service Report
#12: Lakeview Ave / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.531

Intersection Setup

Name	Lakeview Ave			Yorba Linda Blvd			Yorba Linda Blvd			Lakeview Ave		
Approach	Southbound			Eastbound			Westbound			Northeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Lakeview Ave			Yorba Linda Blvd			Yorba Linda Blvd			Lakeview Ave		
Base Volume Input [veh/h]	54	461	82	170	321	152	303	390	47	53	182	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	0	0	22	0	0	57	0	0	8	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	467	82	170	343	152	303	447	47	53	190	59
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	117	21	43	86	38	76	112	12	13	48	15
Total Analysis Volume [veh/h]	54	467	82	170	343	152	303	447	47	53	190	59
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	3	8	0	7	4	0	5	2	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.531

Intersection Level Of Service Report
#13: Lakeview Ave / Buena Vista Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.592

Intersection Setup

Name	Lakeview Ave			Lakeview Ave			Buena Vista Ave			Buena Vista Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Lakeview Ave			Lakeview Ave			Buena Vista Ave			Buena Vista Ave		
Base Volume Input [veh/h]	37	274	25	92	512	382	218	104	30	79	152	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	8	0	0	6	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	282	25	92	518	382	218	104	30	79	152	90
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	71	6	23	130	96	55	26	8	20	38	23
Total Analysis Volume [veh/h]	37	282	25	92	518	382	218	104	30	79	152	90
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.592

Intersection Level Of Service Report
#14: Kellogg Dr / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.390

Intersection Setup

Name					Yorba Linda Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name					Yorba Linda Blvd	
Base Volume Input [veh/h]	127	160	522	66	285	1029
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	10	6	170	9	18	152
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	137	166	692	75	303	1181
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	42	173	19	76	295
Total Analysis Volume [veh/h]	137	166	692	75	303	1181
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Protected	Permissive
Signal Group	5	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.390

Intersection Level Of Service Report
#15: Kellogg Dr / Imperial Hwy (East)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.500

Intersection Setup

Name	Kellogg Dr											
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Kellogg Dr											
Base Volume Input [veh/h]	170	251	0	0	763	82	118	0	209	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	0	0	18	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	170	257	0	0	781	82	118	0	209	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	64	0	0	195	21	30	0	52	0	0	0
Total Analysis Volume [veh/h]	170	257	0	0	781	82	118	0	209	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	0	4	0	0	2	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.500

Intersection Level Of Service Report
#16: Kellogg Dr / Imperial Hwy (West)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.530

Intersection Setup

Name				Kellogg Dr								
Approach	Northbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name				Kellogg Dr								
Base Volume Input [veh/h]	0	425	259	489	361	0	0	0	0	14	0	183
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	0	0	18	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	431	259	489	379	0	0	0	0	14	0	183
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	108	65	122	95	0	0	0	0	4	0	46
Total Analysis Volume [veh/h]	0	431	259	489	379	0	0	0	0	14	0	183
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	7	4	0	0	0	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.530

Intersection Level Of Service Report
#17: Fairmont Blvd / Bastanchury Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.736

Intersection Setup

Name	Fairmont Blvd			Fairmont Blvd			Bastanchury Rd			Bastanchury Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Fairmont Blvd			Fairmont Blvd			Bastanchury Rd			Bastanchury Rd		
Base Volume Input [veh/h]	329	131	47	48	294	320	149	395	260	121	524	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	329	131	47	48	294	320	149	395	260	121	524	14
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	82	33	12	12	74	80	37	99	65	30	131	4
Total Analysis Volume [veh/h]	329	131	47	48	294	320	149	395	260	121	524	14
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.736

Intersection Level Of Service Report
#18: Fairmont Blvd / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.615

Intersection Setup

Name				Fairmont Blvd			Yorba Linda Blvd			Yorba Linda Blvd		
Approach	Northbound			Southbound			Eastbound			Southwestbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name				Fairmont Blvd			Yorba Linda Blvd			Yorba Linda Blvd		
Base Volume Input [veh/h]	240	239	67	96	350	249	142	369	228	92	587	116
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	10	0	189	0	0	0	0	164	12	87	160	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	250	239	256	96	350	249	142	533	240	179	747	116
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	60	64	24	88	62	36	133	60	45	187	29
Total Analysis Volume [veh/h]	250	239	256	96	350	249	142	533	240	179	747	116
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	6	3	8	8	7	4	0
Auxiliary Signal Groups						3,6,7			1,5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.615

Intersection Level Of Service Report
#19: Fairmont Blvd / Paseo de las Palomas

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.327

Intersection Setup

Name			Paseo de las Palomas			
Approach	Northbound		Southwestbound		Southeastbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name			Paseo de las Palomas			
Base Volume Input [veh/h]	432	81	163	224	141	616
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	10	0	0	0	0	12
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	442	81	163	224	141	628
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	111	20	41	56	35	157
Total Analysis Volume [veh/h]	442	81	163	224	141	628
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	2	0	7	0	0	6
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.327

Intersection Level Of Service Report
#20: Fairmont Blvd / Village Center Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.448

Intersection Setup

Name	Nob Hill Dr			Village Center Dr								
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Nob Hill Dr			Village Center Dr								
Base Volume Input [veh/h]	13	1	12	613	0	92	5	465	213	50	888	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	1	12	613	0	92	5	465	213	50	888	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	153	0	23	1	116	53	13	222	2
Total Analysis Volume [veh/h]	13	1	12	613	0	92	5	465	213	50	888	8
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.448

Intersection Level Of Service Report
#21: Village Center Dr / Fairmont Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.056

Intersection Setup

Name	Village Center Dr		Fairmont Blvd		Fairmont Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	Village Center Dr		Fairmont Blvd		Fairmont Blvd	
Base Volume Input [veh/h]	18	29	46	35	40	137
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	29	46	35	40	137
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	7	12	9	10	34
Total Analysis Volume [veh/h]	18	29	46	35	40	137
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	5	0	8	0	0	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.056

Intersection Level Of Service Report
#22: Village Center Dr / Bastanchury Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.523

Intersection Setup

Name	Village Center Dr		Bastanchury Rd		Village Center Dr	
Approach	Northbound		Eastbound		Southwestbound	
Lane Configuration						
Turning Movement	Left	Thru	Left	Right	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	Village Center Dr		Bastanchury Rd		Village Center Dr	
Base Volume Input [veh/h]	561	80	46	436	201	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	561	80	46	436	201	98
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	140	20	12	109	50	25
Total Analysis Volume [veh/h]	561	80	46	436	201	98
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protected	Permissive	Protected	Overlap	Permissive	Permissive
Signal Group	5	2	3	8	6	0
Auxiliary Signal Groups				5,8		
Lead / Lag	Lead	-	Lead	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.523

Intersection Level Of Service Report
#23: Village Center Dr / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.499

Intersection Setup

Name	Village Center Dr			Village Center Dr			Yorba Linda Blvd			Yorba Linda Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Village Center Dr			Village Center Dr			Yorba Linda Blvd			Yorba Linda Blvd		
Base Volume Input [veh/h]	52	128	33	345	189	92	67	362	53	71	528	398
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	353	0	0	247	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	52	128	33	345	189	92	67	715	53	71	775	398
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	32	8	86	47	23	17	179	13	18	194	100
Total Analysis Volume [veh/h]	52	128	33	345	189	92	67	715	53	71	775	398
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.499

Intersection Level Of Service Report
#24: Village Center Dr / Paseo de las Palomas

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.218

Intersection Setup

Name	Village Center Dr			Paseo de las Palomas			Paseo de las Palomas			Village Center Dr		
Approach	Southbound			Eastbound			Westbound			Northwestbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Village Center Dr			Paseo de las Palomas			Paseo de las Palomas			Village Center Dr		
Base Volume Input [veh/h]	23	270	40	37	79	23	118	68	32	25	122	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	270	40	37	79	23	118	68	32	25	122	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	68	10	9	20	6	30	17	8	6	31	12
Total Analysis Volume [veh/h]	23	270	40	37	79	23	118	68	32	25	122	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	8	0	0	4	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.218

Intersection Level Of Service Report
#25: Paseo de las Palomas / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.438

Intersection Setup

Name	Paseo de las Palomas		Yorba Linda Blvd		Yorba Linda Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	Paseo de las Palomas		Yorba Linda Blvd		Yorba Linda Blvd	
Base Volume Input [veh/h]	32	125	630	25	85	844
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	353	0	0	247
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	125	983	25	85	1091
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	31	246	6	21	273
Total Analysis Volume [veh/h]	32	125	983	25	85	1091
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Protected	Permissive
Signal Group	5	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.438

Intersection Level Of Service Report
#26: Yorba Linda Blvd / San Antonio Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.551

Intersection Setup

Name			Yorba Linda Blvd		Yorba Linda Blvd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name			Yorba Linda Blvd		Yorba Linda Blvd	
Base Volume Input [veh/h]	151	141	40	842	925	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	353	247	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	151	141	40	1195	1172	48
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	35	10	299	293	12
Total Analysis Volume [veh/h]	151	141	40	1195	1172	48
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protected	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	1	0	3	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.551

Intersection Level Of Service Report
#27: Yorba Ranch Rd / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.639

Intersection Setup

Name	Yorba Linda Blvd			Yorba Ranch Rd								
Approach	Eastbound			Northeastbound			Southwestbound			Northwestbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Yorba Linda Blvd			Yorba Ranch Rd								
Base Volume Input [veh/h]	10	932	64	57	5	43	113	39	9	39	884	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	45	308	0	0	6	0	0	18	128	0	119	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	1240	64	57	11	43	113	57	137	39	1003	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	310	16	14	3	11	28	14	34	10	251	4
Total Analysis Volume [veh/h]	55	1240	64	57	11	43	113	57	137	39	1003	17
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	0	8	0	0	4	0	5	2	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.639

Intersection Level Of Service Report
#28: Yorba Ranch Rd / Esperanza Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.184

Intersection Setup

Name	Yorba Ranch Rd		Esperanza Rd			
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	Yorba Ranch Rd		Esperanza Rd			
Base Volume Input [veh/h]	21	154	57	303	261	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	18	6	244	92	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	172	63	547	353	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	43	16	137	88	1
Total Analysis Volume [veh/h]	21	172	63	547	353	3
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.184

Intersection Level Of Service Report
#29: Yorba Linda Blvd / La Palma Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.787

Intersection Setup

Name	Yorba Linda Blvd			La Palma Ave			La Palma Ave					
Approach	Westbound			Northeastbound			Southwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Yorba Linda Blvd			La Palma Ave			La Palma Ave					
Base Volume Input [veh/h]	99	591	269	34	156	327	299	96	451	339	1039	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	345	0	0	0	0	0	0	0	0	927	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	99	936	269	34	156	327	299	96	451	339	1966	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	234	67	9	39	82	75	24	113	85	492	5
Total Analysis Volume [veh/h]	99	936	269	34	156	327	299	96	451	339	1966	19
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	7	4	0	5	2	2	1	6	0	3	8	0
Auxiliary Signal Groups						2,3,7						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.787

Intersection Level Of Service Report
#30: Yorba Linda Blvd / Savi Ranch Pkwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.177

Intersection Setup

Name				Savi Ranch Pkwy			Yorba Linda Blvd			Yorba Linda Blvd		
Approach	Westbound			Northeastbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name				Savi Ranch Pkwy			Yorba Linda Blvd			Yorba Linda Blvd		
Base Volume Input [veh/h]	271	0	173	60	0	141	164	688	1293	386	1381	173
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	141	0	294	0	0	0	0	51	366	785	142	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	412	0	467	60	0	141	164	739	366	1171	1523	173
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	103	0	117	15	0	35	41	185	92	293	381	43
Total Analysis Volume [veh/h]	412	0	467	60	0	141	164	739	366	1171	1523	173
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	7	0	7	3	0	3	5	2	0	1	6	0
Auxiliary Signal Groups			1,7			3,5						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.177

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Rose Dr / Imperial Hwy	Signalized	ICU1	SBL	1.001	-	F
2	Rose Dr / Bastanchury Rd	Signalized	ICU1	NBL	0.674	-	B
3	Rose Dr / Yorba Linda Blvd	Signalized	ICU1	WBL	0.793	-	C
4	Bastanchury Rd / Imperial Hwy	Signalized	ICU1	SBL	0.799	-	C
5	Valley View Ave / Bastanchury Rd	Signalized	ICU1	EBL	0.606	-	B
6	Valley View Ave / Imperial Hwy	Signalized	ICU1	NBL	0.722	-	C
7	Valley View Ave / Yorba Linda Blvd	Signalized	ICU1	SBL	0.759	-	C
8	Richfield Rd / Yorba Linda Blvd	Signalized	ICU1	NBL	0.442	-	A
9	Richfield Rd / Buena Vista Ave	Signalized	ICU1	NBL	0.482	-	A
10	Lakeview Ave / Bastanchury Rd	Signalized	ICU1	WBL	0.529	-	A
11	Imperial Hwy / Yorba Linda Blvd	Signalized	ICU1	SBL	1.000	-	F
12	Lakeview Ave / Yorba Linda Blvd	Signalized	ICU1	NBL	0.590	-	A
13	Lakeview Ave / Buena Vista Ave	Signalized	ICU1	EBL	0.661	-	B
14	Kellogg Dr / Yorba Linda Blvd	Signalized	ICU1	WBL	0.471	-	A
15	Kellogg Dr / Imperial Hwy (East)	Signalized	ICU1	NBL	0.401	-	A
16	Kellogg Dr / Imperial Hwy (West)	Signalized	ICU1	SBL	0.349	-	A
17	Fairmont Blvd / Bastanchury Rd	Signalized	ICU1	EBL	0.567	-	A
18	Fairmont Blvd / Yorba Linda Blvd	Signalized	ICU1	WBL	0.677	-	B
19	Fairmont Blvd / Paseo de las Palomas	Signalized	ICU1	SBL	0.350	-	A

20	Fairmont Blvd / Village Center Dr	Signalized	ICU1	WBL	0.523	-	A
21	Village Center Dr / Fairmont Blvd	Signalized	ICU1	NBR	0.059	-	A
22	Village Center Dr / Bastanchury Rd	Signalized	ICU1	NBL	0.501	-	A
23	Village Center Dr / Yorba Linda Blvd	Signalized	ICU1	SBL	0.694	-	B
24	Village Center Dr / Paseo de las Palomas	Signalized	ICU1	WBL	0.195	-	A
25	Paseo de las Palomas / Yorba Linda Blvd	Signalized	ICU1	WBL	0.612	-	B
26	Yorba Linda Blvd / San Antonio Rd	Signalized	ICU1	EBL	0.635	-	B
27	Yorba Ranch Rd / Yorba Linda Blvd	Signalized	ICU1	EBL	0.759	-	C
28	Yorba Ranch Rd / Esperanza Rd	Signalized	ICU1	EBL	0.314	-	A
29	Yorba Linda Blvd / La Palma Ave	Signalized	ICU1	SBL	0.931	-	E
30	Yorba Linda Blvd / Savi Ranch Pkwy	Signalized	ICU1	WBL	1.884	-	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#1: Rose Dr / Imperial Hwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.001

Intersection Setup

Name	Rose Dr						Imperial Hwy					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rose Dr						Imperial Hwy					
Base Volume Input [veh/h]	298	620	76	774	378	38	65	1009	134	163	1082	759
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	46	0	49	21	0	52	0	0	25	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	298	620	122	774	427	59	65	1061	134	163	1107	759
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	75	155	31	194	107	15	16	265	34	41	277	190
Total Analysis Volume [veh/h]	298	620	122	774	427	59	65	1061	134	163	1107	759
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.001

Intersection Level Of Service Report
#2: Rose Dr / Bastanchury Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.674

Intersection Setup

Name	Rose Dr			Rose Dr			Bastanchury Rd			Bastanchury Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rose Dr			Rose Dr			Bastanchury Rd			Bastanchury Rd		
Base Volume Input [veh/h]	164	919	107	91	584	120	104	631	74	77	474	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	26	0	0	28	21	20	12	0	0	13	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	164	945	107	91	612	141	124	643	74	77	487	62
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	236	27	23	153	35	31	161	19	19	122	16
Total Analysis Volume [veh/h]	164	945	107	91	612	141	124	643	74	77	487	62
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.674

Intersection Level Of Service Report
#3: Rose Dr / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.793

Intersection Setup

Name	Rose Dr			Rose Dr			Yorba Linda Blvd			Yorba Linda Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rose Dr			Rose Dr			Yorba Linda Blvd			Yorba Linda Blvd		
Base Volume Input [veh/h]	219	967	226	124	526	92	115	651	95	223	545	142
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	13	12	0	14	14	13	25	0	13	26	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	219	980	238	124	540	106	128	676	95	236	571	142
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	245	60	31	135	27	32	169	24	59	143	36
Total Analysis Volume [veh/h]	219	980	238	124	540	106	128	676	95	236	571	142
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.793

Intersection Level Of Service Report
#4: Bastanchury Rd / Imperial Hwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.799

Intersection Setup

Name	Imperial Hwy						Bastanchury Rd			Bastanchury Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Imperial Hwy						Bastanchury Rd			Bastanchury Rd		
Base Volume Input [veh/h]	283	1647	0	512	1539	9	12	433	265	6	265	282
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	99	0	0	108	0	0	0	12	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	296	1746	0	512	1647	9	12	433	277	6	265	282
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	74	437	0	128	412	2	3	108	69	2	66	71
Total Analysis Volume [veh/h]	296	1746	0	512	1647	9	12	433	277	6	265	282
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal Group	5	2	0	1	6	0	0	8	0	0	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.799

Intersection Level Of Service Report
#5: Valley View Ave / Bastanchury Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.606

Intersection Setup

Name	Valley View Ave			Valley View Ave			Bastanchury Rd			Bastanchury Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley View Ave			Valley View Ave			Bastanchury Rd			Bastanchury Rd		
Base Volume Input [veh/h]	13	340	89	62	230	208	274	654	27	40	395	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	340	89	62	230	208	274	654	27	40	395	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	85	22	16	58	52	69	164	7	10	99	8
Total Analysis Volume [veh/h]	13	340	89	62	230	208	274	654	27	40	395	31
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.606

Intersection Level Of Service Report
#6: Valley View Ave / Imperial Hwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.722

Intersection Setup

Name				Valley View Ave			Imperial Hwy					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name				Valley View Ave			Imperial Hwy					
Base Volume Input [veh/h]	290	211	37	112	128	9	17	1701	214	39	1786	125
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	120	0	0	112	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	290	211	37	112	128	9	17	1821	214	39	1898	125
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	73	53	9	28	32	2	4	455	54	10	475	31
Total Analysis Volume [veh/h]	290	211	37	112	128	9	17	1821	214	39	1898	125
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.722

Intersection Level Of Service Report
#7: Valley View Ave / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.759

Intersection Setup

Name	Valley View Ave						Yorba Linda Blvd			Yorba Linda Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley View Ave						Yorba Linda Blvd			Yorba Linda Blvd		
Base Volume Input [veh/h]	84	80	36	303	67	205	315	754	110	44	774	415
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	37	0	0	39	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	80	36	303	67	205	315	791	110	44	813	415
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	20	9	76	17	51	79	198	28	11	203	104
Total Analysis Volume [veh/h]	84	80	36	303	67	205	315	791	110	44	813	415
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.759

Intersection Level Of Service Report
#8: Richfield Rd / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.442

Intersection Setup

Name	Richfield Rd			Richfield Rd			Yorba Linda Blvd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Richfield Rd			Richfield Rd			Yorba Linda Blvd					
Base Volume Input [veh/h]	381	1	140	2	1	2	3	718	224	109	707	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	37	0	0	39	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	381	1	140	2	1	2	3	755	224	109	746	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	95	0	35	1	0	1	1	189	56	27	187	1
Total Analysis Volume [veh/h]	381	1	140	2	1	2	3	755	224	109	746	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.442

Intersection Level Of Service Report
#9: Richfield Rd / Buena Vista Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.482

Intersection Setup

Name	Richfield Rd			Richfield Rd			Buena Vista Ave			Buena Vista Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Richfield Rd			Richfield Rd			Buena Vista Ave			Buena Vista Ave		
Base Volume Input [veh/h]	110	605	133	68	308	71	97	267	79	81	149	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	110	605	133	68	308	71	97	267	79	81	149	72
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	151	33	17	77	18	24	67	20	20	37	18
Total Analysis Volume [veh/h]	110	605	133	68	308	71	97	267	79	81	149	72
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.482

Intersection Level Of Service Report
#10: Lakeview Ave / Bastanchury Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.529

Intersection Setup

Name	Lakeview Ave			Lakeview Ave			Bastanchury Rd			Bastanchury Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Lakeview Ave			Lakeview Ave			Bastanchury Rd			Bastanchury Rd		
Base Volume Input [veh/h]	97	146	184	63	99	16	29	660	104	138	445	77
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	97	146	184	63	99	16	29	660	104	138	445	77
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	37	46	16	25	4	7	165	26	35	111	19
Total Analysis Volume [veh/h]	97	146	184	63	99	16	29	660	104	138	445	77
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.529

Intersection Level Of Service Report
#11: Imperial Hwy / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.000

Intersection Setup

Name										Yorba Linda Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name										Yorba Linda Blvd		
Base Volume Input [veh/h]	373	1218	265	449	1386	41	87	517	458	301	524	446
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	19	0	73	20	0	0	0	0	0	0	49
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	373	1237	265	522	1406	41	87	517	458	301	524	495
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	93	309	66	131	352	10	22	129	115	75	131	124
Total Analysis Volume [veh/h]	373	1237	265	522	1406	41	87	517	458	301	524	495
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	5	2	0	1	6	0	3	8	0	7	4	4
Auxiliary Signal Groups												1,4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.000

Intersection Level Of Service Report
#12: Lakeview Ave / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.590

Intersection Setup

Name	Lakeview Ave			Lakeview Ave			Yorba Linda Blvd			Lakeview Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Lakeview Ave			Lakeview Ave			Yorba Linda Blvd			Lakeview Ave		
Base Volume Input [veh/h]	294	470	215	221	175	242	115	607	36	54	928	103
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	24	0	0	26	0	0	73	0	0	49	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	294	494	215	221	201	242	115	680	36	54	977	103
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	74	124	54	55	50	61	29	170	9	14	244	26
Total Analysis Volume [veh/h]	294	494	215	221	201	242	115	680	36	54	977	103
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.590

Intersection Level Of Service Report
#13: Lakeview Ave / Buena Vista Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.661

Intersection Setup

Name	Lakeview Ave			Lakeview Ave			Buena Vista Ave			Buena Vista Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Lakeview Ave			Lakeview Ave			Buena Vista Ave			Buena Vista Ave		
Base Volume Input [veh/h]	77	605	58	41	170	128	276	80	26	10	63	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	24	0	0	26	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	629	58	41	196	128	276	80	26	10	63	48
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	157	15	10	49	32	69	20	7	3	16	12
Total Analysis Volume [veh/h]	77	629	58	41	196	128	276	80	26	10	63	48
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.661

Intersection Level Of Service Report
#14: Kellogg Dr / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.471

Intersection Setup

Name										Yorba Linda Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name										Yorba Linda Blvd		
Base Volume Input [veh/h]	49	0	178	0	0	0	0	1066	80	209	791	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	32	0	20	0	0	0	0	268	33	12	275	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	81	0	198	0	0	0	0	1334	113	221	1066	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	0	50	0	0	0	0	334	28	55	267	0
Total Analysis Volume [veh/h]	81	0	198	0	0	0	0	1334	113	221	1066	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	0	0	0	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.471

Intersection Level Of Service Report
#15: Kellogg Dr / Imperial Hwy (East)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.401

Intersection Setup

Name	Kellogg Dr											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Kellogg Dr											
Base Volume Input [veh/h]	172	258	0	0	427	65	0	0	0	138	0	481
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	20	0	0	12	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	172	278	0	0	439	65	0	0	0	138	0	481
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	70	0	0	110	16	0	0	0	35	0	120
Total Analysis Volume [veh/h]	172	278	0	0	439	65	0	0	0	138	0	481
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	0	4	0	0	0	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.401

Intersection Level Of Service Report
#16: Kellogg Dr / Imperial Hwy (West)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.349

Intersection Setup

Name				Kellogg Dr								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name				Kellogg Dr								
Base Volume Input [veh/h]	0	353	79	265	301	0	67	1	200	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	20	0	0	12	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	373	79	265	313	0	67	1	200	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	93	20	66	78	0	17	0	50	0	0	0
Total Analysis Volume [veh/h]	0	373	79	265	313	0	67	1	200	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	7	4	0	0	6	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.349

Intersection Level Of Service Report
#17: Fairmont Blvd / Bastanchury Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.567

Intersection Setup

Name	Fairmont Blvd			Fairmont Blvd			Bastanchury Rd			Bastanchury Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Fairmont Blvd			Fairmont Blvd			Bastanchury Rd			Bastanchury Rd		
Base Volume Input [veh/h]	190	175	45	22	108	152	226	452	285	74	475	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	190	175	45	22	108	152	226	452	285	74	475	44
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	44	11	6	27	38	57	113	71	19	119	11
Total Analysis Volume [veh/h]	190	175	45	22	108	152	226	452	285	74	475	44
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.567

Intersection Level Of Service Report
#18: Fairmont Blvd / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.677

Intersection Setup

Name				Fairmont Blvd			Yorba Linda Blvd			Yorba Linda Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name				Fairmont Blvd			Yorba Linda Blvd			Yorba Linda Blvd		
Base Volume Input [veh/h]	244	228	67	135	238	133	220	623	258	79	599	74
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	32	0	194	0	0	0	0	260	28	254	255	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	276	228	261	135	238	133	220	883	286	333	854	74
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	69	57	65	34	60	33	55	221	72	83	214	19
Total Analysis Volume [veh/h]	276	228	261	135	238	133	220	883	286	333	854	74
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	6	3	8	8	7	4	0
Auxiliary Signal Groups						3,6,7			1,5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.677

Intersection Level Of Service Report
#19: Fairmont Blvd / Paseo de las Palomas

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.350

Intersection Setup

Name										Paseo de las Palomas		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name										Paseo de las Palomas		
Base Volume Input [veh/h]	0	480	133	175	373	0	0	0	0	99	0	124
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	32	0	0	28	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	512	133	175	401	0	0	0	0	99	0	124
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	128	33	44	100	0	0	0	0	25	0	31
Total Analysis Volume [veh/h]	0	512	133	175	401	0	0	0	0	99	0	124
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	2	0	0	6	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.350

Intersection Level Of Service Report
#20: Fairmont Blvd / Village Center Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.523

Intersection Setup

Name							Nob Hill Dr			Village Center Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name							Nob Hill Dr			Village Center Dr		
Base Volume Input [veh/h]	10	697	538	46	445	12	9	2	6	310	3	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	697	538	46	445	12	9	2	6	310	3	30
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	174	135	12	111	3	2	1	2	78	1	8
Total Analysis Volume [veh/h]	10	697	538	46	445	12	9	2	6	310	3	30
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.523

Intersection Level Of Service Report
#21: Village Center Dr / Fairmont Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.059

Intersection Setup

Name	Village Center Dr						Fairmont Blvd			Fairmont Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Village Center Dr						Fairmont Blvd			Fairmont Blvd		
Base Volume Input [veh/h]	33	0	57	0	0	0	0	72	23	31	62	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	0	57	0	0	0	0	72	23	31	62	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	14	0	0	0	0	18	6	8	16	0
Total Analysis Volume [veh/h]	33	0	57	0	0	0	0	72	23	31	62	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	5	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.059

Intersection Level Of Service Report
#22: Village Center Dr / Bastanchury Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.501

Intersection Setup

Name	Village Center Dr			Village Center Dr			Bastanchury Rd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Village Center Dr			Village Center Dr			Bastanchury Rd					
Base Volume Input [veh/h]	571	136	0	0	108	53	70	0	442	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	571	136	0	0	108	53	70	0	442	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	143	34	0	0	27	13	18	0	111	0	0	0
Total Analysis Volume [veh/h]	571	136	0	0	108	53	70	0	442	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Overlap	Permiss	Permiss	Permiss
Signal Group	5	2	0	0	6	0	3	0	8	0	0	0
Auxiliary Signal Groups									5,8			
Lead / Lag	Lead	-	-	-	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.501

Intersection Level Of Service Report
#23: Village Center Dr / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.694

Intersection Setup

Name	Village Center Dr			Village Center Dr			Yorba Linda Blvd			Yorba Linda Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Village Center Dr			Village Center Dr			Yorba Linda Blvd			Yorba Linda Blvd		
Base Volume Input [veh/h]	30	249	95	393	274	75	120	574	62	117	440	172
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	454	0	0	509	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	249	95	393	274	75	120	1028	62	117	949	172
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	62	24	98	69	19	30	257	16	29	237	43
Total Analysis Volume [veh/h]	30	249	95	393	274	75	120	1028	62	117	949	172
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.694

Intersection Level Of Service Report
#24: Village Center Dr / Paseo de las Palomas

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.195

Intersection Setup

Name	Village Center Dr			Village Center Dr			Paseo de las Palomas			Paseo de las Palomas		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Village Center Dr			Village Center Dr			Paseo de las Palomas			Paseo de las Palomas		
Base Volume Input [veh/h]	13	227	138	37	181	33	32	59	19	53	54	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	227	138	37	181	33	32	59	19	53	54	20
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	57	35	9	45	8	8	15	5	13	14	5
Total Analysis Volume [veh/h]	13	227	138	37	181	33	32	59	19	53	54	20
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.195

Intersection Level Of Service Report
#25: Paseo de las Palomas / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.612

Intersection Setup

Name	Paseo de las Palomas						Yorba Linda Blvd			Yorba Linda Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Paseo de las Palomas						Yorba Linda Blvd			Yorba Linda Blvd		
Base Volume Input [veh/h]	41	0	160	0	0	0	0	921	35	153	882	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	454	0	0	509	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	0	160	0	0	0	0	1375	35	153	1391	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	40	0	0	0	0	344	9	38	348	0
Total Analysis Volume [veh/h]	41	0	160	0	0	0	0	1375	35	153	1391	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	0	0	0	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.612

Intersection Level Of Service Report
#26: Yorba Linda Blvd / San Antonio Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.635

Intersection Setup

Name							Yorba Linda Blvd			Yorba Linda Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name							Yorba Linda Blvd			Yorba Linda Blvd		
Base Volume Input [veh/h]	0	0	0	62	0	87	107	960	0	0	920	106
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	454	0	0	509	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	62	0	87	107	1414	0	0	1429	106
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	16	0	22	27	354	0	0	357	27
Total Analysis Volume [veh/h]	0	0	0	62	0	87	107	1414	0	0	1429	106
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	0	0	1	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.635

Intersection Level Of Service Report
#27: Yorba Ranch Rd / Yorba Linda Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.759

Intersection Setup

Name	Yorba Ranch Rd						Yorba Linda Blvd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Yorba Ranch Rd						Yorba Linda Blvd					
Base Volume Input [veh/h]	71	19	41	9	25	15	57	910	68	46	941	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	20	0	0	12	94	151	303	0	0	415	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	71	39	41	9	37	109	208	1213	68	46	1356	64
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	10	10	2	9	27	52	303	17	12	339	16
Total Analysis Volume [veh/h]	71	39	41	9	37	109	208	1213	68	46	1356	64
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	1	6	0	5	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.759

Intersection Level Of Service Report
#28: Yorba Ranch Rd / Esperanza Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.314

Intersection Setup

Name				Yorba Ranch Rd			Esperanza Rd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name				Yorba Ranch Rd			Esperanza Rd					
Base Volume Input [veh/h]	0	0	0	15	0	107	149	391	0	0	286	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	12	20	232	0	0	323	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	15	0	119	169	623	0	0	609	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	4	0	30	42	156	0	0	152	7
Total Analysis Volume [veh/h]	0	0	0	15	0	119	169	623	0	0	609	28
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	0	0	1	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.314

Intersection Level Of Service Report
#29: Yorba Linda Blvd / La Palma Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.931

Intersection Setup

Name	Yorba Linda Blvd						La Palma Ave			La Palma Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Yorba Linda Blvd						La Palma Ave			La Palma Ave		
Base Volume Input [veh/h]	345	1124	589	420	389	43	77	570	282	281	193	364
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1197	0	0	835	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	345	2321	589	420	1224	43	77	570	282	281	193	364
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	86	580	147	105	306	11	19	143	71	70	48	91
Total Analysis Volume [veh/h]	345	2321	589	420	1224	43	77	570	282	281	193	364
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	7	4	0	3	8	0	5	2	2	1	6	0
Auxiliary Signal Groups									2,3,7			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.931

Intersection Level Of Service Report
#30: Yorba Linda Blvd / Savi Ranch Pkwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.884

Intersection Setup

Name	Yorba Linda Blvd			Yorba Linda Blvd			Savi Ranch Pkwy					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Yorba Linda Blvd			Yorba Linda Blvd			Savi Ranch Pkwy					
Base Volume Input [veh/h]	157	816	949	277	720	180	34	0	167	708	0	327
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	170	348	731	104	0	0	0	0	483	0	1027
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	157	986	1297	1008	824	180	34	0	167	1191	0	1354
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	247	324	252	206	45	9	0	42	298	0	339
Total Analysis Volume [veh/h]	157	986	1297	1008	824	180	34	0	167	1191	0	1354
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	3	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.884

Option 1: Add 3rd NBT Lane

Number	1											
Intersection	Rose Dr / Imperial Hwy											
Control Type	Signalized											
Analysis Method	ICU 1											
Name	Rose Dr									Imperial Hwy		
Approach	Northbound			Southbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	267	236	106	678	701	38	206	1400	534	107	883	143
Total Analysis Volume [veh/h]	267	236	121	678	712	43	206	1421	534	107	900	143

Intersection Settings

Cycle Length [s]	100											
Lost time [s]	5.00											
Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
so, Base Saturation Flow per Lane [veh/h/ln]	1600	1600	1600	1600		1600	1600	1600	1600	1600		1600

Movement, Approach, & Intersection Results

Critical Movement	no	no	yes	yes	no	no	no	no	yes	yes	no	no
Intersection LOS	C											
Intersection V/C	0.738											

Option 1: Add Dedicate EBR Lane with Ovlp

Number	11											
Intersection	Imperial Hwy / Yorba Linda Blvd											
Control Type	Signalized											
Analysis Method	ICU 1											
Name				Yorba Linda Blvd								
Approach	Eastbound			Westbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	20	285	354	221	439	289	361	1114	235	296	1665	37
Total Analysis Volume [veh/h]	20	285	354	221	439	346	361	1120	235	318	1670	37

Intersection Settings

Cycle Length [s]	100											
Lost time [s]	5.00											
Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	5	7	4	4	5	2	0	1	6	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
so, Base Saturation Flow per Lane [veh/h/ln]	1600	1600	1600	1600	1600	1600	1600		1600	1600		1600

Movement, Approach, & Intersection Results

Critical Movement	no	yes	no	yes	no	no	yes	no	no	no	yes	no
Intersection LOS	D											
Intersection V/C	0.829											

Option 1: Add Ded. SBR Lane and RC NB Approach

Number	29											
Intersection	Yorba Linda Blvd / La Palma Ave											
Control Type	Signalized											
Analysis Method	ICU 1											
Name	Yorba Linda Blvd			La Palma Ave			La Palma Ave					
Approach	Westbound			Northeastbound			Southwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	99	591	269	34	156	327	299	96	451	339	1039	19
Total Analysis Volume [veh/h]	99	936	269	34	156	327	299	96	451	339	1966	19

Intersection Settings

Cycle Length [s]	100											
Lost time [s]	5.00											
Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	7	4	0	5	2	2	1	6	0	3	8	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
so, Base Saturation Flow per Lane [veh/h/ln]	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600

Movement, Approach, & Intersection Results

Critical Movement	yes	no	no	yes	no	no	no	no	yes	no	yes	no
Intersection LOS	C											
Intersection V/C	0.783											

Option 1: Add 3rd NBT Lane

Number	1											
Intersection	Rose Dr / Imperial Hwy											
Control Type	Signalized											
Analysis Method	ICU 1											
Name	Rose Dr									Imperial Hwy		
Approach	Northbound			Southbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	298	620	76	774	378	38	163	1082	759	65	1009	134
Total Analysis Volume [veh/h]	298	620	122	774	427	59	163	1107	759	65	1061	134

Intersection Settings

Cycle Length [s]	100											
Lost time [s]	5.00											
Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
so, Base Saturation Flow per Lane [veh/h/ln]	1600	1600	1600	1600		1600	1600	1600	1600	1600		1600

Movement, Approach, & Intersection Results

Critical Movement	no	yes	no	yes	no	no	no	no	yes	yes	no	no
Intersection LOS	E											
Intersection V/C	0.936											

Option 1: Add Dedicate EBR Lane with Overlap

Number	11											
Intersection	Imperial Hwy / Yorba Linda Blvd											
Control Type	Signalized											
Analysis Method	ICU 1											
Name				Yorba Linda Blvd								
Approach	Eastbound			Westbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	87	517	458	301	524	446	373	1218	265	449	1386	41
Total Analysis Volume [veh/h]	87	517	458	301	524	495	373	1237	265	522	1406	41

Intersection Settings

Cycle Length [s]	100											
Lost time [s]	5.00											
Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	5	7	4	4	5	2	0	1	6	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
so, Base Saturation Flow per Lane [veh/h/ln]	1600	1600	1600	1600	1600	1600	1600		1600	1600		1600

Movement, Approach, & Intersection Results

Critical Movement	no	yes	no	yes	no	no	no	yes	no	yes	no	no
Intersection LOS	D											
Intersection V/C	0.822											

Option 1: Add Ded. SBR Lane and RC NB Approach

Number	29											
Intersection	Yorba Linda Blvd / La Palma Ave											
Control Type	Signalized											
Analysis Method	ICU 1											
Name	Yorba Linda Blvd			La Palma Ave			La Palma Ave					
Approach	Westbound			Northeastbound			Southwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	345	1124	589	77	570	282	281	193	364	420	389	43
Total Analysis Volume [veh/h]	345	2321	589	77	570	282	281	193	364	420	1224	43

Intersection Settings

Cycle Length [s]	100											
Lost time [s]	5.00											
Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	7	4	0	5	2	2	1	6	0	3	8	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
so, Base Saturation Flow per Lane [veh/h/ln]	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600

Movement, Approach, & Intersection Results

Critical Movement	no	yes	no	no	yes	no	yes	no	no	yes	no	no
Intersection LOS	E											
Intersection V/C	0.931											

APPENDIX C

B-TURNS WORKSHEETS AND MODEL PLOTS

Project:	Yorba Linda Circulation Element	**Model Base Year**	2010
Condition:	Build-out	**Model Build-out Year**	2035
Intersection Number:	1	**Total Difference**	25
		Existing Year Counts	2015
North/South Street	Rose Dr	**Difference Ex to B-O**	20
		Percent	0.80
East/West Street	Imperial Hwy	**Study Year Forecast**	2035 Build-out
		Difference Ex to Forecast	20

Date: 05/12/16

Model Base Year: **2010**

AM 0.38

		2056	1233
0	6400		7176
	4542		5338
		2231	1428

IN 15202
OUT 15202
BAL 0

PM 0.28

		1604	2388
	5812		6728
	8200		9084
		2112	2865

IN 19397
OUT 19396
BAL -1

Model Build-out Year: **2035 Build-out**

		3420	1215
0	6856		7259
	5446		6286
		3373	1606

IN 17731
OUT 17730
BAL -1

		2438	3958
	7092		8150
	8456		9307
		2644	3956

IN 23000
OUT 23001
BAL 1

Existing Year Counts **2015**

		1007	882
0	1566		2108
	861		1379
		703	554

IN 4530
OUT 4530
BAL 0

		1016	1092
	1131		1666
	1255		1899
		556	741

IN 4678
OUT 4678
BAL 0

Study Year Forecast **2035 Build-out**

		1422	877
0	1705		2133
	1136		1667
		1050	608

IN 5299
OUT 5299
BAL 0

		1203	1444
	1418		1985
	1312		1949
		675	985

IN 5485
OUT 5486
BAL 0

Intersection: Rose Dr Imperial Hwy

Condition: 2035 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	217.08	SOUTH LEG	
	THRU	223.11	IN ...	608
	RIGHT	116.58	OUT ...	1,050
SOUTH BOUND	LEFT	561.795	NORTH LEG	
	THRU	427.125	IN ...	1,422
	RIGHT	23.115	OUT ...	877
EAST BOUND	LEFT	73.365	WEST LEG	
	THRU	707.52	IN ...	1,136
	RIGHT	84.42	OUT ...	1,705
WEST BOUND	LEFT	194.97	EAST LEG	
	THRU	1333.635	IN ...	2,133
	RIGHT	589.935	OUT ...	1,667
		4,553		10,597

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	217	267
	THRU	223	236
	RIGHT	117	106
SOUTH BOUND	LEFT	562	678
	THRU	427	701
	RIGHT	23	38
EAST BOUND	LEFT	73	107
	THRU	708	883
	RIGHT	84	143
WEST BOUND	LEFT	195	206
	THRU	1,334	1,400
	RIGHT	590	534
		4,553	5,299

Intersection: Rose Dr Imperial Hwy

Condition: 2035 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	218	SOUTH LEG	
	THRU	442	IN ...	985
	RIGHT	84	OUT ...	675
SOUTH BOUND	LEFT	715	NORTH LEG	
	THRU	283	IN ...	1,203
	RIGHT	23	OUT ...	1,444
EAST BOUND	LEFT	42	WEST LEG	
	THRU	1,110	IN ...	1,312
	RIGHT	110	OUT ...	1,418
WEST BOUND	LEFT	166	EAST LEG	
	THRU	895	IN ...	1,985
	RIGHT	613	OUT ...	1,949
		4,701		10,971

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

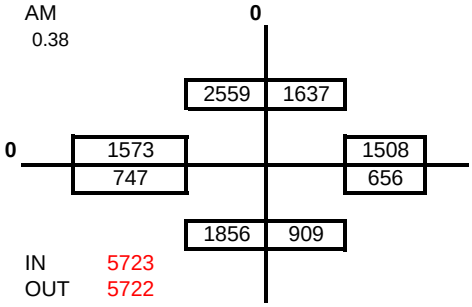
APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	218	298
	THRU	442	620
	RIGHT	84	76
SOUTH BOUND	LEFT	715	774
	THRU	283	378
	RIGHT	23	38
EAST BOUND	LEFT	42	65
	THRU	1,110	1,099
	RIGHT	110	134
WEST BOUND	LEFT	166	163
	THRU	895	1,082
	RIGHT	613	759
		4,701	5,486

Project:	Yorba Linda Circulation Element	**Model Base Year**	2010
Condition:	Build-out	**Model Build-out Year**	2035
Intersection Number:	2	**Total Difference**	25
		Existing Year Counts	2015
North/South Street	Rose Dr	**Difference Ex to B-O**	20
		Percent	0.80
East/West Street	Bastanchury Rd	**Study Year Forecast**	2035 Build-out
		Difference Ex to Forecast	20

Date: 05/12/16

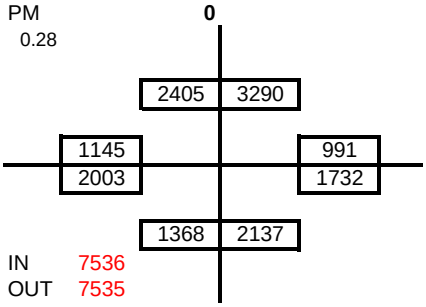
Model Base Year: **2010**

AM 0.38



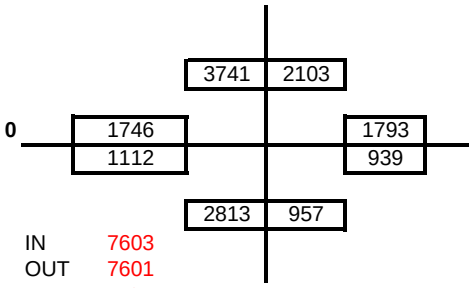
IN	5723
OUT	5722
BAL	-1

PM 0.28

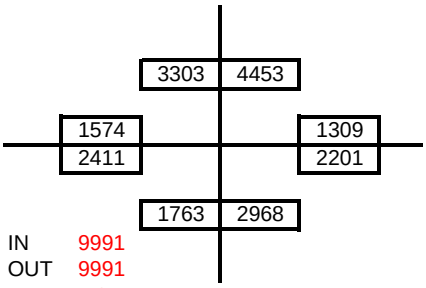


IN	7536
OUT	7535
BAL	-1

Model Build-out Year: **2035** **Build-out**

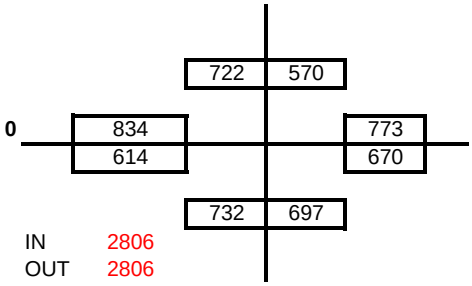


IN	7603
OUT	7601
BAL	-2

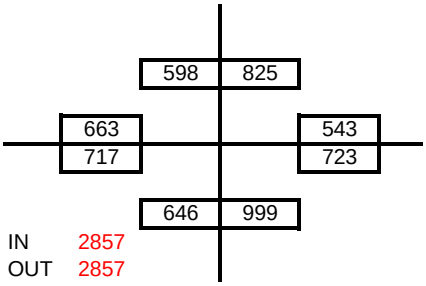


IN	9991
OUT	9991
BAL	0

Existing Year Counts **2015**

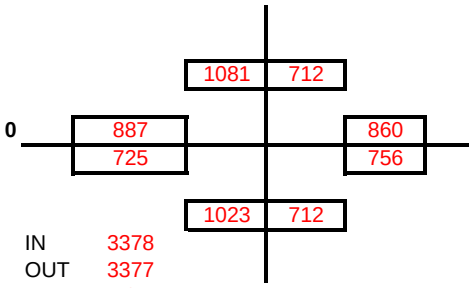


IN	2806
OUT	2806
BAL	0

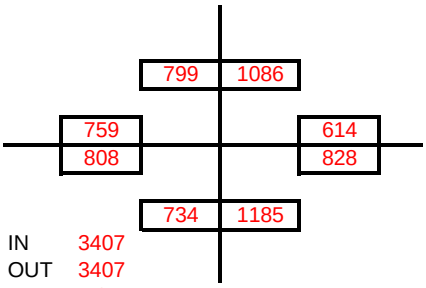


IN	2857
OUT	2857
BAL	0

Study Year Forecast **2035** **Build-out**



IN	3378
OUT	3377
BAL	0



IN	3407
OUT	3407
BAL	0

Intersection: Rose Dr Bastanchury Rd

Condition: 2035 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH	LEFT	134.67	SOUTH LEG	
BOUND	THRU	450.24	IN ...	712
	RIGHT	115.575	OUT ...	1,023
SOUTH	LEFT	118.59	NORTH LEG	
BOUND	THRU	535.665	IN ...	1,081
	RIGHT	71.355	OUT ...	712
EAST	LEFT	61.305	WEST LEG	
BOUND	THRU	439.185	IN ...	725
	RIGHT	116.58	OUT ...	887
WEST	LEFT	83.415	EAST LEG	
BOUND	THRU	632.145	IN ...	860
	RIGHT	61.305	OUT ...	756
		2,820		6,755

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	135	106
BOUND	THRU	450	516
	RIGHT	116	91
SOUTH	LEFT	119	174
BOUND	THRU	536	800
	RIGHT	71	105
EAST	LEFT	61	100
BOUND	THRU	439	491
	RIGHT	117	133
WEST	LEFT	83	90
BOUND	THRU	632	675
	RIGHT	61	95
		2,820	3,377

Intersection: Rose Dr Bastanchury Rd

Condition: 2035 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	175	SOUTH LEG	
	THRU	719	IN ...	1,185
	RIGHT	111	OUT ...	734
SOUTH BOUND	LEFT	54	NORTH LEG	
	THRU	472	IN ...	799
	RIGHT	74	OUT ...	1,086
EAST BOUND	LEFT	70	WEST LEG	
	THRU	562	IN ...	808
	RIGHT	88	OUT ...	759
WEST BOUND	LEFT	88	EAST LEG	
	THRU	417	IN ...	614
	RIGHT	40	OUT ...	828
		2,871		6,814

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

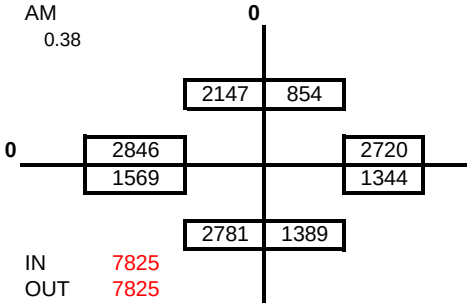
APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	175	164
	THRU	719	919
	RIGHT	111	107
SOUTH BOUND	LEFT	54	91
	THRU	472	584
	RIGHT	74	120
EAST BOUND	LEFT	70	104
	THRU	562	631
	RIGHT	88	74
WEST BOUND	LEFT	88	77
	THRU	417	474
	RIGHT	40	62
		2,871	3,407

Project:	Yorba Linda Circulation Element	**Model Base Year**	2010
Condition:	Build-out	**Model Build-out Year**	2035
Intersection Number:	3	**Total Difference**	25
		Existing Year Counts	2015
North/South Street	Rose Dr	**Difference Ex to B-O**	20
		Percent	0.80
East/West Street	Yorba Linda Blvd	**Study Year Forecast**	2035 Build-out
		Difference Ex to Forecast	20

Date: 05/12/16

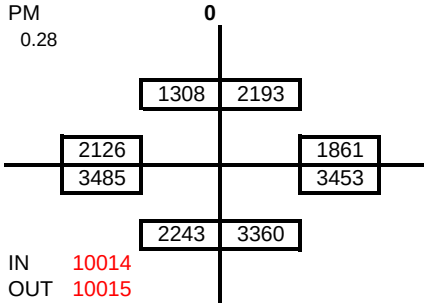
Model Base Year: **2010**

AM 0.38



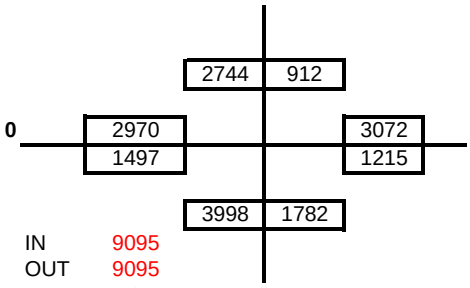
IN	7825
OUT	7825
BAL	0

PM 0.28

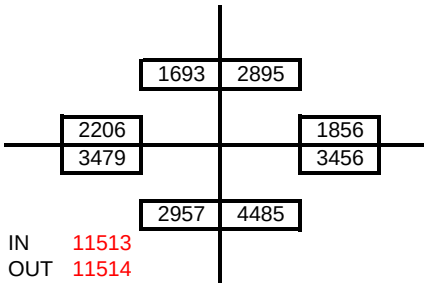


IN	10014
OUT	10015
BAL	1

Model Build-out Year: **2035** **Build-out**

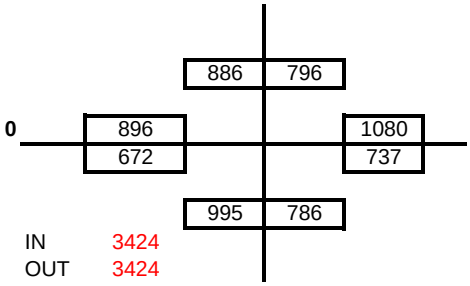


IN	9095
OUT	9095
BAL	0

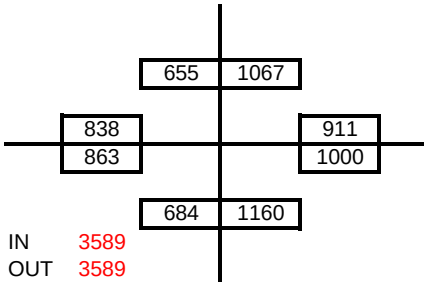


IN	11513
OUT	11514
BAL	1

Existing Year Counts **2015**

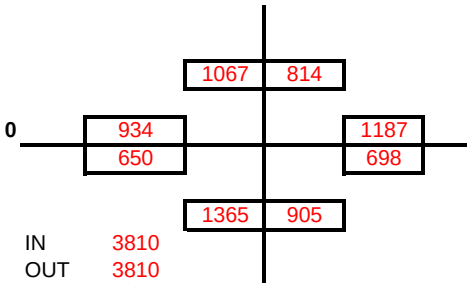


IN	3424
OUT	3424
BAL	0

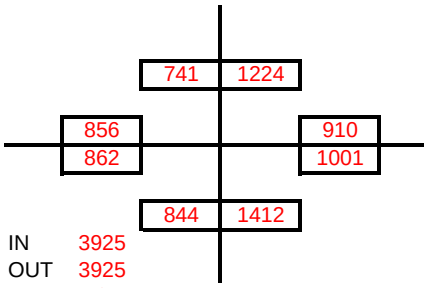


IN	3589
OUT	3589
BAL	0

Study Year Forecast **2035** **Build-out**



IN	3810
OUT	3810
BAL	0



IN	3925
OUT	3925
BAL	0

Intersection: Rose Dr Yorba Linda Blvd

Condition: 2035 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	96.48	SOUTH LEG	
	THRU	575.865	IN ...	905
	RIGHT	117.585	OUT ...	1,365
SOUTH BOUND	LEFT	104.52	NORTH LEG	
	THRU	721.59	IN ...	1,067
	RIGHT	64.32	OUT ...	814
EAST BOUND	LEFT	92.46	WEST LEG	
	THRU	518.58	IN ...	650
	RIGHT	64.32	OUT ...	934
WEST BOUND	LEFT	214.065	EAST LEG	
	THRU	739.68	IN ...	1,187
	RIGHT	131.655	OUT ...	698
		3,441		7,620

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	96	129
	THRU	576	629
	RIGHT	118	143
SOUTH BOUND	LEFT	105	81
	THRU	722	936
	RIGHT	64	55
EAST BOUND	LEFT	92	76
	THRU	519	474
	RIGHT	64	98
WEST BOUND	LEFT	214	330
	THRU	740	750
	RIGHT	132	109
		3,441	3,810

Intersection: Rose Dr Yorba Linda Blvd

Condition: 2035 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH	LEFT	174	SOUTH LEG	
BOUND	THRU	800	IN ...	1,412
	RIGHT	192	OUT ...	844
SOUTH	LEFT	136	NORTH LEG	
BOUND	THRU	428	IN ...	741
	RIGHT	94	OUT ...	1,224
EAST	LEFT	117	WEST LEG	
BOUND	THRU	677	IN ...	862
	RIGHT	73	OUT ...	856
WEST	LEFT	186	EAST LEG	
BOUND	THRU	574	IN ...	910
	RIGHT	156	OUT ...	1,001
		3,607		7,850

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	174	219
BOUND	THRU	800	967
	RIGHT	192	226
SOUTH	LEFT	136	124
BOUND	THRU	428	526
	RIGHT	94	92
EAST	LEFT	117	115
BOUND	THRU	677	651
	RIGHT	73	95
WEST	LEFT	186	223
BOUND	THRU	574	545
	RIGHT	156	142
		3,607	3,925

Project:	Yorba Linda Circulation Element	**Model Base Year**	2010	
Condition:	Build-out	**Model Build-out Year**	2035	
Intersection Number:	4	**Total Difference**	25	
		Existing Year Counts	2015	
North/South Street	Imperial Hwy	**Difference Ex to B-O**	20	
		Percent	0.80	
East/West Street	Bastanchury Rd	**Study Year Forecast**	2035	Build-out
		Difference Ex to Forecast	20	

Date: 05/12/16

Model Base Year: **2010**

AM 0.38

		4798	6440	
0	1202			1343
	489			461
		4793	6267	

IN 12897
OUT 12896
BAL -1

PM 0.28

		8126	5971	
	723			770
	1369			1565
		7888	5883	

IN 16148
OUT 16147
BAL -1

Model Build-out Year: **2035** **Build-out**

		5877	6443	
0	1512			1899
	751			639
		5966	6032	

IN 14559
OUT 14560
BAL 1

		8389	7581	
	1041			1048
	1847			2117
		8081	7536	

IN 18820
OUT 18820
BAL 0

Existing Year Counts **2015**

		1415	2203	
0	719			1039
	470			398
		1475	1871	

IN 4795
OUT 4795
BAL 0

		2000	1580	
	486			491
	602			821
		1767	1561	

IN 4654
OUT 4654
BAL 0

Study Year Forecast **2035** **Build-out**

		1743	2204	
0	813			1208
	550			452
		1832	1800	

IN 5300
OUT 5301
BAL 1

		2059	1941	
	557			553
	709			945
		1810	1931	

IN 5253
OUT 5253
BAL 0

Intersection: Imperial Hwy Bastanchury Rd

Condition: 2035 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	288.435	SOUTH LEG	
	THRU	1586.895	IN ...	1,800
	RIGHT	5.025	OUT ...	1,832
SOUTH BOUND	LEFT	206.025	NORTH LEG	
	THRU	1209.015	IN ...	1,743
	RIGHT	7.035	OUT ...	2,204
EAST BOUND	LEFT	17.085	WEST LEG	
	THRU	188.94	IN ...	550
	RIGHT	266.325	OUT ...	813
WEST BOUND	LEFT	7.035	EAST LEG	
	THRU	427.125	IN ...	1,208
	RIGHT	610.035	OUT ...	452
		4,819		10,601

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	288	292
	THRU	1,587	1,500
	RIGHT	5	5
SOUTH BOUND	LEFT	206	237
	THRU	1,209	1,502
	RIGHT	7	9
EAST BOUND	LEFT	17	19
	THRU	189	211
	RIGHT	266	321
WEST BOUND	LEFT	7	8
	THRU	427	513
	RIGHT	610	685
		4,819	5,301

Intersection: Imperial Hwy Bastanchury Rd

Condition: 2035 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	238	SOUTH LEG	
	THRU	1,331	IN ...	1,931
	RIGHT	0	OUT ...	1,810
SOUTH BOUND	LEFT	468	NORTH LEG	
	THRU	1,533	IN ...	2,059
	RIGHT	9	OUT ...	1,941
EAST BOUND	LEFT	10	WEST LEG	
	THRU	357	IN ...	709
	RIGHT	238	OUT ...	557
WEST BOUND	LEFT	5	EAST LEG	
	THRU	241	IN ...	553
	RIGHT	247	OUT ...	945
		4,677		10,505

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	238	283
	THRU	1,331	1,647
	RIGHT	0	0
SOUTH BOUND	LEFT	468	512
	THRU	1,533	1,539
	RIGHT	9	9
EAST BOUND	LEFT	10	12
	THRU	357	433
	RIGHT	238	265
WEST BOUND	LEFT	5	6
	THRU	241	265
	RIGHT	247	282
		4,677	5,253

Project:	Yorba Linda Circulation Element	**Model Base Year**	2010	
Condition:	Build-out	**Model Build-out Year**	2035	
Intersection Number:	5	**Total Difference**	25	
		Existing Year Counts	2015	
North/South Street	Valley View Ave	**Difference Ex to B-O**	20	
		Percent	0.80	
East/West Street	Bastanchury Rd	**Study Year Forecast**	2035	Build-out
		Difference Ex to Forecast	20	

Date: 05/12/16

Model Base Year: **2010**

AM 0.38

		203	36
0	1343		1546
	461		497

IN 2043
OUT 2043
BAL 0

PM 0.28

		97	199
	770		867
	1565		1764

IN 2631
OUT 2631
BAL 0

Model Build-out Year: **2035** **Build-out**

		494	102
0	1899		1727
	639		606

IN 3134
OUT 3134
BAL 0

		229	468
	1048		974
	2117		1912

IN 3861
OUT 3863
BAL 2

Existing Year Counts **2015**

		383	202
0	974		778
	368		358

IN 2013
OUT 2013
BAL 0

		267	382
	554		441
	832		772

IN 2086
OUT 2086
BAL 0

Study Year Forecast **2035** **Build-out**

		471	222
0	1143		833
	422		391

IN 2345
OUT 2345
BAL 0

		297	442
	616		465
	956		805

IN 2362
OUT 2362
BAL 0

Intersection: Valley View Ave Bastanchury Rd

Condition: 2035 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH	LEFT	16.08	SOUTH LEG	
BOUND	THRU	150.75	IN ...	222
	RIGHT	36.18	OUT ...	471
SOUTH	LEFT	68.34	NORTH LEG	
BOUND	THRU	324.615	IN ...	867
	RIGHT	275.37	OUT ...	339
EAST	LEFT	104.52	WEST LEG	
BOUND	THRU	255.27	IN ...	422
	RIGHT	10.05	OUT ...	1,143
WEST	LEFT	50.25	EAST LEG	
BOUND	THRU	687.42	IN ...	833
	RIGHT	44.22	OUT ...	391
		2,023		4,689

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	16	19
BOUND	THRU	151	166
	RIGHT	36	35
SOUTH	LEFT	68	77
BOUND	THRU	325	410
	RIGHT	275	382
EAST	LEFT	105	129
BOUND	THRU	255	279
	RIGHT	10	12
WEST	LEFT	50	49
BOUND	THRU	687	741
	RIGHT	44	44
		2,023	2,345

Intersection: Valley View Ave Bastanchury Rd

Condition: 2035 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH	LEFT	12	SOUTH LEG	
BOUND	THRU	275	IN ...	442
	RIGHT	96	OUT ...	297
SOUTH	LEFT	60	NORTH LEG	
BOUND	THRU	204	IN ...	499
	RIGHT	169	OUT ...	644
EAST	LEFT	194	WEST LEG	
BOUND	THRU	619	IN ...	956
	RIGHT	23	OUT ...	616
WEST	LEFT	41	EAST LEG	
BOUND	THRU	376	IN ...	465
	RIGHT	26	OUT ...	805
		2,096		4,723

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	12	13
BOUND	THRU	275	340
	RIGHT	96	89
SOUTH	LEFT	60	62
BOUND	THRU	204	230
	RIGHT	169	208
EAST	LEFT	194	274
BOUND	THRU	619	654
	RIGHT	23	27
WEST	LEFT	41	40
BOUND	THRU	376	395
	RIGHT	26	31
		2,096	2,362

Project:	Yorba Linda Circulation Element	**Model Base Year**	2010	
Condition:	Build-out	**Model Build-out Year**	2035	
Intersection Number:	6	**Total Difference**	25	
		Existing Year Counts	2015	
North/South Street	Valley View Ave	**Difference Ex to B-O**	20	
		Percent	0.80	
East/West Street	Imperial Hwy	**Study Year Forecast**	2035	Build-out
		Difference Ex to Forecast	20	

Date: 05/12/16

Model Base Year: **2010**

AM 0.38

		203	36
0	6267		5776
	4793		3648
		1349	526

IN 11298
OUT 11300
BAL 2

PM 0.28

		97	199
0	5883		4524
	7888		7055
		929	1558

IN 14067
OUT 14066
BAL -1

Model Build-out Year: **2035** **Build-out**

		494	102
0	6032		5448
	5966		4211
		2248	685

IN 12593
OUT 12593
BAL 0

		229	468
	7536		5543
	8081		6940
		1369	2462

IN 16315
OUT 16313
BAL -2

Existing Year Counts **2015**

		358	210
0	1946		1923
	1580		1636
		347	278

IN 4139
OUT 4139
BAL 0

		222	293
	1715		1707
	1906		1877
		282	332

IN 4167
OUT 4167
BAL 0

Study Year Forecast **2035** **Build-out**

		446	230
0	1875		1823
	1937		1807
		620	326

IN 4533
OUT 4532
BAL -1

		252	353
	2085		1935
	1949		1851
		381	534

IN 4671
OUT 4670
BAL 0

Intersection: Valley View Ave Imperial Hwy

Condition: 2035 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	117.585	SOUTH LEG	
	THRU	110.55	IN ...	326
	RIGHT	51.255	OUT ...	620
SOUTH BOUND	LEFT	180.9	NORTH LEG	
	THRU	166.83	IN ...	446
	RIGHT	12.06	OUT ...	230
EAST BOUND	LEFT	10.05	WEST LEG	
	THRU	1412.025	IN ...	1,937
	RIGHT	165.825	OUT ...	1,875
WEST BOUND	LEFT	16.08	EAST LEG	
	THRU	1826.085	IN ...	1,823
	RIGHT	90.45	OUT ...	1,807
		4,160		9,065

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	118	142
	THRU	111	132
	RIGHT	51	53
SOUTH BOUND	LEFT	181	165
	THRU	167	268
	RIGHT	12	13
EAST BOUND	LEFT	10	13
	THRU	1,412	1,590
	RIGHT	166	329
WEST BOUND	LEFT	16	23
	THRU	1,826	1,720
	RIGHT	90	85
		4,160	4,532

Intersection: Valley View Ave Imperial Hwy

Condition: 2035 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	163	SOUTH LEG	
	THRU	145	IN ...	534
	RIGHT	26	OUT ...	381
SOUTH BOUND	LEFT	119	NORTH LEG	
	THRU	96	IN ...	252
	RIGHT	8	OUT ...	353
EAST BOUND	LEFT	17	WEST LEG	
	THRU	1,742	IN ...	1,949
	RIGHT	157	OUT ...	2,085
WEST BOUND	LEFT	30	EAST LEG	
	THRU	1,553	IN ...	1,935
	RIGHT	133	OUT ...	1,851
		4,188		9,341

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

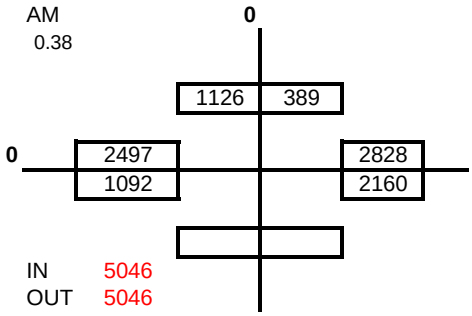
APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	163	290
	THRU	145	211
	RIGHT	26	37
SOUTH BOUND	LEFT	119	112
	THRU	96	128
	RIGHT	8	9
EAST BOUND	LEFT	17	17
	THRU	1,742	1,701
	RIGHT	157	214
WEST BOUND	LEFT	30	39
	THRU	1,553	1,786
	RIGHT	133	125
		4,188	4,670

Project:	Yorba Linda Circulation Element	**Model Base Year**	2010	
Condition:	Build-out	**Model Build-out Year**	2035	
Intersection Number:	7	**Total Difference**	25	
		Existing Year Counts	2015	
North/South Street	Valley View Ave	**Difference Ex to B-O**	20	
		Percent	0.80	
East/West Street	Yorba Linda Blvd	**Study Year Forecast**	2035	Build-out
		Difference Ex to Forecast	20	

Date: 05/12/16

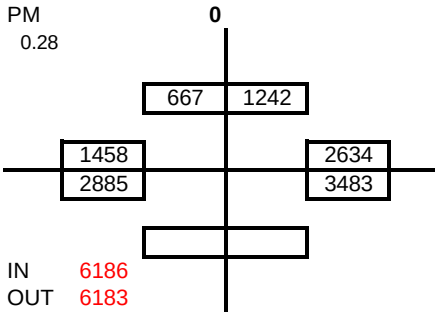
Model Base Year: **2010**

AM 0.38



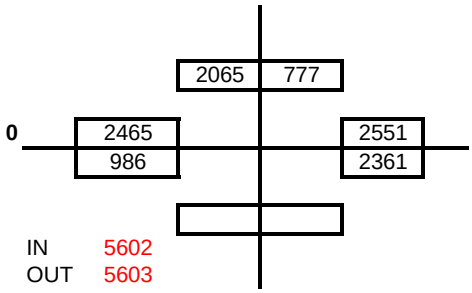
IN	5046
OUT	5046
BAL	0

PM 0.28

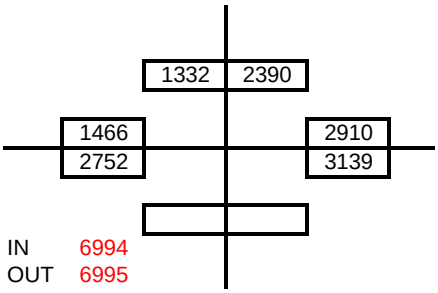


IN	6186
OUT	6183
BAL	-3

Model Build-out Year: **2035** **Build-out**

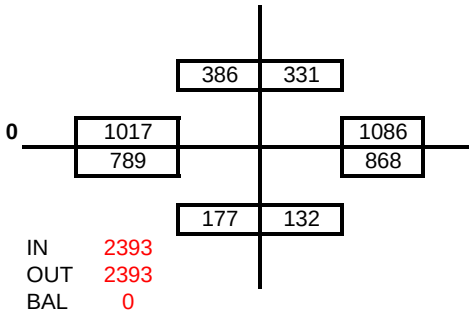


IN	5602
OUT	5603
BAL	1

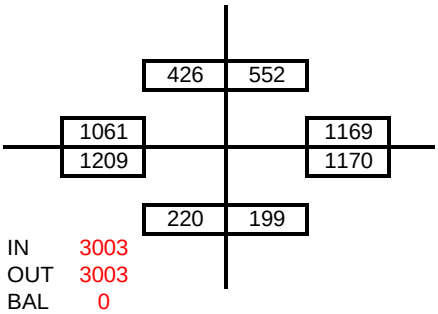


IN	6994
OUT	6995
BAL	1

Existing Year Counts **2015**

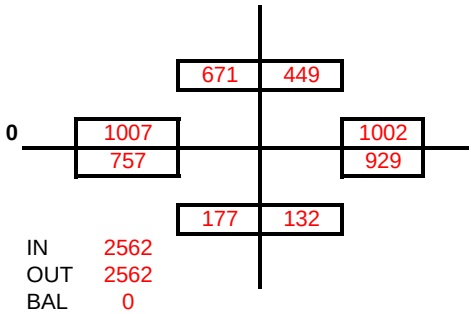


IN	2393
OUT	2393
BAL	0

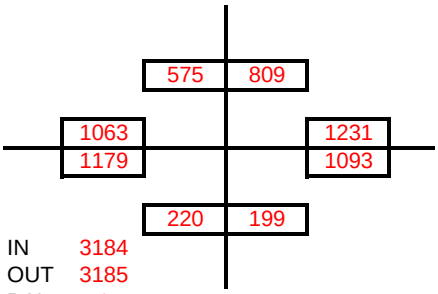


IN	3003
OUT	3003
BAL	0

Study Year Forecast **2035** **Build-out**



IN	2562
OUT	2562
BAL	0



IN	3184
OUT	3185
BAL	1

Intersection: Valley View Ave Yorba Linda Blvd

Condition: 2035 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH	LEFT	55	SOUTH LEG	
BOUND	THRU	36	IN ...	132
	RIGHT	41	OUT ...	177
SOUTH	LEFT	229	NORTH LEG	
BOUND	THRU	36	IN ...	671
	RIGHT	121	OUT ...	449
EAST	LEFT	103	WEST LEG	
BOUND	THRU	598	IN ...	757
	RIGHT	88	OUT ...	1,007
WEST	LEFT	53	EAST LEG	
BOUND	THRU	841	IN ...	1,002
	RIGHT	192	OUT ...	929
		2,393		5,124

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	55	51
BOUND	THRU	36	49
	RIGHT	41	32
SOUTH	LEFT	229	376
BOUND	THRU	36	60
	RIGHT	121	235
EAST	LEFT	103	157
BOUND	THRU	598	521
	RIGHT	88	78
WEST	LEFT	53	39
BOUND	THRU	841	721
	RIGHT	192	243
		2,393	2,562

Intersection: Valley View Ave Yorba Linda Blvd

Condition: 2035 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH	LEFT	94	SOUTH LEG	
BOUND	THRU	58	IN ...	199
	RIGHT	47	OUT ...	220
SOUTH	LEFT	239	NORTH LEG	
BOUND	THRU	49	IN ...	575
	RIGHT	138	OUT ...	809
EAST	LEFT	205	WEST LEG	
BOUND	THRU	884	IN ...	1,179
	RIGHT	120	OUT ...	1,063
WEST	LEFT	51	EAST LEG	
BOUND	THRU	829	IN ...	1,231
	RIGHT	289	OUT ...	1,093
		3,003		6,369

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

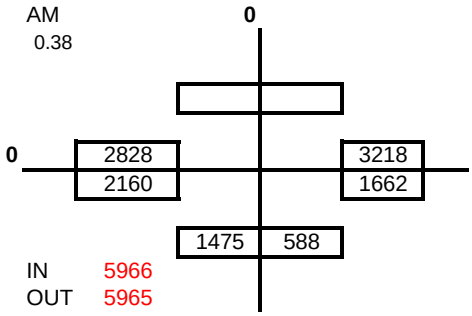
APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	94	84
BOUND	THRU	58	80
	RIGHT	47	36
SOUTH	LEFT	239	303
BOUND	THRU	49	67
	RIGHT	138	205
EAST	LEFT	205	315
BOUND	THRU	884	754
	RIGHT	120	110
WEST	LEFT	51	44
BOUND	THRU	829	774
	RIGHT	289	415
		3,003	3,185

Project:	Yorba Linda Circulation Element	**Model Base Year**	2010	
Condition:	Build-out	**Model Build-out Year**	2035	
Intersection Number:	8	**Total Difference**	25	
		Existing Year Counts	2015	
North/South Street	Richfield Rd	**Difference Ex to B-O**	20	
		Percent	0.80	
East/West Street	Yorba Linda Blvd	**Study Year Forecast**	2035	Build-out
		Difference Ex to Forecast	20	

Date: 05/12/16

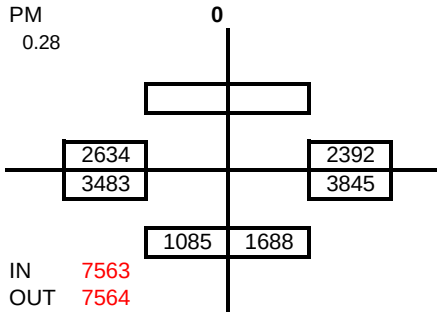
Model Base Year: **2010**

AM 0.38



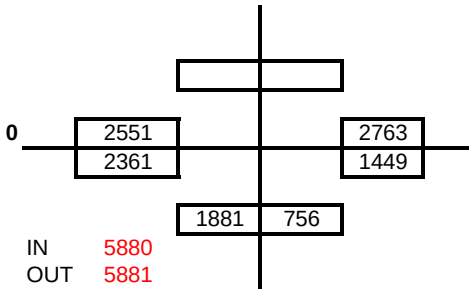
IN 5966
OUT 5965
BAL -1

PM 0.28

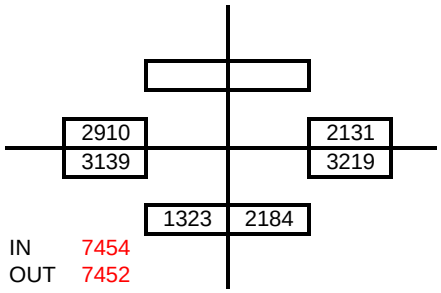


IN 7563
OUT 7564
BAL 1

Model Build-out Year: **2035** **Build-out**

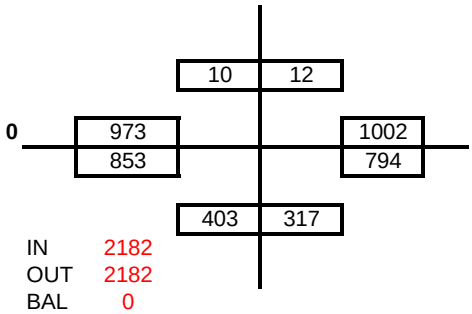


IN 5880
OUT 5881
BAL 1

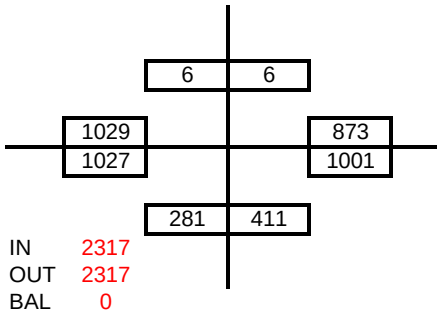


IN 7454
OUT 7452
BAL -2

Existing Year Counts **2015**

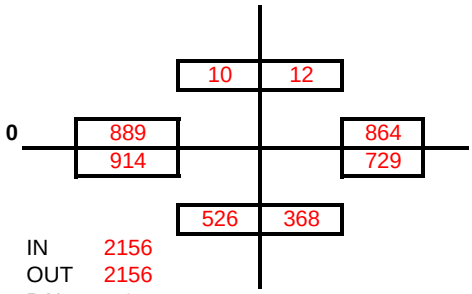


IN 2182
OUT 2182
BAL 0

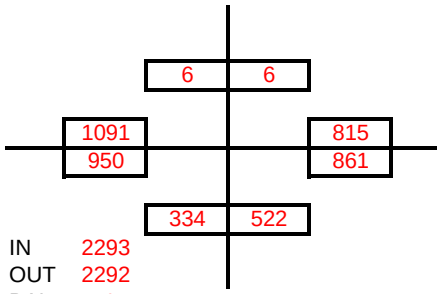


IN 2317
OUT 2317
BAL 0

Study Year Forecast **2035** **Build-out**



IN 2156
OUT 2156
BAL 1



IN 2293
OUT 2292
BAL -1

Intersection: Richfield Rd Yorba Linda Blvd

Condition: 2035 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH	LEFT	158.79	SOUTH LEG	
BOUND	THRU	4.02	IN ...	368
	RIGHT	155.775	OUT ...	526
SOUTH	LEFT	0	NORTH LEG	
BOUND	THRU	4.02	IN ...	10
	RIGHT	6.03	OUT ...	12
EAST	LEFT	4.02	WEST LEG	
BOUND	THRU	642.195	IN ...	914
	RIGHT	211.05	OUT ...	889
WEST	LEFT	199.995	EAST LEG	
BOUND	THRU	813.045	IN ...	864
	RIGHT	4.02	OUT ...	729
		2,203		4,312

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	159	216
BOUND	THRU	4	5
	RIGHT	156	148
SOUTH	LEFT	0	0
BOUND	THRU	4	4
	RIGHT	6	6
EAST	LEFT	4	4
BOUND	THRU	642	582
	RIGHT	211	327
WEST	LEFT	200	195
BOUND	THRU	813	667
	RIGHT	4	3
		2,203	2,156

Intersection: Richfield Rd Yorba Linda Blvd

Condition: 2035 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	267	SOUTH LEG	
	THRU	1	IN ...	522
	RIGHT	145	OUT ...	334
SOUTH BOUND	LEFT	3	NORTH LEG	
	THRU	1	IN ...	6
	RIGHT	2	OUT ...	6
EAST BOUND	LEFT	3	WEST LEG	
	THRU	858	IN ...	950
	RIGHT	171	OUT ...	1,091
WEST BOUND	LEFT	111	EAST LEG	
	THRU	765	IN ...	815
	RIGHT	2	OUT ...	861
		2,329		4,584

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	267	381
	THRU	1	1
	RIGHT	145	140
SOUTH BOUND	LEFT	3	2
	THRU	1	1
	RIGHT	2	2
EAST BOUND	LEFT	3	3
	THRU	858	718
	RIGHT	171	224
WEST BOUND	LEFT	111	109
	THRU	765	707
	RIGHT	2	2
		2,329	2,292

Project:	Yorba Linda Circulation Element	**Model Base Year**	2010
Condition:	Build-out	**Model Build-out Year**	2035
Intersection Number:	9	**Total Difference**	25
		Existing Year Counts	2015
North/South Street	Richfield Rd	**Difference Ex to B-O**	20
		Percent	0.80
East/West Street	Buena Vista Ave	**Study Year Forecast**	2035 Build-out
		Difference Ex to Forecast	20

Date: 05/12/16

Model Base Year: **2010**

AM 0.38

		1322	449	
0	364			699
	195			317
		1612	526	

IN 2742
OUT 2742
BAL 0

PM 0.28

		850	1473	
	244			453
	522			1185
		972	2049	

IN 3874
OUT 3874
BAL 0

Model Build-out Year: **2035** **Build-out**

		1765	592	
0	632			896
	300			463
		1954	681	

IN 3642
OUT 3641
BAL -1

		1053	1958	
	281			578
	742			1082
		1177	2124	

IN 4497
OUT 4498
BAL 1

Existing Year Counts **2015**

		591	387	
0	403			483
	338			309
		754	441	

IN 1853
OUT 1853
BAL 0

		402	665	
	322			274
	394			492
		422	831	

IN 1901
OUT 1901
BAL 0

Study Year Forecast **2035** **Build-out**

		726	430	
0	484			543
	370			353
		858	488	

IN 2127
OUT 2126
BAL 0

		447	774	
	330			302
	443			469
		468	848	

IN 2041
OUT 2041
BAL 0

Intersection: Richfield Rd Buena Vista Ave

Condition: 2035 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	104	SOUTH LEG	
	THRU	254	IN ...	488
	RIGHT	83	OUT ...	858
SOUTH BOUND	LEFT	54	NORTH LEG	
	THRU	478	IN ...	726
	RIGHT	59	OUT ...	430
EAST BOUND	LEFT	56	WEST LEG	
	THRU	172	IN ...	370
	RIGHT	110	OUT ...	484
WEST BOUND	LEFT	166	EAST LEG	
	THRU	240	IN ...	543
	RIGHT	77	OUT ...	353
		1,853		4,253

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	104	119
	THRU	254	279
	RIGHT	83	90
SOUTH BOUND	LEFT	54	71
	THRU	478	574
	RIGHT	59	81
EAST BOUND	LEFT	56	64
	THRU	172	193
	RIGHT	110	113
WEST BOUND	LEFT	166	171
	THRU	240	284
	RIGHT	77	88
		1,853	2,126

Intersection: Richfield Rd Buena Vista Ave

Condition: 2035 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH	LEFT	121	SOUTH LEG	
BOUND	THRU	543	IN ...	848
	RIGHT	167	OUT ...	468
SOUTH	LEFT	67	NORTH LEG	
BOUND	THRU	274	IN ...	447
	RIGHT	61	OUT ...	774
EAST	LEFT	67	WEST LEG	
BOUND	THRU	258	IN ...	443
	RIGHT	69	OUT ...	330
WEST	LEFT	79	EAST LEG	
BOUND	THRU	140	IN ...	302
	RIGHT	55	OUT ...	469
		1,901		4,081

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	121	110
BOUND	THRU	543	605
	RIGHT	167	133
SOUTH	LEFT	67	68
BOUND	THRU	274	308
	RIGHT	61	71
EAST	LEFT	67	97
BOUND	THRU	258	267
	RIGHT	69	79
WEST	LEFT	79	81
BOUND	THRU	140	149
	RIGHT	55	72
		1,901	2,041

Project:	Yorba Linda Circulation Element	**Model Base Year**	2010
Condition:	Build-out	**Model Build-out Year**	2035
Intersection Number:	10	**Total Difference**	25
		Existing Year Counts	2015
North/South Street	Lake View Ave	**Difference Ex to B-O**	20
		Percent	0.80
East/West Street	Bastanchury Rd	**Study Year Forecast**	2035 Build-out
		Difference Ex to Forecast	20

Date: 05/12/16

Model Base Year: **2010**

AM 0.38

0	805		912	
	283		236	
		519	364	

IN 1559
OUT 1560
BAL 1

PM 0.28

	454		483	
	937		1001	
		529	565	

IN 1985
OUT 1984
BAL -1

Model Build-out Year: **2035 Build-out**

		195	80	
0	1296		1470	
	323		396	
		681	466	

IN 2454
OUT 2453
BAL -1

		151	261	
	524		665	
	1348		1568	
		682	871	

IN 3035
OUT 3035
BAL 0

Existing Year Counts **2015**

		153	82	
0	650		700	
	335		382	
		281	207	

IN 1395
OUT 1395
BAL 0

		144	193	
	542		619	
	700		780	
		307	359	

IN 1822
OUT 1822
BAL 0

Study Year Forecast **2035 Build-out**

		212	106	
0	799		870	
	347		431	
		330	238	

IN 1667
OUT 1666
BAL -1

		178	251	
	558		660	
	792		907	
		341	428	

IN 2057
OUT 2057
BAL 0

Intersection: Lake View Ave Bastanchury Rd

Condition: 2035 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH	LEFT	86	SOUTH LEG	
BOUND	THRU	40	IN ...	238
	RIGHT	81	OUT ...	330
SOUTH	LEFT	29	NORTH LEG	
BOUND	THRU	95	IN ...	212
	RIGHT	29	OUT ...	106
EAST	LEFT	12	WEST LEG	
BOUND	THRU	272	IN ...	347
	RIGHT	51	OUT ...	799
WEST	LEFT	135	EAST LEG	
BOUND	THRU	535	IN ...	870
	RIGHT	30	OUT ...	431
		1,395		3,334

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	86	92
BOUND	THRU	40	50
	RIGHT	81	97
SOUTH	LEFT	29	46
BOUND	THRU	95	126
	RIGHT	29	41
EAST	LEFT	12	13
BOUND	THRU	272	289
	RIGHT	51	46
WEST	LEFT	135	159
BOUND	THRU	535	667
	RIGHT	30	43
		1,395	1,666

Intersection: Lake View Ave Bastanchury Rd

Condition: 2035 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH	LEFT	94	SOUTH LEG	
BOUND	THRU	111	IN ...	428
	RIGHT	154	OUT ...	341
SOUTH	LEFT	48	NORTH LEG	
BOUND	THRU	82	IN ...	178
	RIGHT	14	OUT ...	251
EAST	LEFT	23	WEST LEG	
BOUND	THRU	578	IN ...	792
	RIGHT	99	OUT ...	558
WEST	LEFT	126	EAST LEG	
BOUND	THRU	434	IN ...	660
	RIGHT	59	OUT ...	907
		1,822		4,115

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

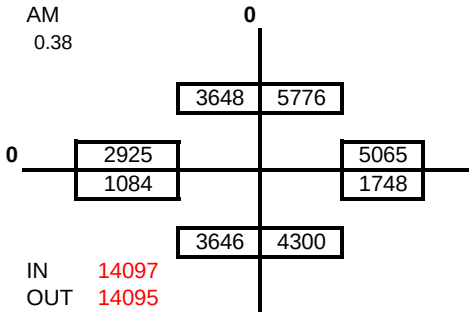
APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	94	97
BOUND	THRU	111	146
	RIGHT	154	184
SOUTH	LEFT	48	63
BOUND	THRU	82	99
	RIGHT	14	16
EAST	LEFT	23	29
BOUND	THRU	578	660
	RIGHT	99	104
WEST	LEFT	126	138
BOUND	THRU	434	445
	RIGHT	59	77
		1,822	2,057

Project:	Yorba Linda Circulation Element	**Model Base Year**	2010	
Condition:	Build-out	**Model Build-out Year**	2035	
Intersection Number:	11	**Total Difference**	25	
		Existing Year Counts	2015	
North/South Street	Imperial Hwy	**Difference Ex to B-O**	20	
		Percent	0.80	
East/West Street	Yorba Linda Blvd	**Study Year Forecast**	2035	Build-out
		Difference Ex to Forecast	20	

Date: 11/06/15

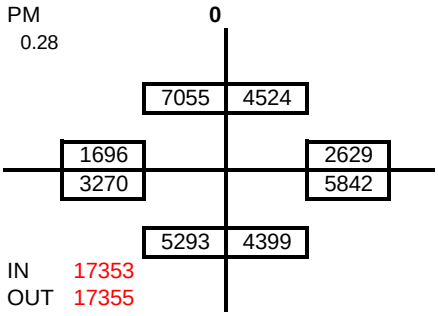
Model Base Year: **2010**

AM 0.38



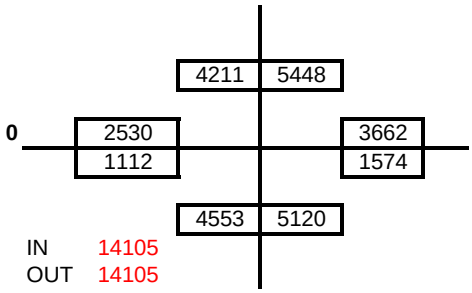
IN 14097
OUT 14095
BAL -2

PM 0.28

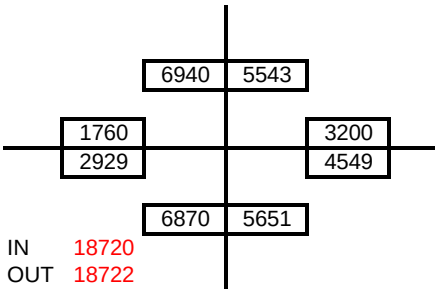


IN 17353
OUT 17355
BAL 2

Model Build-out Year: **2035** **Build-out**

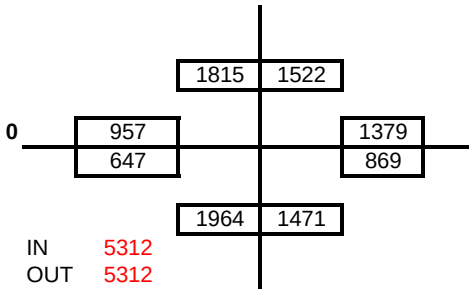


IN 14105
OUT 14105
BAL 0

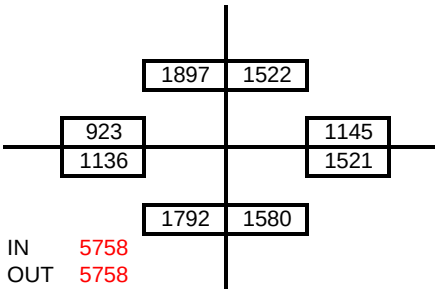


IN 18720
OUT 18722
BAL 2

Existing Year Counts **2015**

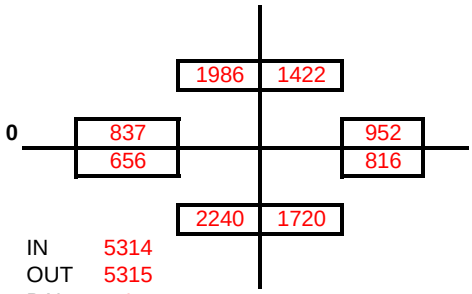


IN 5312
OUT 5312
BAL 0

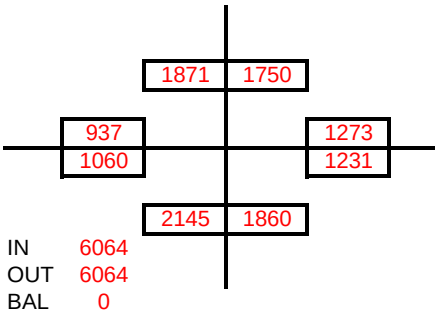


IN 5758
OUT 5758
BAL 0

Study Year Forecast **2035** **Build-out**



IN 5314
OUT 5315
BAL 1



IN 6064
OUT 6064
BAL 0

Intersection: Imperial Hwy Yorba Linda Blvd

Condition: 2035 Build-out

Peak Hour: AM Peak Hour

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*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	277	SOUTH LEG	
	THRU	1003	IN ...	1,720
	RIGHT	191	OUT ...	2,240
SOUTH BOUND	LEFT	350	NORTH LEG	
	THRU	1424	IN ...	1,986
	RIGHT	41	OUT ...	1,422
EAST BOUND	LEFT	25	WEST LEG	
	THRU	328	IN ...	656
	RIGHT	294	OUT ...	837
WEST BOUND	LEFT	246	EAST LEG	
	THRU	639	IN ...	952
	RIGHT	494	OUT ...	816
		5,312		10,629

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	277	361
	THRU	1,003	1,114
	RIGHT	191	235
SOUTH BOUND	LEFT	350	296
	THRU	1,424	1,665
	RIGHT	41	37
EAST BOUND	LEFT	25	20
	THRU	328	285
	RIGHT	294	354
WEST BOUND	LEFT	246	221
	THRU	639	439
	RIGHT	494	289
		5,312	5,315

Intersection: Imperial Hwy Yorba Linda Blvd

Condition: 2035 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
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*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH	LEFT	335	SOUTH LEG	
BOUND	THRU	1,005	IN ...	1,860
	RIGHT	240	OUT ...	2,145
SOUTH	LEFT	620	NORTH LEG	
BOUND	THRU	1,221	IN ...	1,871
	RIGHT	56	OUT ...	1,750
EAST	LEFT	101	WEST LEG	
BOUND	THRU	661	IN ...	1,060
	RIGHT	374	OUT ...	937
WEST	LEFT	197	EAST LEG	
BOUND	THRU	532	IN ...	1,273
	RIGHT	416	OUT ...	1,231
		5,758		12,128

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	335	373
BOUND	THRU	1,005	1,218
	RIGHT	240	265
SOUTH	LEFT	620	449
BOUND	THRU	1,221	1,386
	RIGHT	56	41
EAST	LEFT	101	87
BOUND	THRU	661	517
	RIGHT	374	458
WEST	LEFT	197	301
BOUND	THRU	532	524
	RIGHT	416	446
		5,758	6,064

Project:	Yorba Linda Circulation Element	**Model Base Year**	2010
Condition:	Build-out	**Model Build-out Year**	2035
Intersection Number:	12	**Total Difference**	25
		Existing Year Counts	2015
North/South Street	Lake View Ave	**Difference Ex to B-O**	20
		Percent	0.80
East/West Street	Bastanchury Rd	**Study Year Forecast**	2035 Build-out
		Difference Ex to Forecast	20

Date: 11/06/15

Model Base Year: **2010**

AM 0.38

		1772	612	
0	5065			5268
	1748			2131
		2011	1030	

IN 9818
OUT 9819
BAL 1

PM 0.28

		1167	2043	
	2629			3167
	5842			6158
		1792	2447	

IN 12623
OUT 12622
BAL -1

Model Build-out Year: **2035** **Build-out**

		2405	1124	
0	3662			4676
	1574			1409
		3493	1036	

IN 9691
OUT 9688
BAL -3

		1931	2992	
	3200			2371
	4549			5302
		1342	3986	

IN 12837
OUT 12836
BAL -1

Existing Year Counts **2015**

		404	243	
0	951			920
	696			653
		465	292	

IN 2312
OUT 2312
BAL 0

		467	475	
	1336			1262
	1049			1235
		366	634	

IN 3412
OUT 3412
BAL 0

Study Year Forecast **2035** **Build-out**

		596	399	
0	524			740
	643			434
		916	294	

IN 2273
OUT 2272
BAL -1

		638	688	
	1464			1084
	759			1043
		265	979	

IN 3460
OUT 3460
BAL 0

Intersection: Lake View Ave Bastanchury Rd

Condition: 2035 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	98	SOUTH LEG	
	THRU	108	IN ...	294
	RIGHT	86	OUT ...	916
SOUTH BOUND	LEFT	66	NORTH LEG	
	THRU	211	IN ...	596
	RIGHT	127	OUT ...	399
EAST BOUND	LEFT	107	WEST LEG	
	THRU	501	IN ...	643
	RIGHT	88	OUT ...	524
WEST BOUND	LEFT	166	EAST LEG	
	THRU	726	IN ...	740
	RIGHT	28	OUT ...	434
		2,312		4,546

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	98	53
	THRU	108	182
	RIGHT	86	59
SOUTH BOUND	LEFT	66	54
	THRU	211	461
	RIGHT	127	82
EAST BOUND	LEFT	107	170
	THRU	501	321
	RIGHT	88	152
WEST BOUND	LEFT	166	303
	THRU	726	390
	RIGHT	28	47
		2,312	2,272

Intersection: Lake View Ave Bastanchury Rd

Condition: 2035 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	177	SOUTH LEG	
	THRU	264	IN ...	979
	RIGHT	193	OUT ...	265
SOUTH BOUND	LEFT	167	NORTH LEG	
	THRU	177	IN ...	638
	RIGHT	123	OUT ...	688
EAST BOUND	LEFT	104	WEST LEG	
	THRU	875	IN ...	759
	RIGHT	70	OUT ...	1,464
WEST BOUND	LEFT	119	EAST LEG	
	THRU	1,036	IN ...	1,084
	RIGHT	107	OUT ...	1,043
		3,412		6,920

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

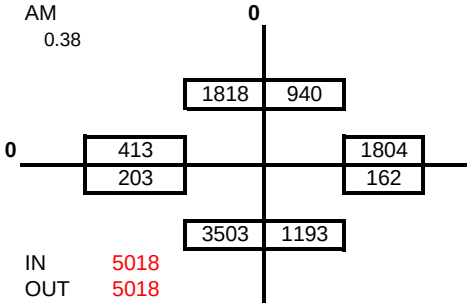
APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	177	294
	THRU	264	470
	RIGHT	193	215
SOUTH BOUND	LEFT	167	221
	THRU	177	175
	RIGHT	123	242
EAST BOUND	LEFT	104	115
	THRU	875	607
	RIGHT	70	36
WEST BOUND	LEFT	119	54
	THRU	1,036	928
	RIGHT	107	103
		3,412	3,460

Project:	Yorba Linda Circulation Element	**Model Base Year**	2010
Condition:	Build-out	**Model Build-out Year**	2035
Intersection Number:	13	**Total Difference**	25
		Existing Year Counts	2015
North/South Street	Lake View Ave	**Difference Ex to B-O**	20
		Percent	0.80
East/West Street	Buena Vista Ave	**Study Year Forecast**	2035 Build-out
		Difference Ex to Forecast	20

Date: 11/06/15

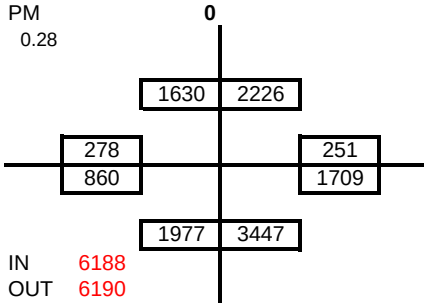
Model Base Year: **2010**

AM 0.38



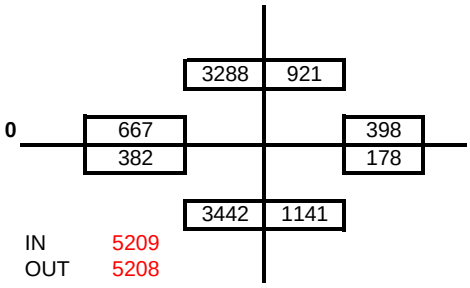
IN	5018
OUT	5018
BAL	0

PM 0.28

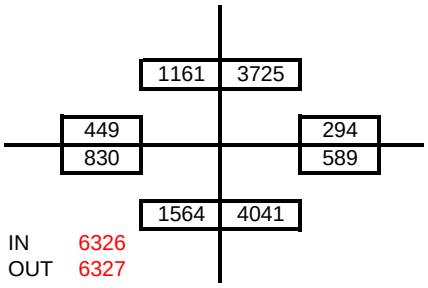


IN	6188
OUT	6190
BAL	2

Model Build-out Year: **2035** **Build-out**

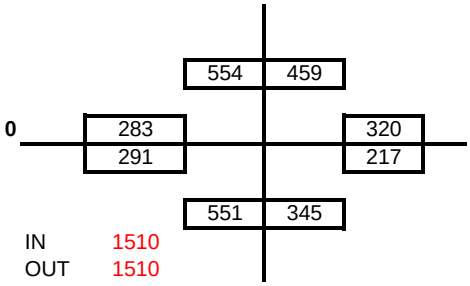


IN	5209
OUT	5208
BAL	-1

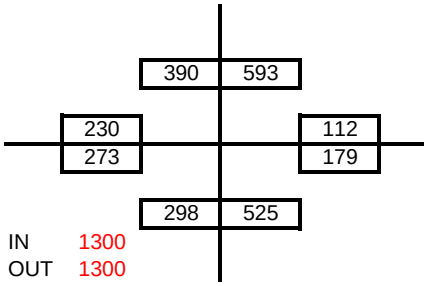


IN	6326
OUT	6327
BAL	1

Existing Year Counts **2015**

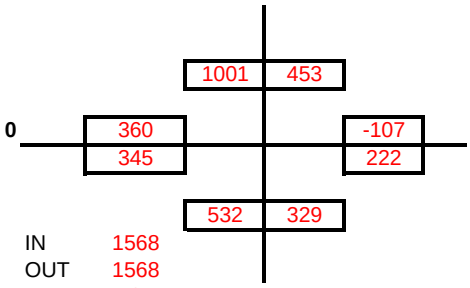


IN	1510
OUT	1510
BAL	0

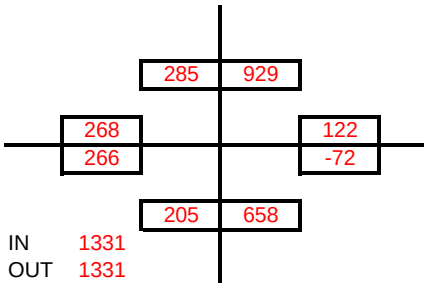


IN	1300
OUT	1300
BAL	0

Study Year Forecast **2035** **Build-out**



IN	1568
OUT	1568
BAL	0



IN	1331
OUT	1331
BAL	0

Intersection: Lake View Ave Buena Vista Ave

Condition: 2035 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	38.19	SOUTH LEG	
	THRU	256.275	IN ...	329
	RIGHT	52.26	OUT ...	532
SOUTH BOUND	LEFT	45.225	NORTH LEG	
	THRU	417.075	IN ...	1,001
	RIGHT	94.47	OUT ...	453
EAST BOUND	LEFT	114.57	WEST LEG	
	THRU	120.6	IN ...	345
	RIGHT	57.285	OUT ...	360
WEST BOUND	LEFT	79.395	EAST LEG	
	THRU	151.755	IN ...	(107)
	RIGHT	90.45	OUT ...	222
		1,518		3,136

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	38	37
	THRU	256	274
	RIGHT	52	25
SOUTH BOUND	LEFT	45	92
	THRU	417	512
	RIGHT	94	382
EAST BOUND	LEFT	115	218
	THRU	121	104
	RIGHT	57	30
WEST BOUND	LEFT	79	(9)
	THRU	152	(59)
	RIGHT	90	(39)
		1,518	1,568

Intersection: Lake View Ave Buena Vista Ave

Condition: 2035 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH	LEFT	67	SOUTH LEG	
BOUND	THRU	402	IN ...	658
	RIGHT	58	OUT ...	205
SOUTH	LEFT	41	NORTH LEG	
BOUND	THRU	247	IN ...	285
	RIGHT	104	OUT ...	929
EAST	LEFT	159	WEST LEG	
BOUND	THRU	80	IN ...	266
	RIGHT	35	OUT ...	268
WEST	LEFT	17	EAST LEG	
BOUND	THRU	60	IN ...	122
	RIGHT	35	OUT ...	(72)
		1,307		2,662

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	67	77
BOUND	THRU	402	605
	RIGHT	58	(21)
SOUTH	LEFT	41	(16)
BOUND	THRU	247	170
	RIGHT	104	128
EAST	LEFT	159	276
BOUND	THRU	80	(34)
	RIGHT	35	26
WEST	LEFT	17	10
BOUND	THRU	60	63
	RIGHT	35	48
		1,307	1,331

Project:	Yorba Linda Circulation Element	**Model Base Year**	2010
Condition:	Build-out	**Model Build-out Year**	2035
Intersection Number:	14	**Total Difference**	25
		Existing Year Counts	2015
North/South Street	Kellogg Dr	**Difference Ex to B-O**	20
		Percent	0.80
East/West Street	Yorba Linda Blvd	**Study Year Forecast**	2035 Build-out
		Difference Ex to Forecast	20

Date: 11/06/15

Model Base Year: **2010**

AM 0.38

0	4800		6268
	1893		1853
	1647	139	

IN 8300
OUT 8300
BAL 0

PM 0.28

	2658		2701
	5609		6796
	406	1550	

IN 9860
OUT 9860
BAL 0

Model Build-out Year: **2035 Build-out**

0	4574		4806
	1517		1467
	399	116	

IN 6439
OUT 6440
BAL 1

	2379		2529
	5284		5720
	505	792	

IN 8605
OUT 8604
BAL -1

Existing Year Counts **2015**

0	1225		1432
	645		799
	350	297	

IN 2374
OUT 2374
BAL 0

	902		1030
	1227		1485
	267	397	

IN 2654
OUT 2654
BAL 0

Study Year Forecast **2035 Build-out**

		0	0
0	1156		988
	531		682
		-29	290

IN 1808
OUT 1809
BAL 0

		0	0
	840		991
	1154		1244
		289	227

IN 2373
OUT 2373
BAL 0

Intersection: Kellogg Dr Yorba Linda Blvd

Condition: 2035 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	77.385	SOUTH LEG	
	THRU	0	IN ...	290
	RIGHT	221.1	OUT ...	(29)
SOUTH BOUND	LEFT	0	NORTH LEG	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	WEST LEG	
	THRU	581.895	IN ...	531
	RIGHT	66.33	OUT ...	1,156
WEST BOUND	LEFT	285.42	EAST LEG	
	THRU	1153.74	IN ...	988
	RIGHT	0	OUT ...	682
		2,386		3,617

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	77	127
	THRU	0	0
	RIGHT	221	160
SOUTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	582	522
	RIGHT	66	(10)
WEST BOUND	LEFT	285	(19)
	THRU	1,154	1,029
	RIGHT	0	0
		2,386	1,809

Intersection: Kellogg Dr Yorba Linda Blvd

Condition: 2035 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	73	SOUTH LEG	
	THRU	0	IN ...	227
	RIGHT	326	OUT ...	289
SOUTH BOUND	LEFT	0	NORTH LEG	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	WEST LEG	
	THRU	1,167	IN ...	1,154
	RIGHT	66	OUT ...	840
WEST BOUND	LEFT	202	EAST LEG	
	THRU	833	IN ...	991
	RIGHT	0	OUT ...	1,244
		2,667		4,746

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	73	49
	THRU	0	0
	RIGHT	326	178
SOUTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	1,167	1,066
	RIGHT	66	80
WEST BOUND	LEFT	202	209
	THRU	833	791
	RIGHT	0	0
		2,667	2,373

Project:	Yorba Linda Circulation Element	**Model Base Year**	2010
Condition:	Build-out	**Model Build-out Year**	2035
Intersection Number:	15	**Total Difference**	25
		Existing Year Counts	2015
North/South Street	Kellogg Dr	**Difference Ex to B-O**	20
		Percent	0.80
East/West Street	Imperial Hwy (N)	**Study Year Forecast**	2035 Build-out
		Difference Ex to Forecast	20

Date: 11/06/15

Model Base Year: **2010**

AM 0.38

		1479	454
0	568		306
		1117	354

IN 2139
OUT 2139
BAL 0

PM 0.28

		892	1693
390			798
		649	1042

IN 2732
OUT 2732
BAL 0

Model Build-out Year: **2035 Build-out**

		1617	516
0	569		396
		1239	311

IN 2324
OUT 2324
BAL 0

		996	2070
377			1474
		767	742

IN 3212
OUT 3214
BAL 2

Existing Year Counts **2015**

		804	441
0	252		299
		844	434

IN 1537
OUT 1537
BAL 0

		469	655
240			467
		538	497

IN 1433
OUT 1433
BAL 0

Study Year Forecast **2035 Build-out**

		846	460
0	252		326
	0		0
		881	421

IN 1593
OUT 1593
BAL 0

		492	739
237			618
0			0
		564	430

IN 1541
OUT 1541
BAL 0

Intersection: Kellogg Dr Imperial Hwy (N)

Condition: 2035 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	178	SOUTH LEG	
	THRU	256	IN ...	421
	RIGHT	0	OUT ...	881
SOUTH BOUND	LEFT	0	NORTH LEG	
	THRU	730	IN ...	846
	RIGHT	74	OUT ...	460
EAST BOUND	LEFT	0	WEST LEG	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	252
WEST BOUND	LEFT	114	EAST LEG	
	THRU	0	IN ...	326
	RIGHT	185	OUT ...	0
		1,537		3,186

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	178	170
	THRU	256	251
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	730	763
	RIGHT	74	82
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	114	118
	THRU	0	0
	RIGHT	185	209
		1,537	1,593

Intersection: Kellogg Dr Imperial Hwy (N)

Condition: 2035 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	190	SOUTH LEG	
	THRU	307	IN ...	430
	RIGHT	0	OUT ...	564
SOUTH BOUND	LEFT	0	NORTH LEG	
	THRU	419	IN ...	492
	RIGHT	50	OUT ...	739
EAST BOUND	LEFT	0	WEST LEG	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	237
WEST BOUND	LEFT	119	EAST LEG	
	THRU	0	IN ...	618
	RIGHT	348	OUT ...	0
		1,433		3,081

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

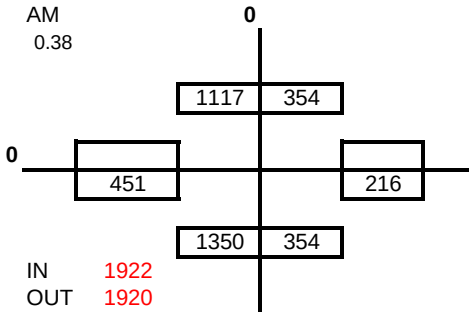
APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	190	172
	THRU	307	258
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	419	427
	RIGHT	50	65
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	119	138
	THRU	0	0
	RIGHT	348	481
		1,433	1,541

Project:	Yorba Linda Circulation Element	**Model Base Year**	2010
Condition:	Build-out	**Model Build-out Year**	2035
Intersection Number:	16	**Total Difference**	25
		Existing Year Counts	2015
North/South Street	Kellogg Dr	**Difference Ex to B-O**	20
		Percent	0.80
East/West Street	Imperial Hwy (S)	**Study Year Forecast**	2035 Build-out
		Difference Ex to Forecast	20

Date: 11/06/15

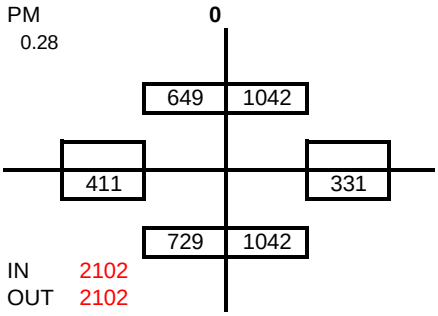
Model Base Year: **2010**

AM 0.38



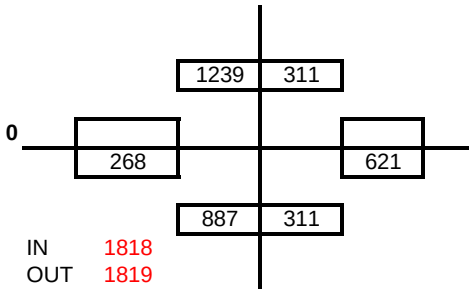
IN 1922
OUT 1920
BAL -2

PM 0.28

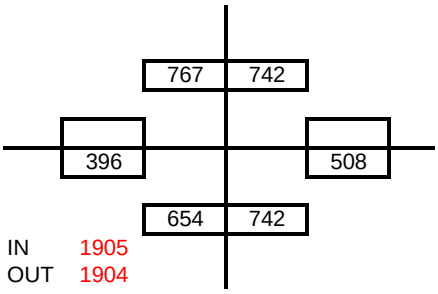


IN 2102
OUT 2102
BAL 0

Model Build-out Year: **2035** **Build-out**

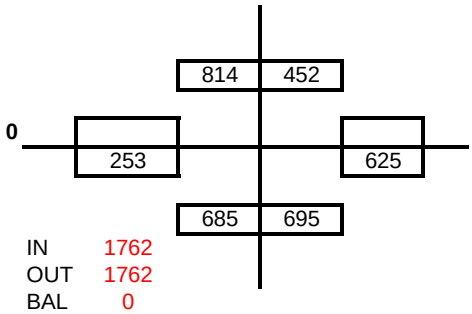


IN 1818
OUT 1819
BAL 1

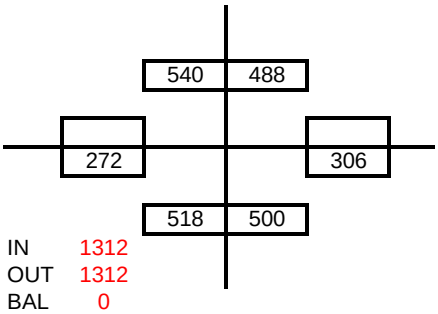


IN 1905
OUT 1904
BAL -1

Existing Year Counts **2015**

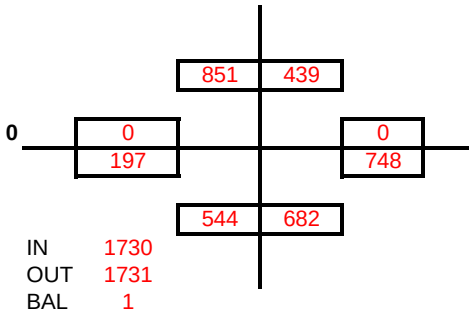


IN 1762
OUT 1762
BAL 0

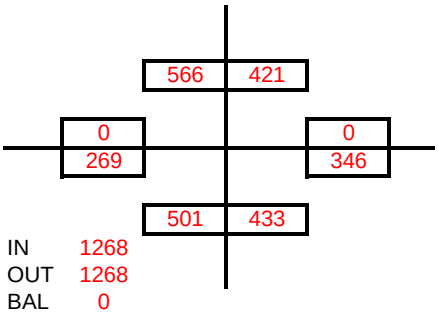


IN 1312
OUT 1312
BAL 0

Study Year Forecast **2035** **Build-out**



IN 1730
OUT 1731
BAL 1



IN 1268
OUT 1268
BAL 0

Intersection: Kellogg Dr Imperial Hwy (S)

Condition: 2035 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	440	IN ...	682
	RIGHT	255	OUT ...	544
SOUTH	LEFT	370	NORTH LEG	
BOUND	THRU	444	IN ...	851
	RIGHT	0	OUT ...	439
EAST	LEFT	12	WEST LEG	
BOUND	THRU	0	IN ...	197
	RIGHT	241	OUT ...	0
WEST	LEFT	0	EAST LEG	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	748
		1,762		3,462

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	0	0
BOUND	THRU	440	425
	RIGHT	255	259
SOUTH	LEFT	370	489
BOUND	THRU	444	361
	RIGHT	0	0
EAST	LEFT	12	14
BOUND	THRU	0	0
	RIGHT	241	183
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
		1,762	1,731

Intersection: Kellogg Dr Imperial Hwy (S)

Condition: 2035 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	421	IN ...	433
	RIGHT	79	OUT ...	501
SOUTH	LEFT	226	NORTH LEG	
BOUND	THRU	314	IN ...	566
	RIGHT	0	OUT ...	421
EAST	LEFT	67	WEST LEG	
BOUND	THRU	1	IN ...	269
	RIGHT	204	OUT ...	0
WEST	LEFT	0	EAST LEG	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	346
		1,312		2,536

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

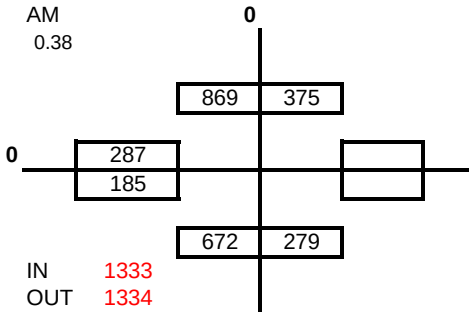
APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	0	0
BOUND	THRU	421	353
	RIGHT	79	79
SOUTH	LEFT	226	265
BOUND	THRU	314	301
	RIGHT	0	0
EAST	LEFT	67	67
BOUND	THRU	1	1
	RIGHT	204	200
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
		1,312	1,268

Project:	Yorba Linda Circulation Element	**Model Base Year**	2010	
Condition:	Build-out	**Model Build-out Year**	2035	
Intersection Number:	17	**Total Difference**	25	
		Existing Year Counts	2015	
North/South Street	Fairmont Blvd	**Difference Ex to B-O**	20	
		Percent	0.80	
East/West Street	Bastanchury Rd	**Study Year Forecast**	2035	Build-out
		Difference Ex to Forecast	20	

Date: 11/06/15

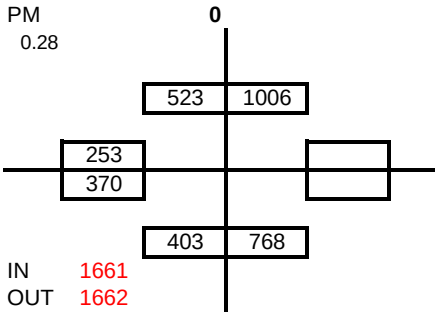
Model Base Year: **2010**

AM 0.38



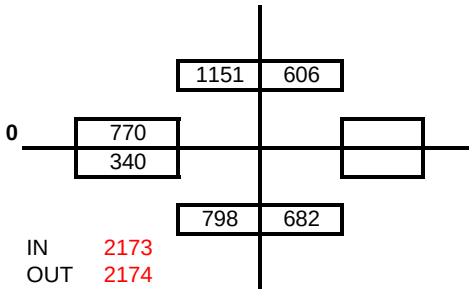
IN 1333
OUT 1334
BAL 1

PM 0.28

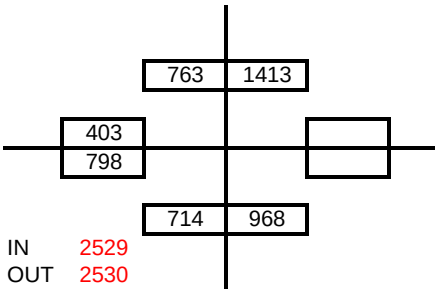


IN 1661
OUT 1662
BAL 1

Model Build-out Year: **2035** **Build-out**

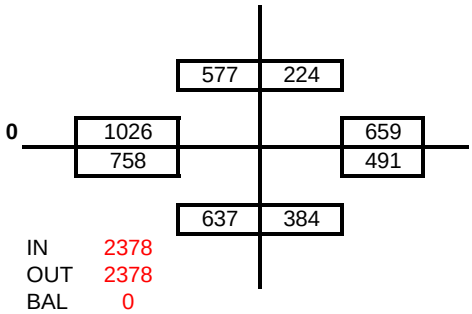


IN 2173
OUT 2174
BAL 1

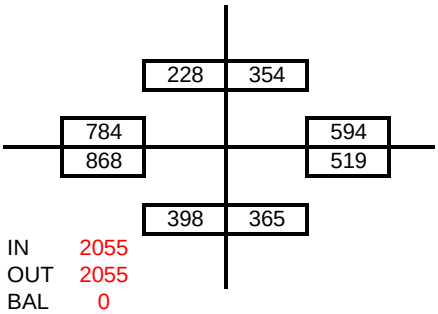


IN 2529
OUT 2530
BAL 1

Existing Year Counts **2015**

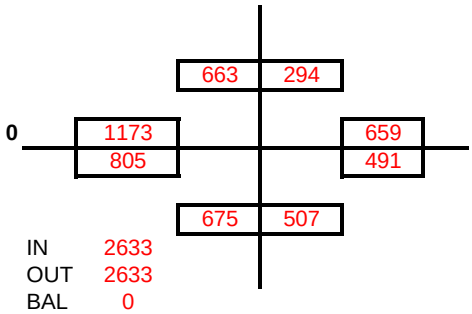


IN 2378
OUT 2378
BAL 0

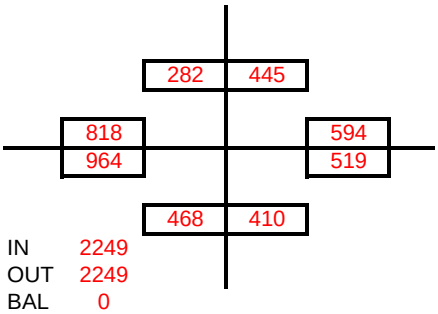


IN 2055
OUT 2055
BAL 0

Study Year Forecast **2035** **Build-out**



IN 2633
OUT 2633
BAL 0



IN 2249
OUT 2249
BAL 0

Intersection: Fairmont Blvd Bastanchury Rd

Condition: 2035 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH	LEFT	248	SOUTH LEG	
BOUND	THRU	93	IN ...	507
	RIGHT	43	OUT ...	675
SOUTH	LEFT	48	NORTH LEG	
BOUND	THRU	266	IN ...	663
	RIGHT	263	OUT ...	294
EAST	LEFT	118	WEST LEG	
BOUND	THRU	400	IN ...	805
	RIGHT	240	OUT ...	1,173
WEST	LEFT	131	EAST LEG	
BOUND	THRU	515	IN ...	659
	RIGHT	13	OUT ...	491
		2,378		5,267

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	248	329
BOUND	THRU	93	131
	RIGHT	43	47
SOUTH	LEFT	48	48
BOUND	THRU	266	294
	RIGHT	263	320
EAST	LEFT	118	149
BOUND	THRU	400	395
	RIGHT	240	260
WEST	LEFT	131	121
BOUND	THRU	515	524
	RIGHT	13	14
		2,378	2,633

Intersection: Fairmont Blvd Bastanchury Rd

Condition: 2035 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	177	SOUTH LEG	
	THRU	141	IN ...	410
	RIGHT	47	OUT ...	468
SOUTH BOUND	LEFT	20	NORTH LEG	
	THRU	84	IN ...	282
	RIGHT	124	OUT ...	445
EAST BOUND	LEFT	174	WEST LEG	
	THRU	452	IN ...	964
	RIGHT	242	OUT ...	818
WEST BOUND	LEFT	72	EAST LEG	
	THRU	483	IN ...	594
	RIGHT	39	OUT ...	519
		2,055		4,499

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

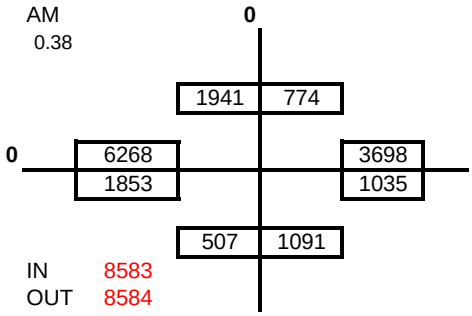
APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	177	190
	THRU	141	175
	RIGHT	47	45
SOUTH BOUND	LEFT	20	22
	THRU	84	108
	RIGHT	124	152
EAST BOUND	LEFT	174	226
	THRU	452	452
	RIGHT	242	285
WEST BOUND	LEFT	72	74
	THRU	483	475
	RIGHT	39	44
		2,055	2,249

Project:	Yorba Linda Circulation Element	**Model Base Year**	2010
Condition:	Build-out	**Model Build-out Year**	2035
Intersection Number:	18	**Total Difference**	25
		Existing Year Counts	2015
North/South Street	Fairmont Blvd	**Difference Ex to B-O**	20
		Percent	0.80
East/West Street	Yorba Linda Blvd	**Study Year Forecast**	2035 Build-out
		Difference Ex to Forecast	20

Date: 11/06/15

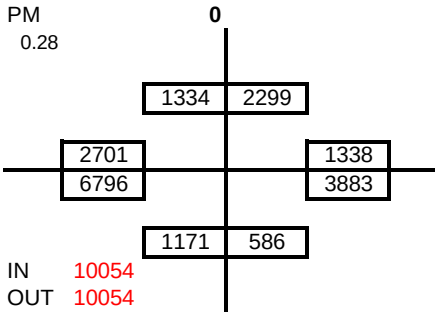
Model Base Year: **2010**

AM 0.38



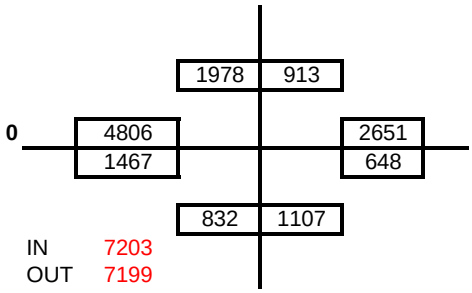
IN 8583
OUT 8584
BAL 1

PM 0.28

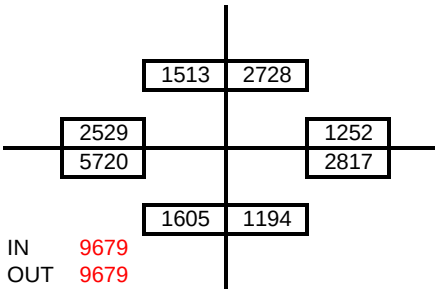


IN 10054
OUT 10054
BAL 0

Model Build-out Year: **2035** **Build-out**

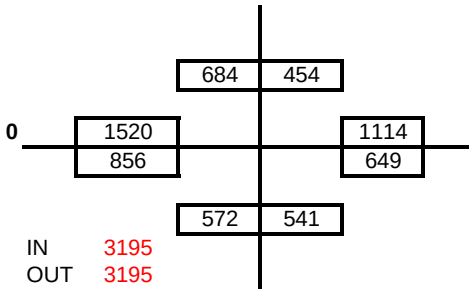


IN 7203
OUT 7199
BAL -4

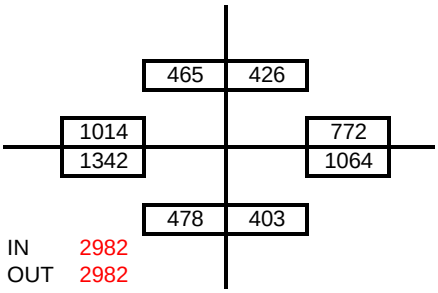


IN 9679
OUT 9679
BAL 0

Existing Year Counts **2015**

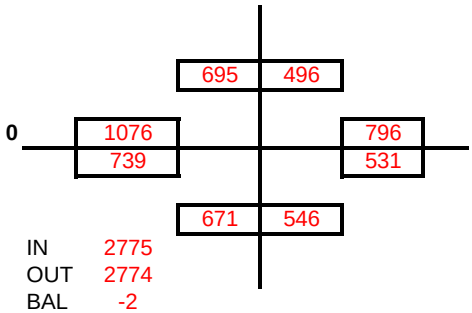


IN 3195
OUT 3195
BAL 0

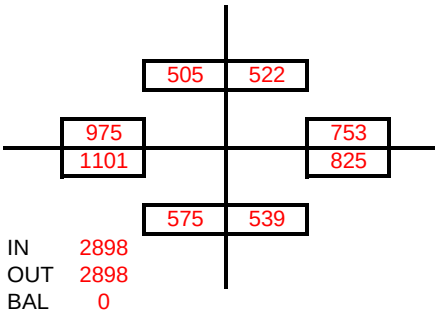


IN 2982
OUT 2982
BAL 0

Study Year Forecast **2035** **Build-out**



IN 2775
OUT 2774
BAL -2



IN 2898
OUT 2898
BAL 0

Intersection: Fairmont Blvd Yorba Linda Blvd

Condition: 2035 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH	LEFT	290.445	SOUTH LEG	
BOUND	THRU	187.935	IN ...	546
	RIGHT	65.325	OUT ...	671
SOUTH	LEFT	99.495	NORTH LEG	
BOUND	THRU	267.33	IN ...	695
	RIGHT	320.595	OUT ...	496
EAST	LEFT	150.75	WEST LEG	
BOUND	THRU	487.425	IN ...	739
	RIGHT	222.105	OUT ...	1,076
WEST	LEFT	85.425	EAST LEG	
BOUND	THRU	916.56	IN ...	796
	RIGHT	117.585	OUT ...	531
		3,211		5,549

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	290	240
BOUND	THRU	188	239
	RIGHT	65	67
SOUTH	LEFT	99	96
BOUND	THRU	267	350
	RIGHT	321	249
EAST	LEFT	151	142
BOUND	THRU	487	369
	RIGHT	222	228
WEST	LEFT	85	92
BOUND	THRU	917	587
	RIGHT	118	116
		3,211	2,774

Intersection: Fairmont Blvd Yorba Linda Blvd

Condition: 2035 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	210	SOUTH LEG	
	THRU	140	IN ...	539
	RIGHT	55	OUT ...	575
SOUTH BOUND	LEFT	144	NORTH LEG	
	THRU	175	IN ...	505
	RIGHT	149	OUT ...	522
EAST BOUND	LEFT	230	WEST LEG	
	THRU	870	IN ...	1,101
	RIGHT	248	OUT ...	975
WEST BOUND	LEFT	57	EAST LEG	
	THRU	660	IN ...	753
	RIGHT	58	OUT ...	825
		2,997		5,796

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	210	244
	THRU	140	228
	RIGHT	55	67
SOUTH BOUND	LEFT	144	135
	THRU	175	238
	RIGHT	149	133
EAST BOUND	LEFT	230	220
	THRU	870	623
	RIGHT	248	258
WEST BOUND	LEFT	57	79
	THRU	660	599
	RIGHT	58	74
		2,997	2,898

Project:	Yorba Linda Circulation Element	**Model Base Year**	2010
Condition:	Build-out	**Model Build-out Year**	2035
Intersection Number:	19	**Total Difference**	25
		Existing Year Counts	2015
North/South Street	Fairmont Blvd	**Difference Ex to B-O**	20
		Percent	0.80
East/West Street	Paseo de las Palomas	**Study Year Forecast**	2035 Build-out
		Difference Ex to Forecast	20

Date: 11/06/15

Model Base Year: **2010**

AM 0.38

		199	551
0			437
			206
		300	422

IN 1058
OUT 1057
BAL -1

PM 0.28

		671	224
			369
			540
		648	371

IN 1411
OUT 1412
BAL 1

Model Build-out Year: **2035 Build-out**

		730	767
0			658
			248
		1108	733

IN 2121
OUT 2123
BAL 2

		1221	1051
			444
			756
		1309	1449

IN 3114
OUT 3116
BAL 2

Existing Year Counts **2015**

		591	590
0			320
			209
		533	421

IN 1332
OUT 1332
BAL 0

		424	418
			206
			260
		324	372

IN 1002
OUT 1002
BAL 0

Study Year Forecast **2035 Build-out**

		752	656
0	0		387
	0		222
		779	516

IN 1655
OUT 1656
BAL 1

		547	603
	0		223
	0		308
		472	613

IN 1383
OUT 1384
BAL 0

Intersection: Fairmont Blvd Paseo de las Palomas

Condition: 2035 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	364.815	IN ...	516
	RIGHT	58.29	OUT ...	779
SOUTH	LEFT	151.755	NORTH LEG	
BOUND	THRU	442.2	IN ...	752
	RIGHT	0	OUT ...	656
EAST	LEFT	0	WEST LEG	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	93.465	EAST LEG	
BOUND	THRU	0	IN ...	387
	RIGHT	228.135	OUT ...	222
		1,339		3,311

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	0	0
BOUND	THRU	365	432
	RIGHT	58	81
SOUTH	LEFT	152	141
BOUND	THRU	442	616
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	93	163
BOUND	THRU	0	0
	RIGHT	228	224
		1,339	1,656

Intersection: Fairmont Blvd Paseo de las Palomas

Condition: 2035 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	288	IN ...	613
	RIGHT	85	OUT ...	472
SOUTH	LEFT	176	NORTH LEG	
BOUND	THRU	250	IN ...	547
	RIGHT	0	OUT ...	603
EAST	LEFT	0	WEST LEG	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	75	EAST LEG	
BOUND	THRU	0	IN ...	223
	RIGHT	132	OUT ...	308
		1,007		2,767

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

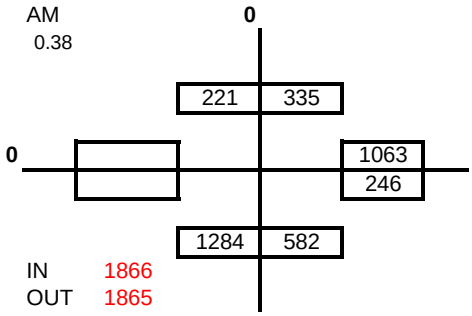
APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	0	0
BOUND	THRU	288	480
	RIGHT	85	133
SOUTH	LEFT	176	175
BOUND	THRU	250	373
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	75	99
BOUND	THRU	0	0
	RIGHT	132	124
		1,007	1,384

Project:	Yorba Linda Circulation Element	**Model Base Year**	2010
Condition:	Build-out	**Model Build-out Year**	2035
Intersection Number:	20	**Total Difference**	25
		Existing Year Counts	2015
North/South Street	Fairmont Blvd (S)	**Difference Ex to B-O**	20
		Percent	0.80
East/West Street	Village Center Dr	**Study Year Forecast**	2035 Build-out
		Difference Ex to Forecast	20

Date: 11/06/15

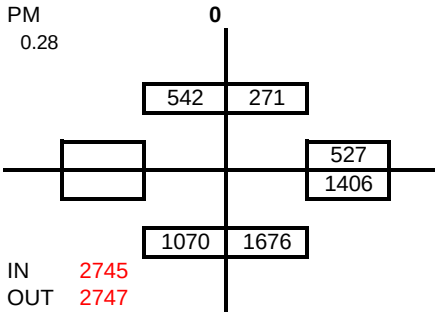
Model Base Year: **2010**

AM 0.38



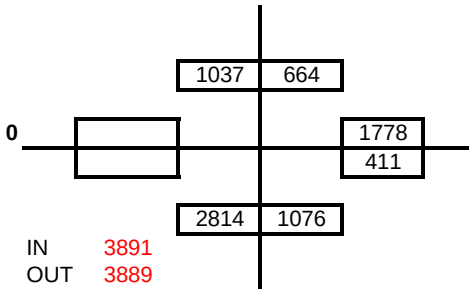
IN 1866
OUT 1865
BAL -1

PM 0.28

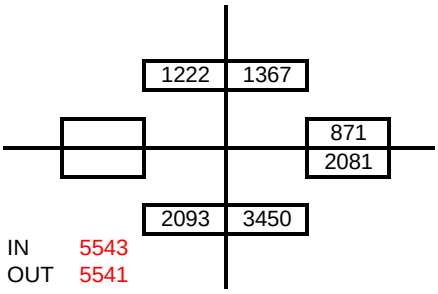


IN 2745
OUT 2747
BAL 2

Model Build-out Year: **2035** **Build-out**

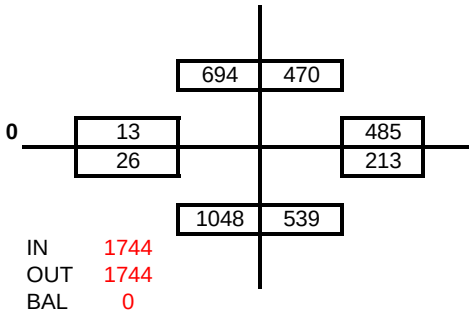


IN 3891
OUT 3889
BAL -2

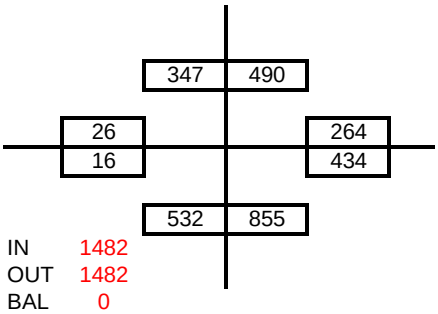


IN 5543
OUT 5541
BAL -2

Existing Year Counts **2015**

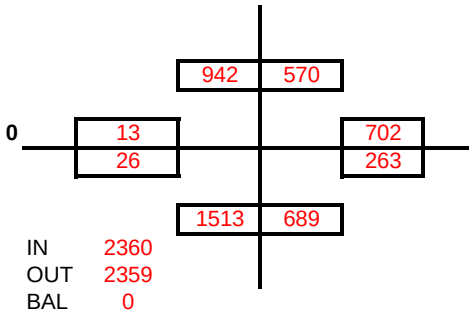


IN 1744
OUT 1744
BAL 0

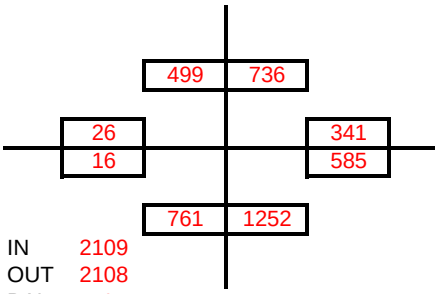


IN 1482
OUT 1482
BAL 0

Study Year Forecast **2035** **Build-out**



IN 2360
OUT 2359
BAL 0



IN 2109
OUT 2108
BAL -1

Intersection: Fairmont Blvd (S) Village Center Dr

Condition: 2035 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	4	SOUTH LEG	
	THRU	371	IN ...	689
	RIGHT	164	OUT ...	1,513
SOUTH BOUND	LEFT	48	NORTH LEG	
	THRU	637	IN ...	942
	RIGHT	9	OUT ...	570
EAST BOUND	LEFT	15	WEST LEG	
	THRU	1	IN ...	26
	RIGHT	10	OUT ...	13
WEST BOUND	LEFT	401	EAST LEG	
	THRU	0	IN ...	702
	RIGHT	84	OUT ...	263
		1,744		4,719

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	4	5
	THRU	371	465
	RIGHT	164	213
SOUTH BOUND	LEFT	48	50
	THRU	637	888
	RIGHT	9	8
EAST BOUND	LEFT	15	13
	THRU	1	1
	RIGHT	10	12
WEST BOUND	LEFT	401	613
	THRU	0	0
	RIGHT	84	92
		1,744	2,359

Intersection: Fairmont Blvd (S) Village Center Dr

Condition: 2035 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	9	SOUTH LEG	
	THRU	454	IN ...	1,252
	RIGHT	392	OUT ...	761
SOUTH BOUND	LEFT	40	NORTH LEG	
	THRU	294	IN ...	499
	RIGHT	13	OUT ...	736
EAST BOUND	LEFT	9	WEST LEG	
	THRU	2	IN ...	16
	RIGHT	5	OUT ...	26
WEST BOUND	LEFT	233	EAST LEG	
	THRU	4	IN ...	341
	RIGHT	27	OUT ...	585
		1,482		4,217

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	9	10
	THRU	454	697
	RIGHT	392	538
SOUTH BOUND	LEFT	40	46
	THRU	294	445
	RIGHT	13	12
EAST BOUND	LEFT	9	9
	THRU	2	2
	RIGHT	5	6
WEST BOUND	LEFT	233	310
	THRU	4	3
	RIGHT	27	30
		1,482	2,108

Project:	Yorba Linda Circulation Element	**Model Base Year**	2010	
Condition:	Build-out	**Model Build-out Year**	2035	
Intersection Number:	21	**Total Difference**	25	
		Existing Year Counts	2015	
North/South Street	Village Center Dr	**Difference Ex to B-O**	20	
		Percent	0.80	
East/West Street	Fairmont Blvd (N)	**Study Year Forecast**	2035	Build-out
		Difference Ex to Forecast	20	

Date: 11/06/15

Model Base Year: **2010**

AM 0.38 — **0**

0	137	63	
	395	44	
	396	119	

IN 577
OUT 577
BAL 0

PM 0.28 — **0**

	461	140	
	205	58	
	193	368	

IN 713
OUT 712
BAL -1

Model Build-out Year: **2035** **Build-out**

0	119	99	
	436	122	
	375	81	

IN 616
OUT 616
BAL 0

	461	170	
	230	121	
	167	349	

IN 749
OUT 749
BAL 0

Existing Year Counts **2015**

0	161	167	
	69	52	
	82	59	

IN 295
OUT 295
BAL 0

	95	86	
	89	115	
	59	94	

IN 269
OUT 269
BAL 0

Study Year Forecast **2035** **Build-out**

	0	0	
0	156	178	
	81	76	
	76	47	

IN 307
OUT 307
BAL 0

	0	0	
	95	93	
	95	129	
	53	90	

IN 277
OUT 277
BAL 0

Intersection: Village Center Dr Fairmont Blvd (N)

Condition: 2035 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	33	SOUTH LEG	
	THRU	0	IN ...	47
	RIGHT	26	OUT ...	76
SOUTH BOUND	LEFT	0	NORTH LEG	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	WEST LEG	
	THRU	26	IN ...	81
	RIGHT	43	OUT ...	156
WEST BOUND	LEFT	39	EAST LEG	
	THRU	128	IN ...	178
	RIGHT	0	OUT ...	76
		295		614

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	33	18
	THRU	0	0
	RIGHT	26	29
SOUTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	26	46
	RIGHT	43	35
WEST BOUND	LEFT	39	40
	THRU	128	137
	RIGHT	0	0
		295	307

Intersection: Village Center Dr Fairmont Blvd (N)

Condition: 2035 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	40	SOUTH LEG	
	THRU	0	IN ...	90
	RIGHT	54	OUT ...	53
SOUTH BOUND	LEFT	0	NORTH LEG	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	WEST LEG	
	THRU	61	IN ...	95
	RIGHT	28	OUT ...	95
WEST BOUND	LEFT	31	EAST LEG	
	THRU	55	IN ...	93
	RIGHT	0	OUT ...	129
		269		554

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	40	33
	THRU	0	0
	RIGHT	54	57
SOUTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	61	72
	RIGHT	28	23
WEST BOUND	LEFT	31	31
	THRU	55	62
	RIGHT	0	0
		269	277

Project:	Yorba Linda Circulation Element	**Model Base Year**	2010
Condition:	Build-out	**Model Build-out Year**	2035
Intersection Number:	22	**Total Difference**	25
		Existing Year Counts	2015
North/South Street	Village Center Dr	**Difference Ex to B-O**	20
		Percent	0.80
East/West Street	Bastanchury Rd	**Study Year Forecast**	2035 Build-out
		Difference Ex to Forecast	20

Date: 11/06/15

Model Base Year: **2010**

AM 0.38

		44	63	
0	51			73
	31			34
		33	33	

IN 181
OUT 181
BAL 0

PM 0.28

		58	140	
	78			81
	89			98
		30	118	

IN 346
OUT 346
BAL 0

Model Build-out Year: **2035** **Build-out**

		122	99	
0	47			82
	30			32
		113	57	

IN 291
OUT 291
BAL 0

		121	170	
	71			82
	82			94
		94	144	

IN 429
OUT 429
BAL 0

Existing Year Counts **2015**

		274	115	
0	660			0
	480			0
		612	633	

IN 1387
OUT 1387
BAL 0

		146	200	
	625			0
	512			0
		535	702	

IN 1360
OUT 1360
BAL 0

Study Year Forecast **2035** **Build-out**

		298	126	
0	659			3
	480			-1
		636	640	

IN 1420
OUT 1420
BAL 0

		160	207	
	623			0
	510			-1
		549	708	

IN 1379
OUT 1379
BAL 0

Intersection: Village Center Dr Bastanchury Rd

Condition: 2035 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	563	SOUTH LEG	
	THRU	70	IN ...	640
	RIGHT	0	OUT ...	636
SOUTH BOUND	LEFT	0	NORTH LEG	
	THRU	177	IN ...	298
	RIGHT	97	OUT ...	126
EAST BOUND	LEFT	45	WEST LEG	
	THRU	0	IN ...	480
	RIGHT	435	OUT ...	659
WEST BOUND	LEFT	0	EAST LEG	
	THRU	0	IN ...	3
	RIGHT	0	OUT ...	(1)
		1,387		2,841

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	563	561
	THRU	70	80
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	177	201
	RIGHT	97	98
EAST BOUND	LEFT	45	46
	THRU	0	0
	RIGHT	435	436
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
		1,387	1,421

Intersection: Village Center Dr Bastanchury Rd

Condition: 2035 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	574	SOUTH LEG	
	THRU	128	IN ...	708
	RIGHT	0	OUT ...	549
SOUTH BOUND	LEFT	0	NORTH LEG	
	THRU	95	IN ...	160
	RIGHT	51	OUT ...	207
EAST BOUND	LEFT	72	WEST LEG	
	THRU	0	IN ...	510
	RIGHT	440	OUT ...	623
WEST BOUND	LEFT	0	EAST LEG	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	(1)
		1,360		2,757

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	574	571
	THRU	128	136
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	95	108
	RIGHT	51	53
EAST BOUND	LEFT	72	70
	THRU	0	0
	RIGHT	440	442
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
		1,360	1,379

Project:	Yorba Linda Circulation Element	**Model Base Year**	2010
Condition:	Build-out	**Model Build-out Year**	2035
Intersection Number:	23	**Total Difference**	25
		Existing Year Counts	2015
North/South Street	Village Center Dr	**Difference Ex to B-O**	20
		Percent	0.80
East/West Street	Yorba Linda Blvd	**Study Year Forecast**	2035 Build-out
		Difference Ex to Forecast	20

Date: 11/06/15

Model Base Year: **2010**

AM 0.38

		33	33	
0	3932			4006
	1327			1401
		310	309	

IN 5675
OUT 5676
BAL 1

PM 0.28

		30	118	
	1785			1981
	4307			4498
		437	520	

IN 6838
OUT 6838
BAL 0

Model Build-out Year: **2035** **Build-out**

		113	57	
0	3009			3414
	969			1097
		516	181	

IN 4677
OUT 4679
BAL 2

		94	144	
	1488			1759
	3279			3789
		366	656	

IN 5788
OUT 5787
BAL -1

Existing Year Counts **2015**

		601	585	
0	953			1178
	590			833
		250	252	

IN 2621
OUT 2621
BAL 0

		728	535	
	612			779
	987			1221
		469	343	

IN 2837
OUT 2837
BAL 0

Study Year Forecast **2035** **Build-out**

		625	592	
0	672			998
	481			741
		313	213	

IN 2318
OUT 2318
BAL 0

		742	541	
	545			729
	757			1062
		453	373	

IN 2602
OUT 2602
BAL 0

Intersection: Village Center Dr Yorba Linda Blvd

Condition: 2035 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH	LEFT	81.405	SOUTH LEG	
BOUND	THRU	133.665	IN ...	213
	RIGHT	38.19	OUT ...	313
SOUTH	LEFT	336.675	NORTH LEG	
BOUND	THRU	142.71	IN ...	625
	RIGHT	124.62	OUT ...	592
EAST	LEFT	78.39	WEST LEG	
BOUND	THRU	462.3	IN ...	481
	RIGHT	52.26	OUT ...	672
WEST	LEFT	56.28	EAST LEG	
BOUND	THRU	751.74	IN ...	998
	RIGHT	375.87	OUT ...	741
		2,634		4,636

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	81	52
BOUND	THRU	134	128
	RIGHT	38	33
SOUTH	LEFT	337	345
BOUND	THRU	143	189
	RIGHT	125	92
EAST	LEFT	78	67
BOUND	THRU	462	362
	RIGHT	52	53
WEST	LEFT	56	71
BOUND	THRU	752	528
	RIGHT	376	398
		2,634	2,318

Intersection: Village Center Dr Yorba Linda Blvd

Condition: 2035 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH	LEFT	32	SOUTH LEG	
BOUND	THRU	223	IN ...	373
	RIGHT	89	OUT ...	453
SOUTH	LEFT	380	NORTH LEG	
BOUND	THRU	269	IN ...	742
	RIGHT	82	OUT ...	541
EAST	LEFT	151	WEST LEG	
BOUND	THRU	758	IN ...	757
	RIGHT	83	OUT ...	545
WEST	LEFT	119	EAST LEG	
BOUND	THRU	500	IN ...	729
	RIGHT	164	OUT ...	1,062
		2,851		5,203

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	32	30
BOUND	THRU	223	249
	RIGHT	89	95
SOUTH	LEFT	380	393
BOUND	THRU	269	274
	RIGHT	82	75
EAST	LEFT	151	120
BOUND	THRU	758	574
	RIGHT	83	62
WEST	LEFT	119	117
BOUND	THRU	500	440
	RIGHT	164	172
		2,851	2,602

Project:	Yorba Linda Circulation Element	**Model Base Year**	2010
Condition:	Build-out	**Model Build-out Year**	2035
Intersection Number:	24	**Total Difference**	25
		Existing Year Counts	2015
North/South Street	Village Center Dr	**Difference Ex to B-O**	20
		Percent	0.80
East/West Street	Paseo de las Palomas	**Study Year Forecast**	2035 Build-out
		Difference Ex to Forecast	20

Date: 11/06/15

Model Base Year: **2010**

AM 0.38

		203	129	
0	44			540
	16			170
		661	244	

IN 1003
OUT 1004
BAL 1

PM 0.28

		255	478	
	32			288
	42			627
		446	1000	

IN 1585
OUT 1583
BAL -2

Model Build-out Year: **2035** **Build-out**

		520	199	
0	40			767
	13			167
		1212	318	

IN 1618
OUT 1618
BAL 0

		383	668	
	28			357
	37			890
		656	1466	

IN 2243
OUT 2242
BAL -1

Existing Year Counts **2015**

		237	169	
0	134			148
	141			151
		244	172	

IN 698
OUT 698
BAL 0

		222	236	
	101			111
	111			175
		206	274	

IN 718
OUT 718
BAL 0

Study Year Forecast **2035** **Build-out**

		333	190	
0	133			217
	140			150
		412	194	

IN 885
OUT 885
BAL 0

		251	279	
	100			126
	110			234
		253	378	

IN 865
OUT 866
BAL 0

Intersection: Village Center Dr Paseo de las Palomas

Condition: 2035 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	25	SOUTH LEG	
	THRU	105	IN ...	194
	RIGHT	42	OUT ...	412
SOUTH BOUND	LEFT	23	NORTH LEG	
	THRU	168	IN ...	333
	RIGHT	46	OUT ...	190
EAST BOUND	LEFT	39	WEST LEG	
	THRU	86	IN ...	140
	RIGHT	16	OUT ...	133
WEST BOUND	LEFT	60	EAST LEG	
	THRU	63	IN ...	217
	RIGHT	25	OUT ...	150
		698		1,770

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	25	25
	THRU	105	122
	RIGHT	42	47
SOUTH BOUND	LEFT	23	23
	THRU	168	270
	RIGHT	46	40
EAST BOUND	LEFT	39	37
	THRU	86	79
	RIGHT	16	23
WEST BOUND	LEFT	60	118
	THRU	63	68
	RIGHT	25	32
		698	885

Intersection: Village Center Dr Paseo de las Palomas

Condition: 2035 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH	LEFT	10	SOUTH LEG	
BOUND	THRU	178	IN ...	378
	RIGHT	86	OUT ...	253
SOUTH	LEFT	33	NORTH LEG	
BOUND	THRU	151	IN ...	251
	RIGHT	38	OUT ...	279
EAST	LEFT	38	WEST LEG	
BOUND	THRU	56	IN ...	110
	RIGHT	17	OUT ...	100
WEST	LEFT	38	EAST LEG	
BOUND	THRU	53	IN ...	126
	RIGHT	20	OUT ...	234
		718		1,731

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	10	13
BOUND	THRU	178	227
	RIGHT	86	138
SOUTH	LEFT	33	37
BOUND	THRU	151	181
	RIGHT	38	33
EAST	LEFT	38	32
BOUND	THRU	56	59
	RIGHT	17	19
WEST	LEFT	38	53
BOUND	THRU	53	54
	RIGHT	20	20
		718	866

Project:	Yorba Linda Circulation Element	**Model Base Year**	2010
Condition:	Build-out	**Model Build-out Year**	2035
Intersection Number:	25	**Total Difference**	25
		Existing Year Counts	2015
North/South Street	Paseo de las Palomas	**Difference Ex to B-O**	20
		Percent	0.80
East/West Street	Yorba Linda Blvd	**Study Year Forecast**	2035 Build-out
		Difference Ex to Forecast	20

Date: 11/06/15

Model Base Year: **2010**

AM 0.38

0	2972		2708
	1450		1342
	232	388	

IN 4546
OUT 4546
BAL 0

PM 0.28

	1769		1580
	3508		3227
	460	368	

IN 5456
OUT 5456
BAL 0

Model Build-out Year: **2035 Build-out**

0	2310		2260
	1193		1155
	359	371	

IN 3824
OUT 3824
BAL 0

	1525		1477
	2610		2556
	514	507	

IN 4594
OUT 4595
BAL 1

Existing Year Counts **2015**

0	1077		1081
	719		812
	71	160	

IN 1960
OUT 1960
BAL 0

	977		1068
	1147		1231
	175	168	

IN 2383
OUT 2383
BAL 0

Study Year Forecast **2035 Build-out**

		0	0
0	876		945
	641		755
	110	155	

IN 1741
OUT 1741
BAL 0

		0	0
	922		1045
	946		1081
	187	199	

IN 2190
OUT 2190
BAL 0

Intersection: Paseo de las Palc Yorba Linda Blvd

Condition: 2035 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	46.23	SOUTH LEG	
	THRU	0	IN ...	155
	RIGHT	114.57	OUT ...	110
SOUTH BOUND	LEFT	0	NORTH LEG	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	WEST LEG	
	THRU	701.49	IN ...	641
	RIGHT	21.105	OUT ...	876
WEST BOUND	LEFT	50.25	EAST LEG	
	THRU	1036.155	IN ...	945
	RIGHT	0	OUT ...	755
		1,970		3,481

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	46	32
	THRU	0	0
	RIGHT	115	125
SOUTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	701	630
	RIGHT	21	25
WEST BOUND	LEFT	50	85
	THRU	1,036	844
	RIGHT	0	0
		1,970	1,741

Intersection: Paseo de las Palc Yorba Linda Blvd

Condition: 2035 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH	LEFT	41	SOUTH LEG	
BOUND	THRU	0	IN ...	199
	RIGHT	128	OUT ...	187
SOUTH	LEFT	0	NORTH LEG	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	WEST LEG	
BOUND	THRU	1,110	IN ...	946
	RIGHT	43	OUT ...	922
WEST	LEFT	133	EAST LEG	
BOUND	THRU	941	IN ...	1,045
	RIGHT	0	OUT ...	1,081
		2,395		4,380

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	41	41
BOUND	THRU	0	0
	RIGHT	128	160
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	1,110	921
	RIGHT	43	35
WEST	LEFT	133	153
BOUND	THRU	941	882
	RIGHT	0	0
		2,395	2,190

Project:	Yorba Linda Circulation Element	**Model Base Year**	2010	
Condition:	Build-out	**Model Build-out Year**	2035	
Intersection Number:	26	**Total Difference**	25	
		Existing Year Counts	2015	
North/South Street	San Antonio Rd	**Difference Ex to B-O**	20	
		Percent	0.80	
East/West Street	Yorba Linda Blvd	**Study Year Forecast**	2035	Build-out
		Difference Ex to Forecast	20	

Date: 11/06/15

Model Base Year: **2010**

AM 0.38

		551	247
0	2708		2612
	1342		1550

IN 4505
OUT 4505
BAL 0

PM 0.28

		399	600
	1580		1766
	3227		3212

IN 5392
OUT 5392
BAL 0

Model Build-out Year: **2035** **Build-out**

		904	279
0	2260		1872
	1155		1393

IN 3931
OUT 3932
BAL 1

		479	968
	1477		1589
	2556		2177

IN 4624
OUT 4622
BAL -2

Existing Year Counts **2015**

		185	78
0	1205		1184
	953		1044
		1	6

IN 2328
OUT 2328
BAL 0

		131	130
	1030		1046
	1238		1256
		1	2

IN 2417
OUT 2417
BAL 0

Study Year Forecast **2035** **Build-out**

		292	88
0	1069		959
	896		996
		1	6

IN 2154
OUT 2154
BAL 0

		149	212
	1007		1006
	1088		1024
		1	2

IN 2245
OUT 2245
BAL 0

Intersection: San Antonio Rd Yorba Linda Blvd

Condition: 2035 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	2.01	SOUTH LEG	
	THRU	0	IN ...	6
	RIGHT	4.02	OUT ...	1
SOUTH BOUND	LEFT	114.57	NORTH LEG	
	THRU	0	IN ...	292
	RIGHT	71.355	OUT ...	88
EAST BOUND	LEFT	26.13	WEST LEG	
	THRU	930.63	IN ...	896
	RIGHT	1.005	OUT ...	1,069
WEST BOUND	LEFT	0	EAST LEG	
	THRU	1137.66	IN ...	959
	RIGHT	52.26	OUT ...	996
		2,340		4,307

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	2	3
	THRU	0	0
	RIGHT	4	3
SOUTH BOUND	LEFT	115	151
	THRU	0	0
	RIGHT	71	141
EAST BOUND	LEFT	26	40
	THRU	931	842
	RIGHT	1	1
WEST BOUND	LEFT	0	0
	THRU	1,138	925
	RIGHT	52	48
		2,340	2,154

Intersection: San Antonio Rd Yorba Linda Blvd

Condition: 2035 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	0	SOUTH LEG	
	THRU	0	IN ...	2
	RIGHT	2	OUT ...	1
SOUTH BOUND	LEFT	71	NORTH LEG	
	THRU	0	IN ...	149
	RIGHT	60	OUT ...	212
EAST BOUND	LEFT	54	WEST LEG	
	THRU	1,189	IN ...	1,088
	RIGHT	1	OUT ...	1,007
WEST BOUND	LEFT	0	EAST LEG	
	THRU	975	IN ...	1,006
	RIGHT	76	OUT ...	1,024
		2,429		4,489

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

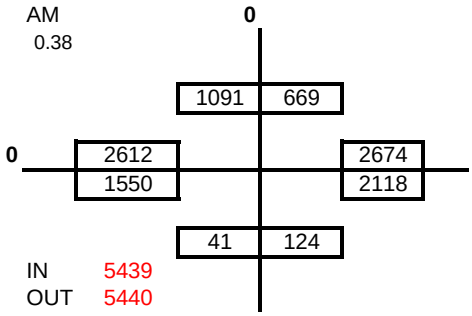
APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	2	2
SOUTH BOUND	LEFT	71	62
	THRU	0	0
	RIGHT	60	87
EAST BOUND	LEFT	54	107
	THRU	1,189	960
	RIGHT	1	1
WEST BOUND	LEFT	0	0
	THRU	975	920
	RIGHT	76	106
		2,429	2,245

Project:	Yorba Linda Circulation Element	**Model Base Year**	2010	
Condition:	Build-out	**Model Build-out Year**	2035	
Intersection Number:	27	**Total Difference**	25	
		Existing Year Counts	2015	
North/South Street	Yorba Ranch Rd	**Difference Ex to B-O**	20	
		Percent	0.80	
East/West Street	Yorba Linda Blvd	**Study Year Forecast**	2035	Build-out
		Difference Ex to Forecast	20	

Date: 11/06/15

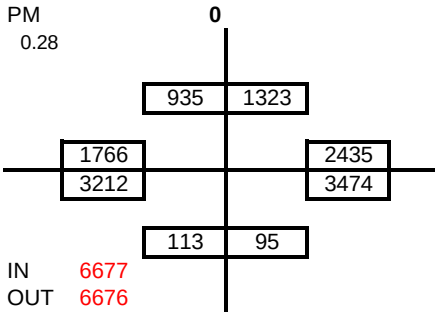
Model Base Year: **2010**

AM 0.38



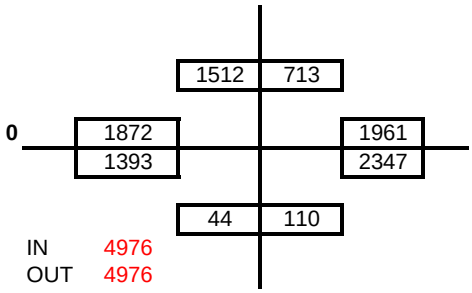
IN 5439
OUT 5440
BAL 1

PM 0.28

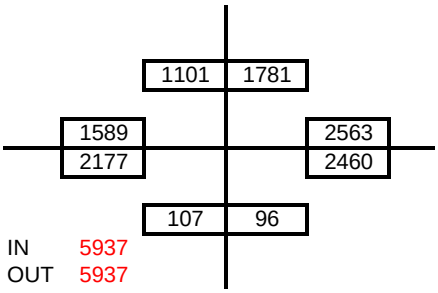


IN 6677
OUT 6676
BAL -1

Model Build-out Year: **2035** **Build-out**

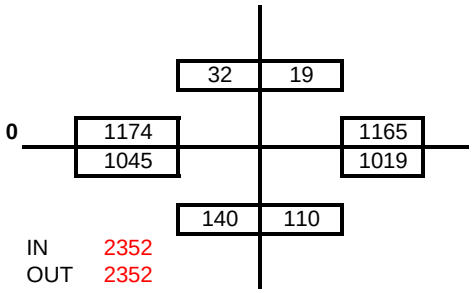


IN 4976
OUT 4976
BAL 0

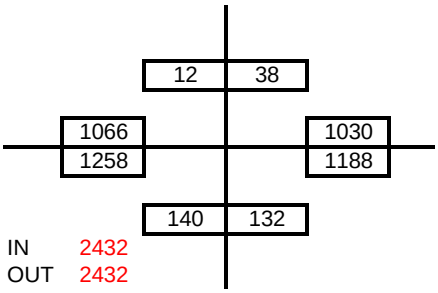


IN 5937
OUT 5937
BAL 0

Existing Year Counts **2015**

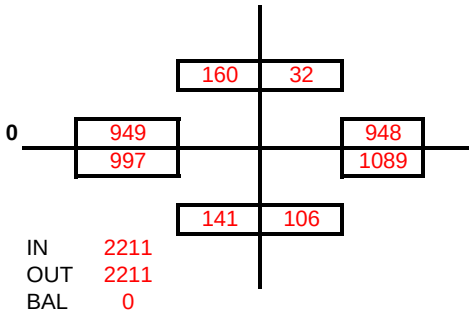


IN 2352
OUT 2352
BAL 0

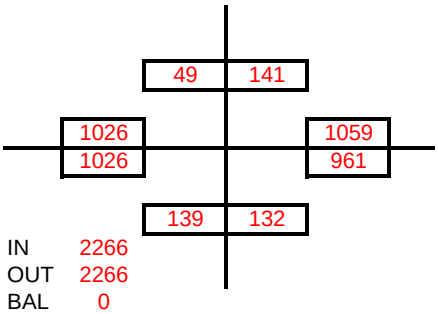


IN 2432
OUT 2432
BAL 0

Study Year Forecast **2035** **Build-out**



IN 2211
OUT 2211
BAL 0



IN 2266
OUT 2266
BAL 0

Intersection: Yorba Ranch Rd Yorba Linda Blvd

Condition: 2035 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	66.33	SOUTH LEG	
	THRU	3.015	IN ...	106
	RIGHT	41.205	OUT ...	141
SOUTH BOUND	LEFT	21.105	NORTH LEG	
	THRU	9.045	IN ...	160
	RIGHT	2.01	OUT ...	32
EAST BOUND	LEFT	6.03	WEST LEG	
	THRU	961.785	IN ...	997
	RIGHT	82.41	OUT ...	949
WEST BOUND	LEFT	49.245	EAST LEG	
	THRU	1111.53	IN ...	948
	RIGHT	10.05	OUT ...	1,089
		2,364		4,422

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	66	57
	THRU	3	5
	RIGHT	41	43
SOUTH BOUND	LEFT	21	113
	THRU	9	39
	RIGHT	2	9
EAST BOUND	LEFT	6	10
	THRU	962	932
	RIGHT	82	64
WEST BOUND	LEFT	49	39
	THRU	1,112	884
	RIGHT	10	17
		2,364	2,211

Intersection: Yorba Ranch Rd Yorba Linda Blvd

Condition: 2035 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH	LEFT	87	SOUTH LEG	
BOUND	THRU	5	IN ...	132
	RIGHT	40	OUT ...	139
SOUTH	LEFT	2	NORTH LEG	
BOUND	THRU	6	IN ...	49
	RIGHT	4	OUT ...	141
EAST	LEFT	19	WEST LEG	
BOUND	THRU	1,152	IN ...	1,026
	RIGHT	93	OUT ...	1,026
WEST	LEFT	41	EAST LEG	
BOUND	THRU	980	IN ...	1,059
	RIGHT	14	OUT ...	961
		2,444		4,533

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	87	71
BOUND	THRU	5	19
	RIGHT	40	41
SOUTH	LEFT	2	9
BOUND	THRU	6	25
	RIGHT	4	15
EAST	LEFT	19	57
BOUND	THRU	1,152	910
	RIGHT	93	68
WEST	LEFT	41	46
BOUND	THRU	980	941
	RIGHT	14	64
		2,444	2,266

Project:	Yorba Linda Circulation Element	**Model Base Year**	2010	
Condition:	Build-out	**Model Build-out Year**	2035	
Intersection Number:	28	**Total Difference**	25	
		Existing Year Counts	2015	
North/South Street	Yorba Ranch Rd	**Difference Ex to B-O**	20	
		Percent	0.80	
East/West Street	Esperanza Rd	**Study Year Forecast**	2035	Build-out
		Difference Ex to Forecast	20	

Date: 11/06/15

Model Base Year: **2010**

AM 0.38

		1229	407	
0	2869			2416
	736			1106

IN 4381
OUT 4382
BAL 1

PM 0.28

		793	1494	
	732			1196
	3604			3367

IN 5593
OUT 5593
BAL 0

Model Build-out Year: **2035** **Build-out**

		1388	454	
0	2534			1852
	897			1150

IN 4137
OUT 4138
BAL 1

		869	1647	
	689			840
	2506			1879

IN 4215
OUT 4215
BAL 0

Existing Year Counts **2015**

		123	46	
0	517			428
	323			311

IN 874
OUT 874
BAL 0

		84	126	
	355			314
	489			406

IN 887
OUT 887
BAL 0

Study Year Forecast **2035** **Build-out**

		171	60	
0	415			257
	372			324
		0	0	

IN 800
OUT 800
BAL 0

		101	160	
	345			234
	243			73
		0	0	

IN 578
OUT 578
BAL 0

Intersection: Yorba Ranch Rd Esperanza Rd

Condition: 2035 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	0	SOUTH LEG	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH BOUND	LEFT	27	NORTH LEG	
	THRU	0	IN ...	171
	RIGHT	96	OUT ...	60
EAST BOUND	LEFT	39	WEST LEG	
	THRU	284	IN ...	372
	RIGHT	0	OUT ...	415
WEST BOUND	LEFT	0	EAST LEG	
	THRU	421	IN ...	257
	RIGHT	7	OUT ...	324
		874		1,600

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
SOUTH BOUND	LEFT	27	21
	THRU	0	0
	RIGHT	96	154
EAST BOUND	LEFT	39	57
	THRU	284	303
	RIGHT	0	0
WEST BOUND	LEFT	0	0
	THRU	421	261
	RIGHT	7	3
		874	800

Intersection: Yorba Ranch Rd Esperanza Rd

Condition: 2035 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH	LEFT	15	NORTH LEG	
BOUND	THRU	0	IN ...	101
	RIGHT	69	OUT ...	160
EAST	LEFT	98	WEST LEG	
BOUND	THRU	391	IN ...	243
	RIGHT	0	OUT ...	345
WEST	LEFT	0	EAST LEG	
BOUND	THRU	286	IN ...	234
	RIGHT	28	OUT ...	73
		887		1,157

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	15	1
BOUND	THRU	0	0
	RIGHT	69	107
EAST	LEFT	98	149
BOUND	THRU	391	71
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	286	238
	RIGHT	28	11
		887	578

Project:	Yorba Linda Circulation Element	**Model Base Year**	2010	
Condition:	Build-out	**Model Build-out Year**	2035	
Intersection Number:	29	**Total Difference**	25	
		Existing Year Counts	2015	
North/South Street	Yorba Linda Blvd	**Difference Ex to B-O**	20	
		Percent	0.80	
East/West Street	La Palma Ave	**Study Year Forecast**	2035	Build-out
		Difference Ex to Forecast	20	

Date: 11/06/15

Model Base Year: **2010**

AM 0.38

		3105	4957	
0	1796			3146
	27			799
		3236	4511	

IN 10789
OUT 10788
BAL -1

PM 0.28

		6970	3880	
0	42			1312
	1081			2774
		7086	4420	

IN 13783
OUT 13782
BAL -1

Model Build-out Year: **2035** **Build-out**

		3291	3511	
0	396			1798
	226			882
		3856	3331	

IN 8646
OUT 8645
BAL -1

		4235	3647	
0	10			1386
	510			1917
		4523	3965	

IN 10096
OUT 10097
BAL 1

Existing Year Counts **2015**

		1338	1516	
0	639			1257
	456			739
		1477	1320	

IN 4371
OUT 4371
BAL 0

		1464	1618	
0	588			822
	1057			1771
		1526	2160	

IN 5503
OUT 5503
BAL 0

Study Year Forecast **2035** **Build-out**

		1395	1076	
0	213			847
	516			764
		1665	961	

IN 3720
OUT 3720
BAL 0

		851	1566	
0	581			839
	929			1579
		952	2058	

IN 4677
OUT 4678
BAL 0

Intersection: Yorba Linda Blvd La Palma Ave

Condition: 2035 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	279.39	SOUTH LEG	
	THRU	795.96	IN ...	961
	RIGHT	251.25	OUT ...	1,665
SOUTH BOUND	LEFT	346.725	NORTH LEG	
	THRU	938.67	IN ...	1,395
	RIGHT	59.295	OUT ...	1,076
EAST BOUND	LEFT	45.225	WEST LEG	
	THRU	144.72	IN ...	516
	RIGHT	268.335	OUT ...	213
WEST BOUND	LEFT	277.38	EAST LEG	
	THRU	303.51	IN ...	847
	RIGHT	682.395	OUT ...	764
		4,393		7,439

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	279	99
	THRU	796	591
	RIGHT	251	269
SOUTH BOUND	LEFT	347	339
	THRU	939	1,039
	RIGHT	59	19
EAST BOUND	LEFT	45	34
	THRU	145	156
	RIGHT	268	327
WEST BOUND	LEFT	277	299
	THRU	304	96
	RIGHT	682	451
		4,393	3,720

Intersection: Yorba Linda Blvd La Palma Ave

Condition: 2035 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH	LEFT	360	SOUTH LEG	
BOUND	THRU	1,216	IN ...	2,058
	RIGHT	595	OUT ...	952
SOUTH	LEFT	609	NORTH LEG	
BOUND	THRU	798	IN ...	851
	RIGHT	64	OUT ...	1,566
EAST	LEFT	83	WEST LEG	
BOUND	THRU	576	IN ...	929
	RIGHT	403	OUT ...	581
WEST	LEFT	333	EAST LEG	
BOUND	THRU	167	IN ...	839
	RIGHT	327	OUT ...	1,579
		5,531		9,355

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	360	345
BOUND	THRU	1,216	1,124
	RIGHT	595	589
SOUTH	LEFT	609	420
BOUND	THRU	798	389
	RIGHT	64	43
EAST	LEFT	83	77
BOUND	THRU	576	570
	RIGHT	403	282
WEST	LEFT	333	281
BOUND	THRU	167	193
	RIGHT	327	364
		5,531	4,678

Project:	Yorba Linda Circulation Element	**Model Base Year**	2010	
Condition:	Build-out	**Model Build-out Year**	2035	
Intersection Number:	30	**Total Difference**	25	
		Existing Year Counts	2015	
North/South Street	Yorba Linda Blvd	**Difference Ex to B-O**	20	
		Percent	0.80	
East/West Street	Savi Ranch Pkwy	**Study Year Forecast**	2035	Build-out
		Difference Ex to Forecast	20	

Date: 11/06/15

Model Base Year: **2010**

AM 0.38

		3236	4511
0			
		3236	4511

IN 7747
OUT 7747
BAL 0

PM 0.28

		7086	4420
		7086	4420

IN 11506
OUT 11506
BAL 0

Model Build-out Year: **2035** **Build-out**

		3856	3331
0		593	
		2665	
		3591	5137

IN 9586
OUT 9587
BAL 1

		4523	3965
		3444	
		1601	
		6685	4285

IN 12252
OUT 12251
BAL -1

Existing Year Counts **2015**

		1751	1279
0	337	263	
	201	868	
		1685	1954

IN 4169
OUT 4169
BAL 0

		1751	1279
	337	263	
	201	868	
		1685	1954

IN 4169
OUT 4169
BAL 0

Study Year Forecast **2035** **Build-out**

		1939	920
0	337	443	
	201	1678	
		1793	2144

IN 4728
OUT 4728
BAL 0

		1177	1177
	337	1034	
	201	1227	
		1595	1924

IN 4336
OUT 4336
BAL 0

Intersection: Yorba Linda Blvd Savi Ranch Pkwy

Condition: 2035 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	168.84	SOUTH LEG	
	THRU	1116.555	IN ...	2,144
	RIGHT	678.375	OUT ...	1,793
SOUTH BOUND	LEFT	193.965	NORTH LEG	
	THRU	1295.445	IN ...	1,939
	RIGHT	169.845	OUT ...	920
EAST BOUND	LEFT	100.5	WEST LEG	
	THRU	0	IN ...	201
	RIGHT	142.71	OUT ...	337
WEST BOUND	LEFT	154.77	EAST LEG	
	THRU	0	IN ...	443
	RIGHT	163.815	OUT ...	1,678
		4,185		9,456

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	169	164
	THRU	1,117	688
	RIGHT	678	1,293
SOUTH BOUND	LEFT	194	386
	THRU	1,295	1,381
	RIGHT	170	173
EAST BOUND	LEFT	101	60
	THRU	0	0
	RIGHT	143	141
WEST BOUND	LEFT	155	271
	THRU	0	0
	RIGHT	164	173
		4,185	4,728

Intersection: Yorba Linda Blvd Savi Ranch Pkwy

Condition: 2035 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	104	SOUTH LEG	
	THRU	1,371	IN ...	1,924
	RIGHT	596	OUT ...	1,595
SOUTH BOUND	LEFT	345	NORTH LEG	
	THRU	1,119	IN ...	1,177
	RIGHT	236	OUT ...	1,177
EAST BOUND	LEFT	164	WEST LEG	
	THRU	0	IN ...	201
	RIGHT	381	OUT ...	337
WEST BOUND	LEFT	587	EAST LEG	
	THRU	0	IN ...	1,034
	RIGHT	580	OUT ...	1,227
		5,481		8,672

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	104	157
	THRU	1,371	816
	RIGHT	596	949
SOUTH BOUND	LEFT	345	277
	THRU	1,119	720
	RIGHT	236	180
EAST BOUND	LEFT	164	34
	THRU	0	0
	RIGHT	381	167
WEST BOUND	LEFT	587	708
	THRU	0	0
	RIGHT	580	327
		5,481	4,336

2010 AM RAW

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2010 PM RAW

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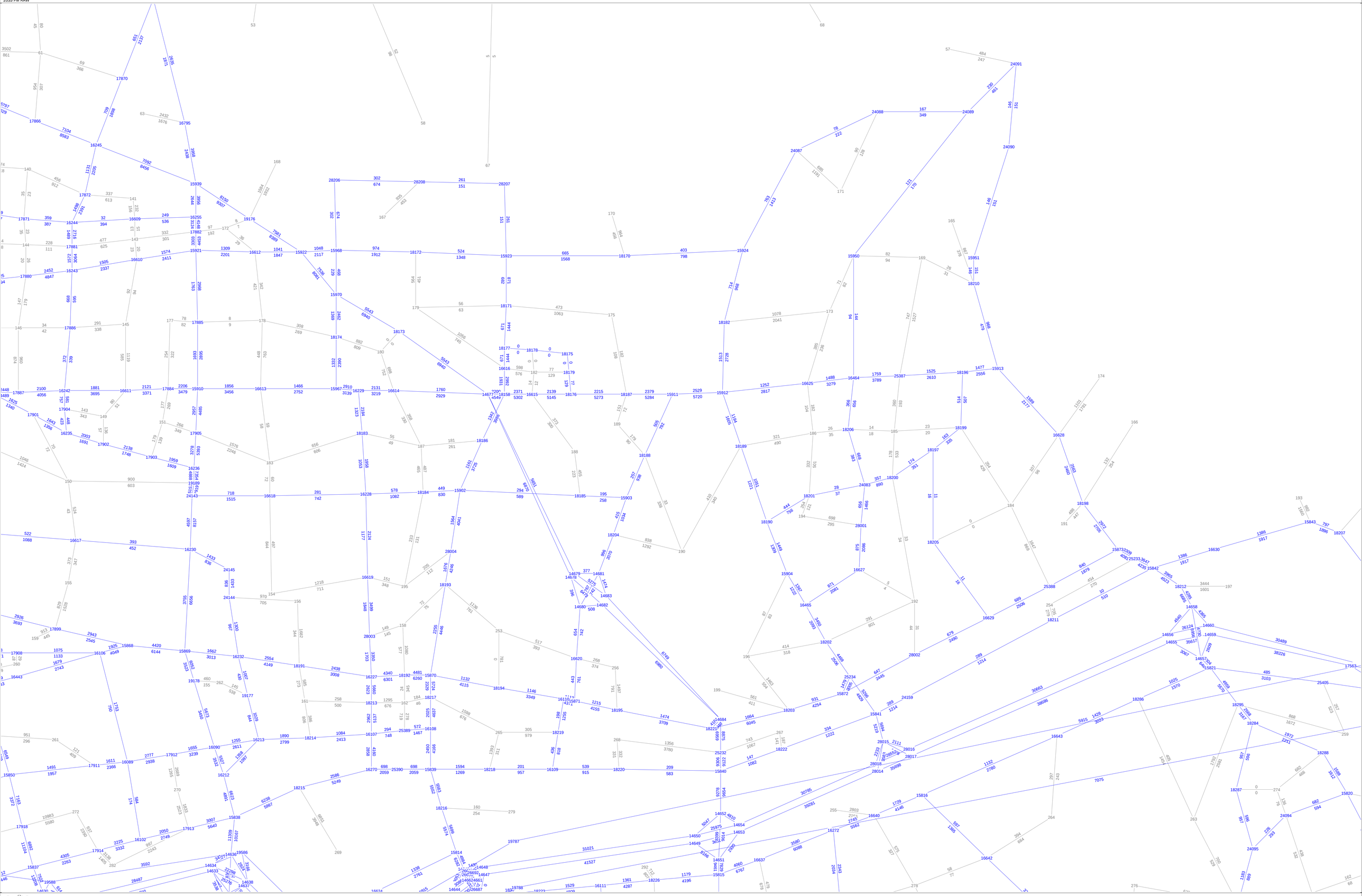
2035 PM RAW



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