

Yorba Linda California Temple

Traffic Impact Analysis

Prepared for:
The Church of Jesus Christ of Latter-Day Saints

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UT21-2276

FEHR  PEERS

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1. Executive Summary

This study provides a summary of the potential transportation-related level of service effects from the proposed Yorba Linda California Temple located on the property of an existing Church of Jesus Christ of Latter-Day Saints meetinghouse building on Bastanchury Road between Rose Drive and Imperial Highway in Yorba Linda, CA. This study analyzes the traffic operations and level of service effects during the AM and PM peak hours for background and plus project conditions for the years 2022, 2024 (opening year), and 2045 at the following key intersections:

- 1) Valley View Avenue / Yorba Linda Boulevard – Signal
- 2) Valley View Avenue / Imperial Highway – Signal
- 3) Imperial Highway / Bastanchury Road – Signal
- 4) Osmond Street / Bastanchury Road – Stop Control
- 5) Prospect Avenue / Bastanchury Road – Signal
- 6) Rose Drive / Bastanchury Road – Signal
- 7) Rose Drive / Yorba Linda Boulevard – Signal
- 8) Prospect Avenue / Yorba Linda Boulevard – Signal
- 9) Rose Drive / Imperial Highway – Signal

The plus project analysis includes project trips generated from the proposed Yorba Linda Temple. Fehr & Peers estimated the number of vehicles trips for the proposed Temple using traffic data collected at other six temples (five in Utah and one in Arizona). The estimated vehicle trips for the Yorba Linda Temple are:

- AM peak hour: 64 vehicle trips (48 entering and 16 exiting)
- PM peak hour: 74 vehicle trips (38 entering and 36 exiting)

The proposed project includes only one access along Bastanchury Road; the project will have a second access along Osmond for emergency access only and will be gated. **Table 1** shows the analysis results for all scenarios. Detailed descriptions of the intersection operations can be found in the subsequent chapters. The findings of this study indicate the following:

- The northbound left turn movement at Osmond Street / Bastanchury Road performs below acceptable levels of service in existing conditions and all other analysis years, likely due to the high eastbound and westbound traffic as well as not having a two-way left-turn lane to provide a two-stage left turn (the eastbound left turn lane is delineated).

- The Rose Drive / Imperial Highway intersection performs deficiently in the 2045 scenarios during the PM peak hour with and without the project. City guidelines say that intersections improvements are required if the project traffic volumes result in a 1% increase in the volume-to-capacity (v/c) ratio of a deficient intersection. The addition of the project traffic does not increase the v/c ratio for this intersection more than 1%, therefore no improvements are necessary.
- All other intersections operate at acceptable levels of service under all scenarios.
- Although the access on Bastanchury Road performs at acceptable levels of service, if a vehicle was present on the Bastanchury Road center-turn lane conflicting with the vehicles turning left from the Yorba Linda Temple site (for example, a vehicle entering the Friendship Baptist Church parking lot from the west), vehicles exiting the Temple will experience increased delays. However, with worship services for the Friendship Baptist Church occurring on Sundays and with the Yorba Linda Temple being closed on Sundays, this condition is not anticipated to be frequent.
- For special events and unplanned traffic scenarios, the Church has also laid out potential solutions to minimize the effects in the surrounding areas such as transportation demand management solutions, additional signage, and guidance from on-site volunteers. Historically, for other temples, parking for visitors was handled off site and visitors would come in busses at scheduled/limited intervals to walk through the temple on a set pathway on a guided tour.
- The Church has done two community outreach meeting and addressed the community concerns.



Table 1: AM and PM Peak Hour Level of Service Summary

Intersection			2022 Background	2022 + Project	2024 Background	2024 + Project	2045 Background	2045 + Project
ID	Location	Period	LOS	LOS	LOS	LOS	LOS	LOS
1	Valley View Avenue / Yorba Linda Boulevard ²	AM	A	A	A	A	A	A
		PM	B	B	B	B	B	B
2	Valley View Avenue / Imperial Highway ²	AM	A	A	A	A	B	B
		PM	B	B	B	B	C	C
3	Imperial Highway / Bastanchury Road ²	AM	B	B	B	B	C	C
		PM	C	C	C	C	D	D
4	Osmond Street / Bastanchury Road ¹	AM	E	E	E	E	E	E
		PM	D	D	D	D	E	E
5	Prospect Avenue / Bastanchury Road ²	AM	A	A	A	A	A	A
		PM	A	A	A	A	A	A
6	Rose Drive / Bastanchury Road ²	AM	B	B	B	B	C	C
		PM	B	B	B	B	C	C
7	Rose Drive / Yorba Linda Boulevard ²	AM	B	B	B	B	C	C
		PM	C	C	C	C	D	D
8	Prospectus Avenue / Yorba Linda Boulevard ²	AM	A	A	A	A	A	A
		PM	A	A	A	A	A	A
9	Rose Drive / Imperial Highway	AM	B	C	C	C	D	D
		PM	D	D	D	D	E	E
101	North Temple Access / Bastanchury Road ¹	AM	-	C	-	C	-	C
		PM	-	C	-	C	-	C

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.
 2. This represents the overall intersection LOS for signalized intersections using the ICU methodology.
 3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
 4. LOS highlighted in **bold** indicate a deficient LOS.
- Source: Fehr & Peers.

2. Introduction

2.1 Purpose

This study provides a summary of the potential transportation-related level of service effects from the proposed special use site located on the property of an existing meetinghouse building of The Church of Jesus Christ of Latter-Day Saints on Bastanchury Road west of Osmond Street in Yorba Linda, CA. See **Figure 1** for a project location map.

This study analyzes the traffic operations and level of service effects for background and plus project conditions for 2022, 2024 (opening year), and 2045 at key intersections described in the Scope section. The plus project analysis includes project trips generated from the proposed project. Fehr & Peers recommended intersection improvements (roadway geometry changes or operational improvements) actions, if needed, for each evaluation period.

2.2 Scope

This study analyzes the level of service effects of intersections near the proposed project site. Fehr & Peers selected the intersections based on the intersections that vehicles would utilize to travel to the Temple – taking into the account the roadways that provide access to the freeways and major roadways in the area. During the scoping meeting with the City of Yorba Linda, the City requested the addition of one additional intersection (Rose Drive / Imperial Highway). Fehr & Peers addressed the level of service effects at the following study intersections and proposed site access:

- 1) Valley View Avenue / Yorba Linda Boulevard – Signal
- 2) Valley View Avenue / Imperial Highway – Signal
- 3) Imperial Highway / Bastanchury Road – Signal
- 4) Osmond Street / Bastanchury Road – Stop Control
- 5) Prospect Avenue / Bastanchury Road – Signal
- 6) Rose Drive / Bastanchury Road – Signal
- 7) Rose Drive / Yorba Linda Boulevard – Signal
- 8) Prospect Avenue / Yorba Linda Boulevard – Signal
- 9) Rose Drive / Imperial Highway – Signal
- 10) North Temple Access / Bastanchury Road – Stop Control

Figure 1 shows the study intersections and project accesses analyzed in this study.

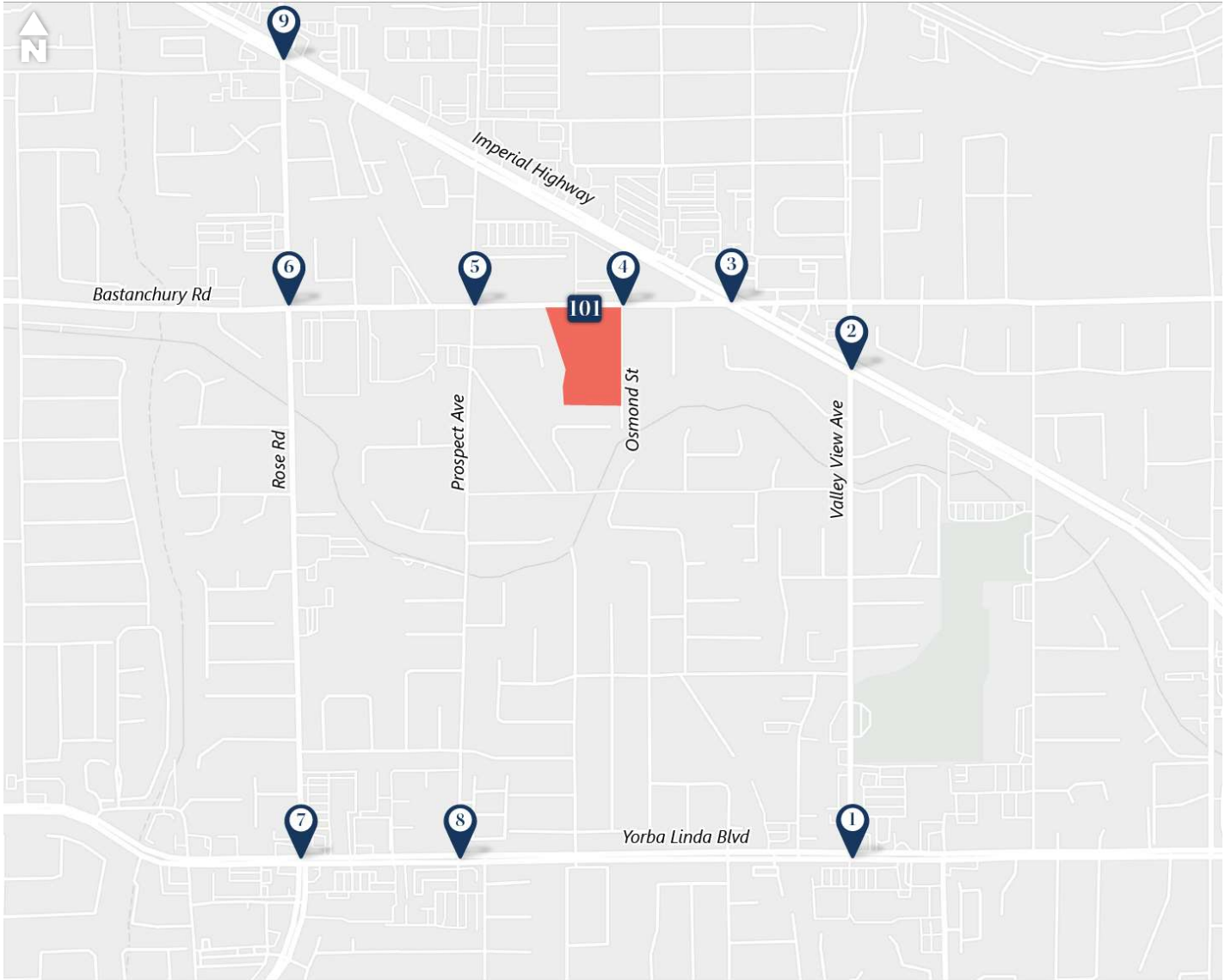


Figure 1
Yorba Linda California Temple Location



2.3 Analysis Methodology

Consistent with the recently adopted *City of Yorba Linda Transportation Impact Analysis Guidelines (May 2020)*, Fehr & Peers analyzed signalized intersections using the Intersection Capacity Utilization (ICU) methodology. The ICU methodology determines the intersection volume-to-capacity (V/C) ratio and corresponding level of service (LOS) for the turning movements and intersection characteristics at the signalized intersections. LOS is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Typically, LOS D or better is considered acceptable. "Capacity" represents the maximum volume of vehicles in the critical lanes that have a reasonable expectation of passing through an intersection in one hour under prevailing roadway and traffic conditions. The Traffic Impact Analysis guidelines produced by the City of Yorba Linda indicates the ICU calculations shall use 1,700 vehicles per hour and that intersection improvements will be required if the project traffic volumes result in a 1% increase in V/C ratio of a deficient intersection (LOS E or F) compared to the background condition. This study calculated the ICU ratios by dividing critical traffic movement volumes at an intersection by the capacity per number of lanes for the movement. Fehr & Peers calculated ICU and LOS for each peak hour using the Fehr & Peers' ICU spreadsheet tool.

For unsignalized intersections, Fehr & Peers used Highway Capacity Manual 6th Edition (HCM 6) methodology to remain consistent with "state of the practice" professional standards and City guidelines. This methodology provides the LOS for the average delay per vehicle on the worst-performing movement. Fehr & Peers used Synchro software to analyze unsignalized intersections.

Table 2 provides a brief description of each LOS letter designation and an accompanying vehicle-to-capacity ratio for signalized intersections and average delay per vehicle for unsignalized intersections.

Table 2: Level of Service Descriptions

LOS	Description	Unsignalized Intersections	Signalized Intersections
		Avg. Delay (sec/veh) ¹	Intersection Capacity Utilization ²
A	<i>Free Flow / Insignificant Delay</i> Extremely favorable progression. Individual users are virtually unaffected by others in the traffic stream. <i>Excellent.</i> No vehicle waits longer than one red light and no approach phase is fully used.	< 10.0	<0.600
B	<i>Stable Operations / Minimum Delays</i> Good progression. The presence of other users in the traffic stream becomes noticeable. <i>Very Good.</i> An occasional approach phase is fully utilized. Many drivers begin to feel somewhat restricted within groups of vehicles.	> 10.0 to 15.0	> 0.600 to 0.700
C	<i>Stable Operations / Acceptable Delays</i> Fair progression. The operation of individual users is affected by interactions with others in the traffic stream <i>Good.</i> Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.	> 15.0 to 25.0	> 0.700 to 0.800
D	<i>Approaching Unstable Flows / Tolerable Delays</i> Marginal progression. Operating conditions are noticeably more constrained. <i>Fair.</i> Delays may be substantial during portions of the rush hours, but enough lower volume period occur to permit clearing of developing lines, preventing excessive backups.	> 25.0 to 35.0	> 0.800 to 0.900
E	<i>Unstable Operations / Significant Delays Can Occur</i> Poor progression. Operating conditions are at or near capacity. <i>Poor.</i> Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	> 35.0 to 50.0	> 0.900 to 1.000
F	<i>Forced, Unpredictable Flows / Excessive Delays</i> Unacceptable progression with forced or breakdown of operating conditions. <i>Failure.</i> Backups from nearby locations or on cross street may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.	> 50.0	> 1.000

1. Worst movement LOS and delay (seconds/vehicle) only. HCM 6th Edition.

2. Volume-to-capacity ratio breakdowns based on ICU Methodology.

Source: Fehr & Peers descriptions, based on *Highway Capacity Manual 6th Edition* and *Intersection Capacity Utilization*.

3. Existing 2022 Background Conditions

3.1 Purpose

The existing conditions analysis examines the pertinent intersections and roadways during the peak travel periods of the day under traffic and geometric conditions during 2022. Through this analysis, Fehr & Peers can identify existing traffic operational deficiencies and recommend potential mitigation measures.

3.2 Traffic Volumes

A data collection firm collected AM and PM traffic counts for a weekday in March 2022, and Fehr & Peers processed them to establish a baseline of existing conditions and operations for the area. The AM and PM peak period in this study are from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM, respectively. **Figure 2** shows existing background AM and PM weekday peak hour volumes.

3.3 Level of Service Analysis

Fehr & Peers used ICU and HCM 6 methodologies to analyze signalized and unsignalized intersections, respectively. **Table 3** reports the results of the LOS analysis (see Appendix for the detailed LOS report). These results serve as a base for the analysis of the level of service effects of the proposed special use site.

The results of this analysis indicate that all study intersections operate within acceptable levels of delay during the peak hours, except for Osmond Street / Bastanchury Road. This intersection likely performs deficiently because of the northbound left-turn vehicle conflicting with heavy eastbound and westbound through, as well as an eastbound left-turn vehicle. Fehr & Peers performed a peak hour signal warrant analysis on this intersection and found that it does not meet the warrant because the low volume on the side street (Osmond Street); therefore, a signal is not a justified improvement for this intersection at this time. An important note, the northbound left-turn movement performs deficiently even if it only has one vehicle, and the 95th queuing percentile is less than one vehicle.

3.4 Intersection Improvements

Since the deficient movement at Osmond Street / Bastanchury Road only has one vehicle and the intersection did not meet the peak hour signal warrant analysis, no intersection improvements are

recommended under existing conditions. A possible improvement for this intersection can be to restrict the northbound left-turn movement out of Osmond Street.

Table 3: Existing 2022 Background Conditions Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Volume to Capacity	LOS
1	Valley View Avenue / Yorba Linda Boulevard	AM	Signal	-	-	-	0.516	A
		PM		-	-	-	0.602	B
2	Valley View Avenue / Imperial Highway	AM	Signal	-	-	-	0.571	A
		PM		-	-	-	0.624	B
3	Imperial Highway / Bastanchury Road	AM	Signal	-	-	-	0.675	B
		PM		-	-	-	0.735	C
4	Osmond Street / Bastanchury Road	AM	NB/SB Stop	NB LT	40	E	-	-
		PM		NB LT	28	D	-	-
5	Prospect Avenue / Bastanchury Road	AM	Signal	-	-	-	0.511	A
		PM		-	-	-	0.490	A
6	Rose Drive / Bastanchury Road	AM	Signal	-	-	-	0.665	B
		PM		-	-	-	0.641	B
7	Rose Drive / Yorba Linda Boulevard	AM	Signal	-	-	-	0.654	B
		PM		-	-	-	0.704	C
8	Prospect Avenue / Yorba Linda Boulevard	AM	Signal	-	-	-	0.430	A
		PM		-	-	-	0.469	A
9	Rose Drive / Imperial Highway	AM	Signal	-	-	-	0.700	B
		PM		-	-	-	0.815	D

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.

2. This represents the overall intersection LOS and volume to capacity ratio for signalized intersections using the ICU methodology.

3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound, LT= Left Turn.

Source: Fehr & Peers.

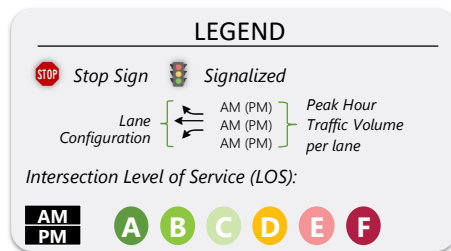
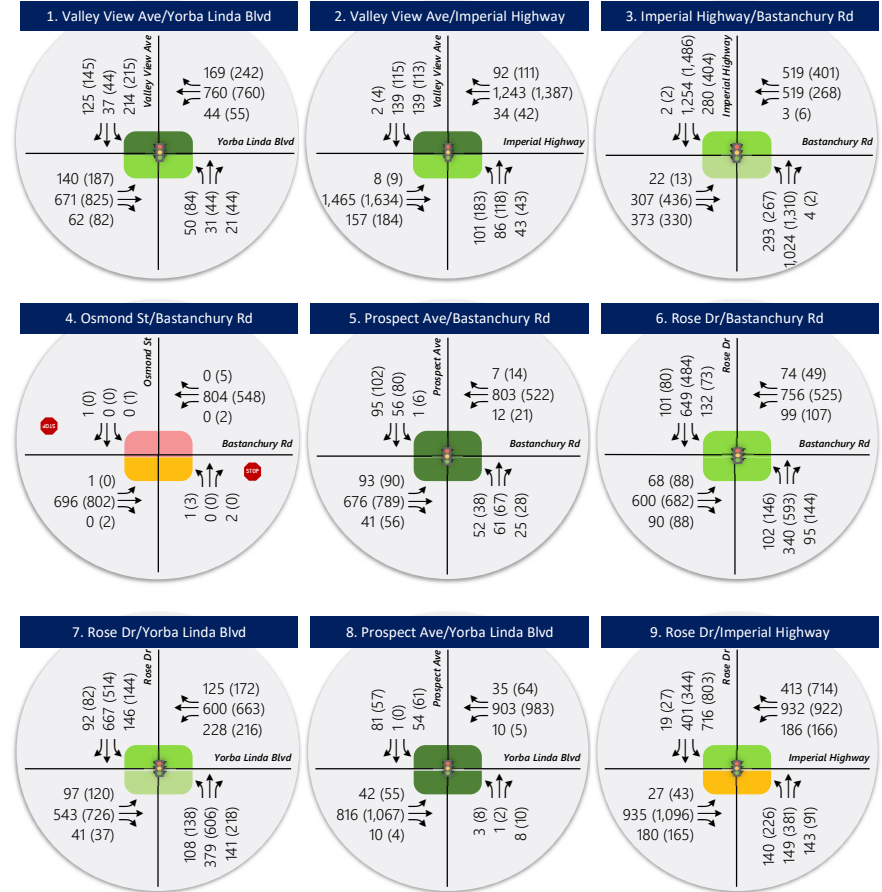
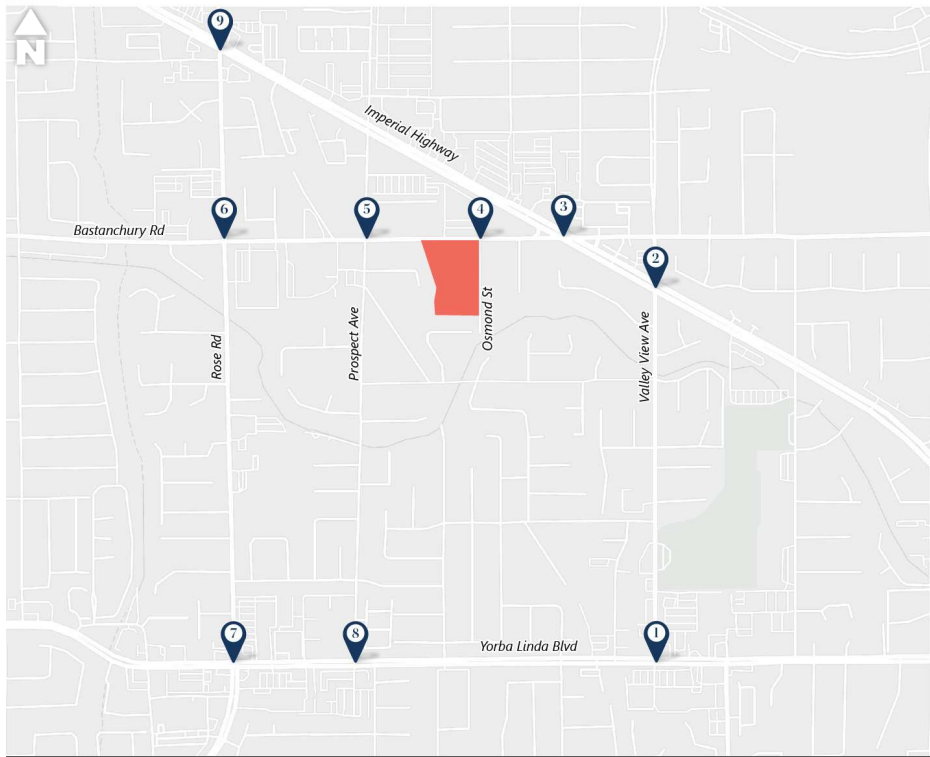


Figure 2
 Existing 2022 Conditions

4. Project Conditions

4.1 Project Description

The proposed Yorba Linda California Temple will be religious assembly facility owned and operated by The Church of Jesus Christ of Latter-day Saints. The new Temple will replace the church's existing meetinghouse on the site located on Bastanchury Road west of Osmond Street in Yorba Linda, CA. The existing meetinghouse has two accesses on Bastanchury, and the new Temple proposes only one driveway access along Bastanchury Road for all vehicles, eliminating one of the existing accesses on Bastanchury. The site will have a second access along Osmond Street for emergency access only with a gate to prevent other vehicles from using it. **Figure 3** shows the site plan for the proposed Yorba Linda California Temple.

The building has a main level (ground level) where all temple patron activities occur which is a footprint of 22,896 square feet. The building also includes a small basement level for mechanical and maintenance services. The primary building mass is set at 35 feet tall, which meets the height limitations of the zoning requirements and accommodates the church's interior volumetric space requirements. The current spire height is 107 feet and is proposed to be reduced to 99 feet and 6 inches in response to neighbor concerns. Within the temple building, there will be two ordinance rooms with 40 seats each. The site will be redeveloped to provide new parking, garden, and hardscape areas around the temple. A small grounds maintenance building will be included in the new work. A screened equipment yard will contain large mechanical equipment such as a chiller and emergency generator. The site will be fenced to allow the site to be closed after operating hours. The building includes a spire/tower for religious significance, central to the mass of the building. The façade and spire will be lit at night from a half hour before to a half hour after operating hours. The building and site will be constructed of high-quality, long-lasting materials. Landscape materials and design will be water-conscious.

Temples differ from meetinghouses in their function. The current meetinghouse on site is used primarily for Sunday worship services and has limited membership activities during the week, mostly in the evenings, before 9:00 pm. The Temple functions as a location where membership can come individually or in groups to receive religious instruction, participate in marriage ceremonies and baptisms. Temples operate Tuesday through Saturday and are closed on Sunday. Mondays are used for building maintenance. Typical hours of operation, Tuesday through Saturday, are 6:30am to 10:00pm. Occupancy levels vary throughout the day. Employees work in different shifts where the peak overlap of Temple staff is approximately 50 people. Patrons come and go throughout the day with an average at peak times of about 200 patrons in the building at a time spread throughout the various rooms. There are two primary instruction rooms with 40 patron seats each. Use of the two primary instruction rooms and their associated support spaces is staggered to

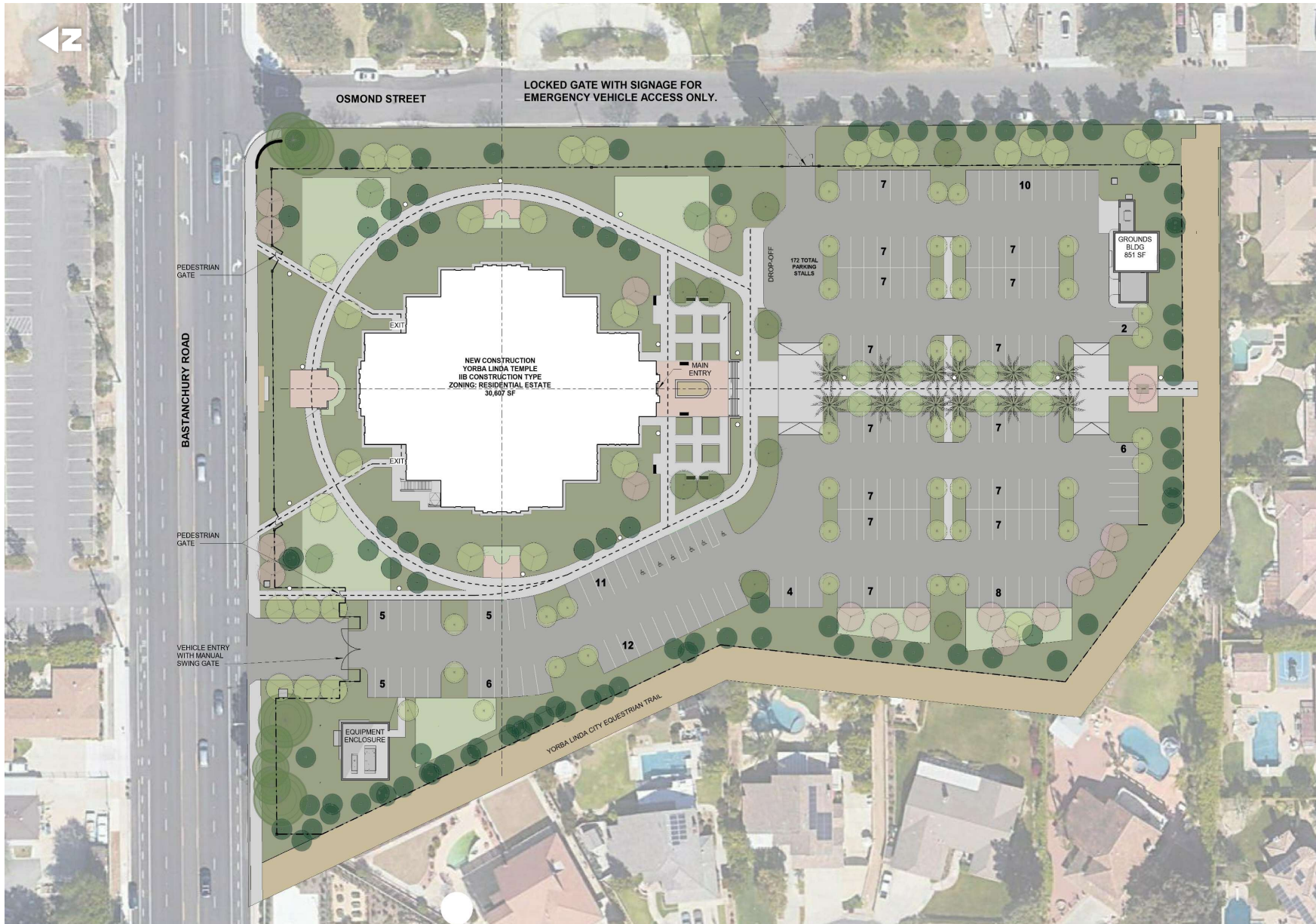


Figure 3
 Proposed Yorba Linda California Temple Site Plan



allow a smaller number of staff to assist with the functions and provide an even, reverent flow through the building. Friday evenings and Saturdays are typically the highest use time periods. Other times throughout the week operate at a lower occupancy level. Many patrons and staff members carpool to the temple as couples or in groups.

4.1.1 Active Transportation and Public Transit

Per the recently adopted *City of Yorba Linda Transportation Impact Analysis Guidelines (May 2020)*, a significant impact would occur if the project conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decreases the performance or safety of such facilities.

Bastanchury Road currently has Class II bike facilities within the project vicinity. According to Caltrans District 4 *"A Guide to Bikeway Classification"*, Class II bikeways are "bike lanes established along streets and are defined by pavement striping and signage to delineate a portion of a roadway for bicycle travel." Similarly, sidewalk is present on Bastanchury Road along the project frontage. As shown in **Figure 3**, the Project's frontage on Osmond Street would be designed without new sidewalks. The project would not conflict with existing facilities and would construct frontage improvements consistent with planned facilities and the City's design standards.

The nearest transit facility is OCTA Route 26, which runs along Yorba Linda Boulevard approximately one block south of the project location. The project is not expected to conflict with the existing bus stops or bus route operations.

The proposed Project is not expected to conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decreases the performance or safety of such facilities, and therefore is considered to have a less-than-significant impact of active transportation and public transit.

4.1.2 Trip Generation

Fehr & Peers estimated the trip generation for the Yorba Linda California Temple using traffic counts completed at six other similar temples in 2017 and 2019:

- Bountiful, UT
- Draper, UT
- Oquirrh Mountain, UT
- Payson, UT
- Timpanogos, UT
- Gilbert, AZ

The traffic counts at each temple were grouped by hour to determine the trip generation of each site, and then the trip generation of all sites were averaged to obtain an average trip generation for sites with similar characteristics. For this analysis, the number of trips expected to be generated by a temple with these characteristics was based on the number of patron seats in the primary instruction rooms of each temple. See the Appendix for traffic counts collected at the six sites. The proposed Yorba Linda California Temple will have 80 patron seats and is expected to generate 64 trips in the weekday AM peak hour and 74 trips in the weekday PM peak hour. The project trip generation is shown in **Table 4**.

Table 4: Special Use Site Trip Generation

Peak Hour	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting
Weekday AM	64	75%	25%	48	16
Weekday PM	74	51%	49%	38	36

Source: Fehr & Peers, 2022.

Twenty miles from the proposed Yorba Linda Temple, there is a similar temple in Newport Beach. Although many of the patrons that will use the Yorba Linda Temple currently attend the Newport Beach Temple, this temple site was not considered at the time of data collection in 2017 and 2019. Furthermore, the Institute of Transportation Engineers (ITE) Trip Generation Manual is the industry standard to estimate trip generation across the country, and trip generation rates for land uses in the manual are based on sites across the country. Since temples for the Church are not within the ITE Trip Generation Manual, Fehr & Peers used the average trip rate for other temple sites. As is the case for these temple sites, most of the time, the samples included in the ITE Trip Generation Manual are not in the area of the proposed site. It is state of the practice in the industry to use the rates of sites for a particular land use across the country and not within the area of the proposed site. Following this typical standard, traffic data for six temple sites in another region was used as a good approximation of a trip generation rate of trips per patron seat.

The proposed Yorba Linda California Temple will have a total of 80 patron seats divided into two primary instruction rooms; however, the six temples used to estimate the trip generation are larger, with the number of seats ranging from 200 to 360 patron seats divided into multiple primary instruction rooms. These six sites are also located in areas with a higher concentration of members attending the temples than in California, which likely overestimates the number of trips the Yorba Linda California Temple will generate as temple attendance in the areas studied is historically higher than attendance seen at other temples in California. The traffic counts collected at the six temples include all worship services within the Temple, including services to receive religious instruction, participate in marriage ceremonies, and take part in baptisms.

From the six Temples used to estimate the trip generation for the Yorba Linda Temple, two have a meetinghouse that share a portion of the parking lot: Gilbert, AZ, and Draper, UT. Although the Temples share the parking lot with a meetinghouse, meetinghouses do not typically have activities while the Temple is operating. Meetinghouses are primarily open for Sunday worship services and have limited membership activities during the week (Tuesday through Thursday), and the traffic counts for these six Temples were collected on a Friday, when typically there is no activity at the meetinghouse.

This report analyzes the effects on the proposed Yorba Linda Temple to the surrounding area for a typical weekday AM and PM peak hours. However, temples experience the highest number of patrons Saturday mornings/midday. Based on the traffic data collected for all six temples, the highest number of vehicle trips that the Yorba Linda Temple could experience during an hour is 99 vehicle trips during a Saturday morning. The highest peak of temple vehicle trips does not coincide with the highest traffic peak in the neighborhood. Neighborhood traffic plus temple traffic will likely peak on Friday.

4.1.2.1 Questions & Answers related to the Temple

In the review of a previous version of this TIA, the City of Yorba Linda asked three questions. These questions and answers are included in this section.

Why were counts not performed from 2022?

- Traffic data that was previously collected by the church from other facilities is still valid.
- Functions of the temples remain the same as when data was previously collected
- Normal operations have been disrupted by COVID until recently (after project design/ due-diligence efforts were already complete). As such, it was a more conservative approach to use the data already collected by the church.

Newport beach is a smaller temple. Wouldn't a larger temple mean more traffic?

No. The program of the Newport Beach temple is the same as the program for the Yorba Linda temple. When the church was building temples in the era when Newport was built, they were smaller with tight corridors and shared office space. The seat counts for the primary assembly rooms are the same in both temples. The current program provides for larger corridors for a more gracious circulation experience for patrons and staff. For example, instead of 6-foot wide corridors we may have 8 feet or more in Yorba Linda. Some individuals who were either sharing office space or who did not have any office space in Newport beach now have their own offices. So, the staff count is still the same but having their own office increases the square footage. There is more space in the Yorba Linda temple for larger mechanical equipment for better and more efficient conditioning which takes up more floor area. Yorba Linda also has more storage

space for maintenance personnel than Newport beach. Many temples the size of Newport beach have to rent off-site storage facilities.

There are lots of seats shown on the plan, doesn't that represent more people and more traffic?

No. The primary assembly rooms have the same number of seats as what we find in Newport Beach. In Yorba Linda, we find additional seats along the corridor system for patrons to pause and wait till a spouse catches up to join them or for staff to sit while they wait to help direct people to where they need to go. In previous plans, such as Newport, such accommodations were not provided to the same extent. In administrative/office areas some individuals who were either sharing office space or who did not have any office space in Newport beach now have their own offices. So, the staff count is still the same but having their own office increases the square footage. Corridor systems and pathways within individual rooms have been widened for increased accessibility. Rather than designing to code minimums, the church is providing a more generous space for patrons to experience. The effect is that the building doesn't feel as crowded during peak times, helping to maintain the reverent atmosphere that helps people focus on Jesus Christ.

4.1.3 Trip Distribution and Assignment

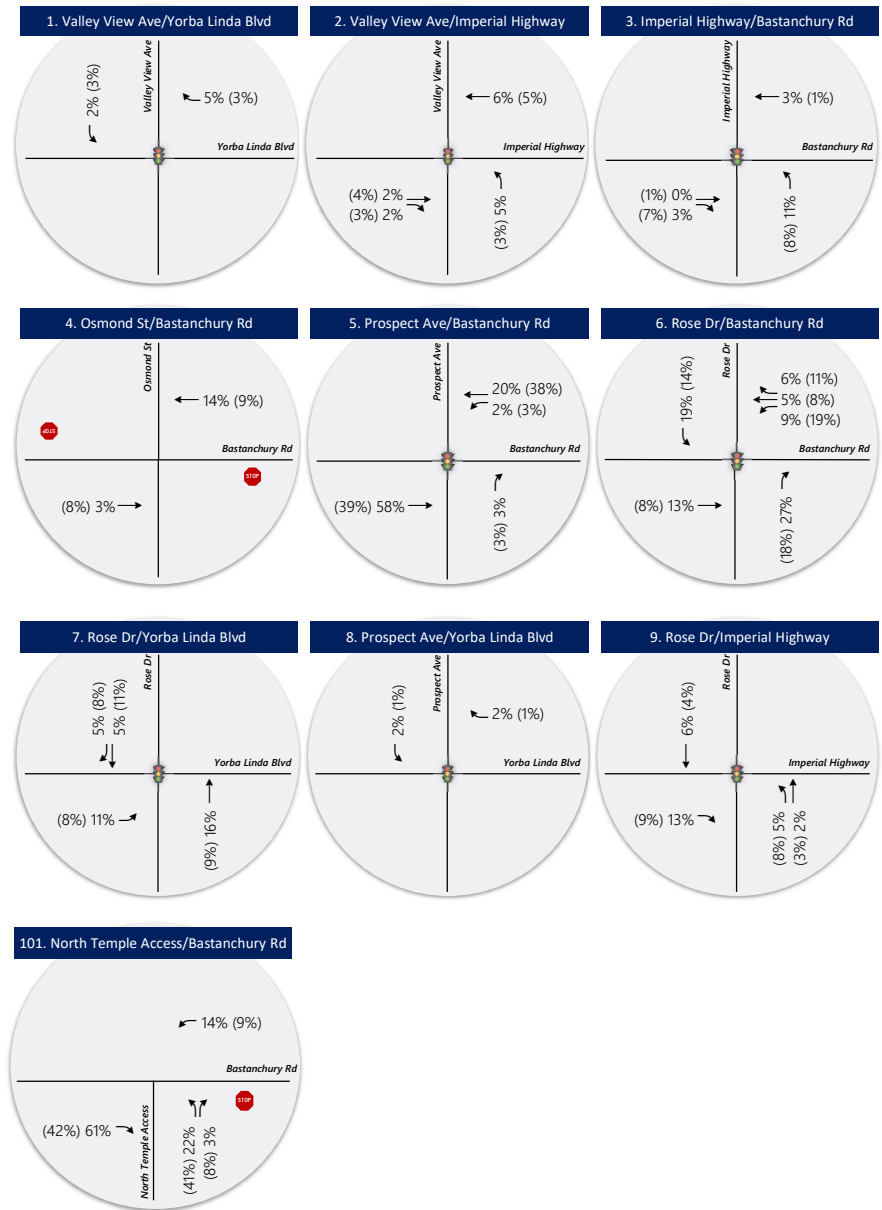
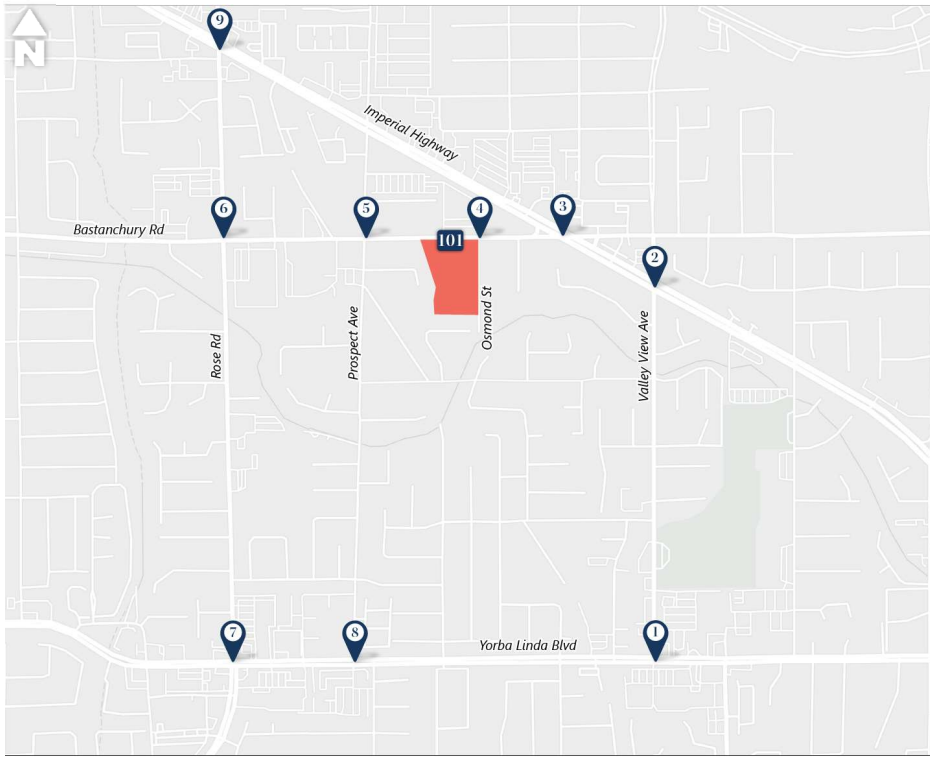
The worship services in the temple will be attended by members of the Church from the geographic units (known as a stake) they attend. Members from the following eight stakes will be attending the Yorba Linda California Temple:

- Yorba Linda California Stake
- Anaheim California Stake
- Brea California Stake
- Orange California Stake
- Placentia California Stake
- Santa Ana California South (Spanish) Stake
- Hacienda Heights California Stake
- Whittier California Stake

The Church provided the expected number of visits by members from each of these stakes, and we use that information to develop trip distribution percentages. As stakes are geographic units, Fehr & Peers used engineering judgement based on the geographic boundaries of each stake to determine the direction(s) from which visitors from each stake would attend and the share from each direction. Trips were assigned based on major routes between the special use site and meetinghouses within each of the stake boundaries. Overall, the project-generated trips were distributed to and from these directions in the corresponding percentages:

- 25% To/From North/West via Imperial Highway and Rose Drive
 - 70% via Imperial Highway
 - 30% via Rose Drive
- 30% To/From West via Bastanchury Road and Yorba Linda Blvd
 - 50% via Bastanchury Road
 - 50% via Yorba Linda Boulevard
- 30% To/From South via Rose Drive, Van Buren St, Richfield Road, and El Cajon Avenue
 - 75% via Rose Drive
 - 10% via Van Buren Street
 - 10% via Richfield Road
 - 5% via El Cajon Avenue
- 15% To/From East via Bastanchury Road, Imperial Highway, and Yorba Linda Boulevard
 - 60% via Imperial Highway
 - 20% via Bastanchury Road
 - 20% via Yorba Linda Boulevard

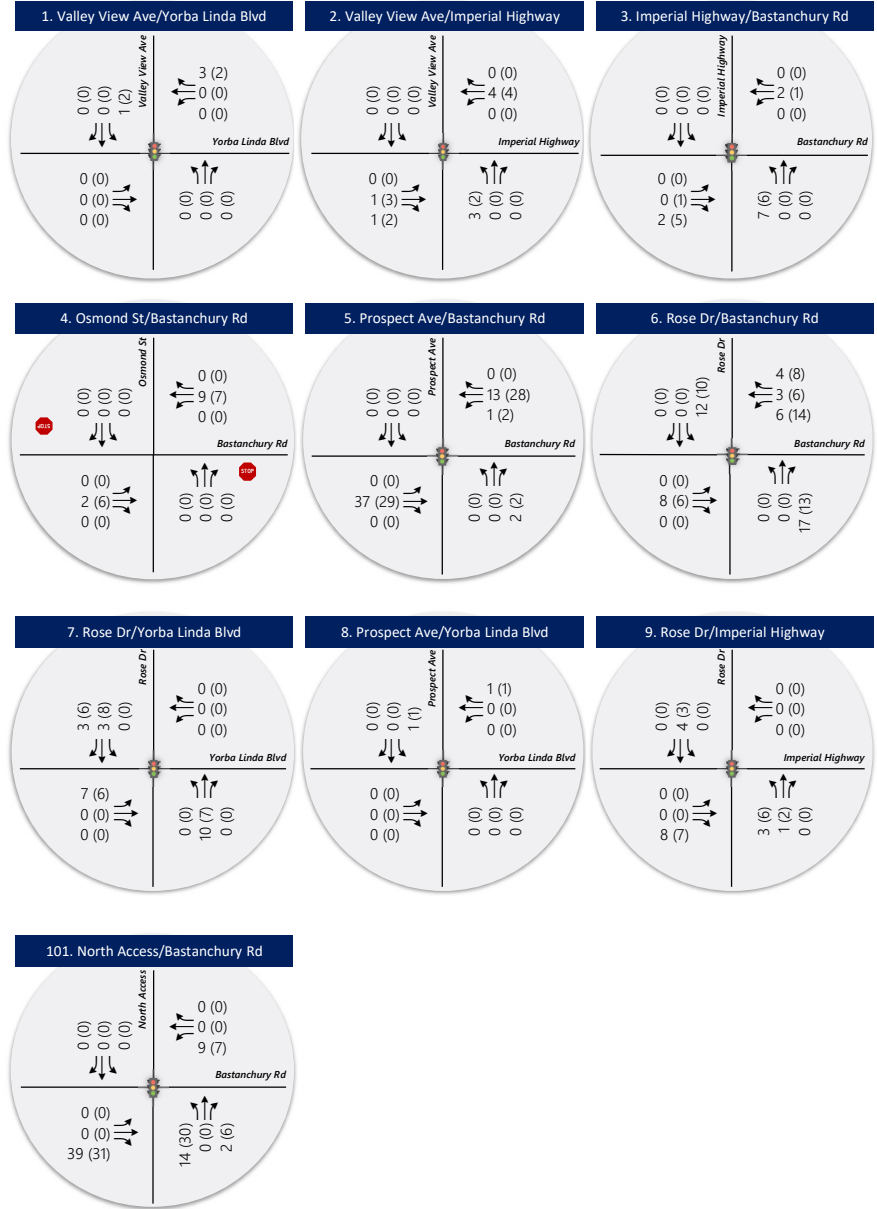
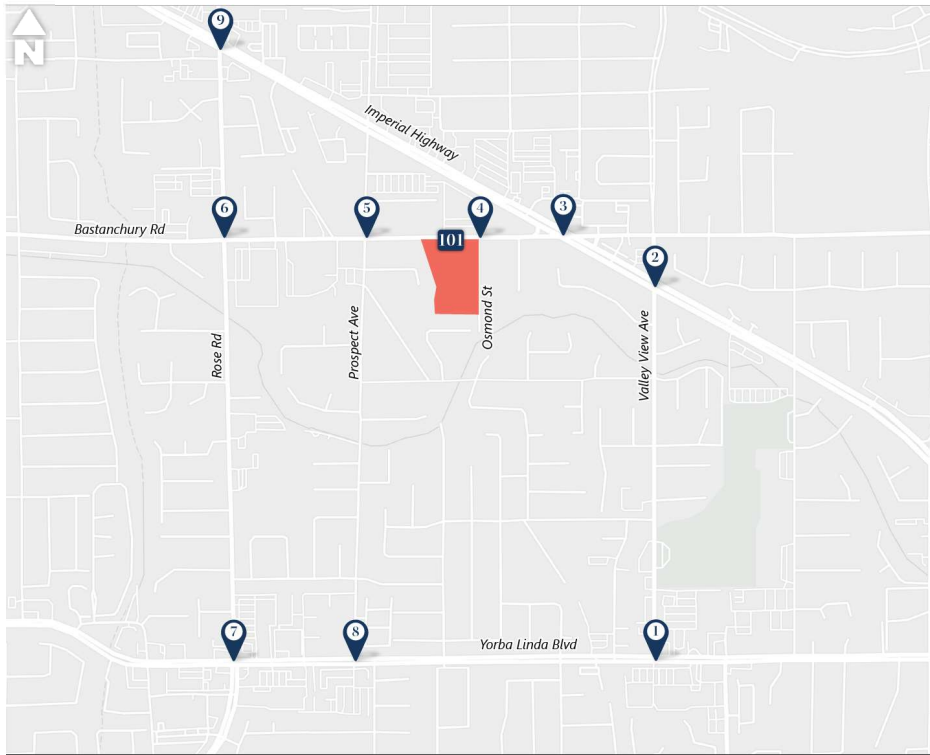
We applied these trip distributions to distribute project-generated traffic to the study area intersections. **Figure 4** and **Figure 5** shows trip distribution and the resulting intersection project traffic volumes, respectively.



LEGEND

- Stop Sign
- Signalized
- Project Location
- Movements**
 - AM (PM)
 - AM (PM)
 - AM (PM)
- Project Trip Percentage for each Turning Movement

Figure 4
 Yorba Linda Temple Trip Distribution



LEGEND

Stop Sign
 Signalized

Lane Configuration:

- AM (PM)
- AM (PM)
- AM (PM)

 Traffic Volume per lane

Intersection Level of Service (LOS):

A
B
C
D
E
F

Figure 5
Project Weekday Trips

4.1.4 Vehicle Miles Traveled Analysis

In accordance with the updated California Environmental Qualities Act (CEQA) requirements, the City of Yorba Linda Traffic Impact Analysis guidelines require a Vehicle Miles Traveled (VMT) analysis for new developments. However, there are three types of projects that may be screened from the VMT analysis requirement: Transit Priority Area projects, Low VMT Area projects, and local serving use projects.

The proposed project is a temple that will serve eight geographic units, known as stakes, of the Church of Jesus Christ of Latter-Day Saints. The area of Los Angeles and Orange County currently have two temples that members of the Church can attend: one in Los Angeles (Beverly Hills area) and one in Newport Beach. **Figure 4** shows the location of the two existing temples and the proposed Yorba Linda California Temple. Worship services are provided only to members of the Church, which provides a degree of certainty regarding the location of trips to and from the temple site. Each of these stakes currently attend either the Los Angeles Temple or the Newport Beach Temple, and a portion of the people currently attending either temple will be reassigned to the Yorba Linda Temple, the majority of trips accessing the Yorba Linda California Temple will be diverted trips from the Los Angeles Temple or the Newport Beach Temple. Fehr & Peers compiled data on the distance of vehicular trips between each stake and the existing temple locations and compared that to the distance to the proposed temple location. **Table 5** shows the distance from each stake meetinghouse to the existing temples and the proposed Yorba Linda Temple.

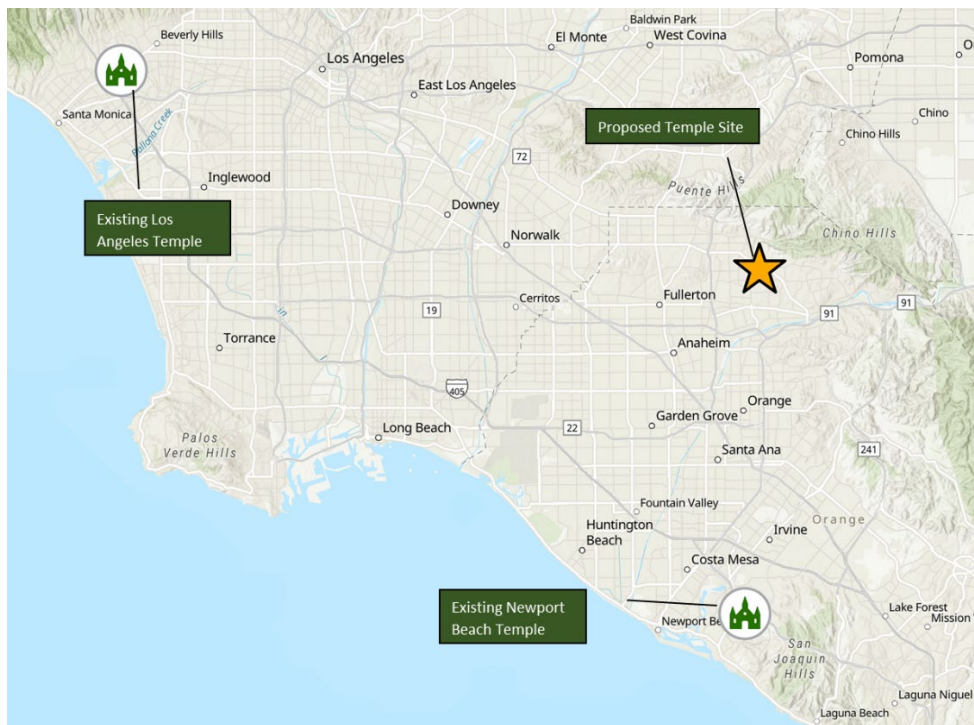


Figure 6. Locations of existing and proposed temples.

The analysis shows that Church members from seven out of the eight stakes assigned to the proposed temple will travel a shorter distance to the proposed temple than to an existing temple. The only exception is the Santa Ana California South (Spanish) stake, which is located 10.7 miles closer to the Newport Beach Temple. However, because this stake is specifically for Spanish-speaking congregations, its boundary is larger than a standard stake. Trip lengths in **Table 5** were calculated from the stake meetinghouse to the Los Angeles Temple and the Newport Beach Temple, but the actual trips will be made more frequently from church member's homes. While the meetinghouse for the Santa Ana California South (Spanish) stake is closer to the Newport Beach Temple, likely many of the members of the stake live closer to the proposed site. Therefore, the proposed temple will reduce average trip lengths for all eight of the assigned stakes.

This analysis indicates that the proposed Yorba Linda Temple will replace regional trips with local ones, which will reduce overall VMT. Under the City of Yorba Linda TIA guidelines, the project can be screened from VMT analysis as a local-serving assembly use.

Table 5. VMT Comparison Between Existing and Proposed Temples.

Stake	Zip Code	Distance to Newport (miles)	Distance to Los Angeles (miles)	Distance to Yorba Linda (miles)	Reduction from Newport (miles)	Reduction from Los Angeles (miles)
Yorba Linda California	92808	21.5	45.5	3.0	18.5	42.5
Anaheim California	92801	20	36.7	9.5	10.5	27.2
Brea California	92821	24.5	43.9	4.5	20.0	39.4
Orange California	92869	13.3	44.1	9.6	3.7	34.5
Placentia California	92870	23.3	46.2	2.2	21.1	44.0
Santa Ana California South (Spanish)	92704	7.6	46.1	18.3	-10.7	27.8
Hacienda Heights California	91745	34.4	31.8	15.1	19.3	16.7
Whittier California	90604	29.1	29.5	11.6	17.5	17.9

5. Existing 2022 Plus Project Conditions

5.1 Purpose

The purpose of the existing 2022 plus project conditions analysis is to evaluate the level of service effects of the proposed development traffic on the surrounding roadway network. To analyze this effect, Fehr & Peers combined the peak hour background traffic volumes with volumes generated by the proposed Temple at its peak hour. We compared the analysis results to the results of the background traffic volumes to determine the effect of the proposed project.

5.2 Traffic Volumes

Fehr & Peers added project-generated traffic (**Figure 5**) to the background 2022 volumes (**Figure 2**) to yield “existing 2022 plus project” weekday peak hour volumes as shown in **Figure 6**.

5.3 Level of Service Analysis

As in existing conditions, Fehr & Peers used ICU and HCM 6 methodologies to analyze signalized and unsignalized intersections, respectively. **Table 5** reports the results of this analysis (see Appendix for the detailed LOS report).

As in existing conditions, the results of this analysis indicate that all study intersections will operate within acceptable levels of delay under plus project conditions during the peak hours, except for Osmond Street / Bastanchury Road. Fehr & Peers performed a peak hour signal warrant analysis on this intersection and found that it does not meet the warrant because the low volume on the side street (Osmond Street); therefore, a signal is not a justified improvement for this intersection at this time. The 95th queuing percentile is less than one vehicle for both AM and PM peak hours.

Although the access on Bastanchury Road performs at acceptable levels of service, if a vehicle was present on the Bastanchury Road center-turn lane conflicting with the vehicles turning left from the Yorba Linda Temple site (for example, a vehicle entering the Friendship Baptist Church from the west), vehicles exiting the Temple will experience increased delays. Should there be any future requests from the Church to address the traffic delays for those exiting from the Bastanchury egress, future costs to restripe or add raised islands to restrict or force turn movements shall be paid for by the Church of Jesus Christ of Latter-Day Saints along with all costs for an encroachment permit to work within City right of way.

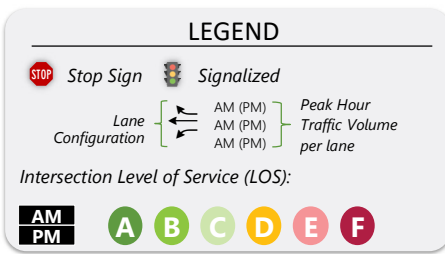
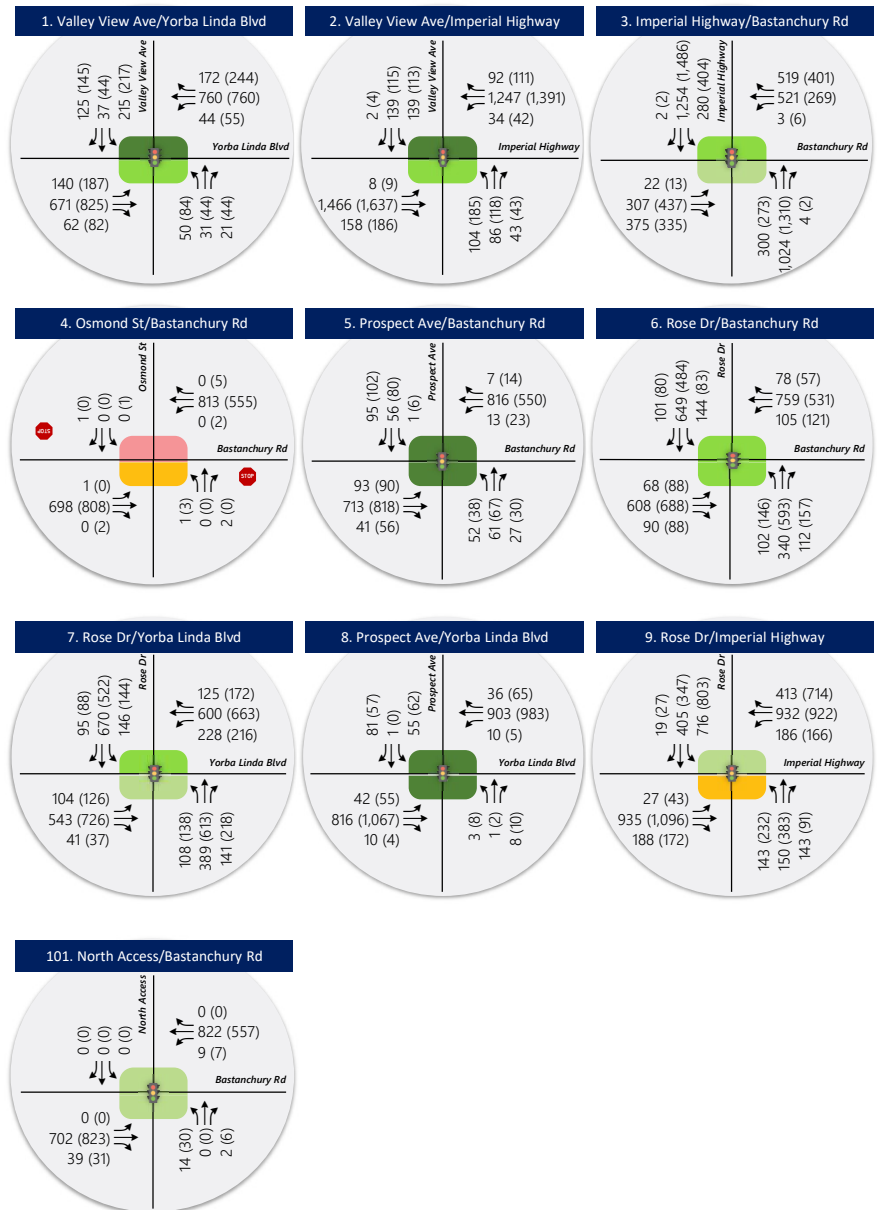
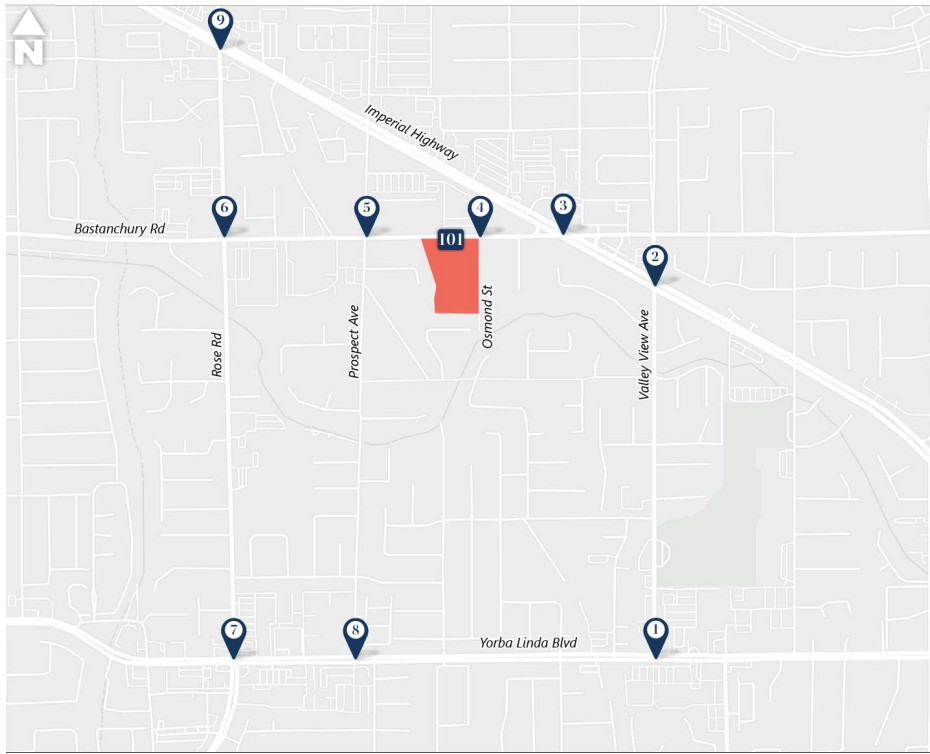


Figure 6 Existing Plus Project Conditions

Table 6. 2022 Plus Project Conditions Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Volume to Capacity	LOS
1	Valley View Avenue / Yorba Linda Boulevard	AM	Signal	-	-	-	0.518	A
		PM		-	-	-	0.604	B
2	Valley View Avenue / US-90	AM	Signal	-	-	-	0.571	A
		PM		-	-	-	0.626	B
3	US-90 / Bastanchury Road	AM	Signal	-	-	-	0.679	B
		PM		-	-	-	0.737	C
4	Osmond Street / Bastanchury Road	AM	NB/SB Stop	NB LT	40	E	-	-
		PM		NB LT	29	D	-	-
5	Prospect Avenue / Bastanchury Road	AM	Signal	-	-	-	0.515	A
		PM		-	-	-	0.500	A
6	Rose Drive / Bastanchury Road	AM	Signal	-	-	-	0.667	B
		PM		-	-	-	0.651	B
7	Rose Drive / Yorba Linda Boulevard	AM	Signal	-	-	-	0.655	B
		PM		-	-	-	0.706	C
8	Prospect Avenue / Yorba Linda Boulevard	AM	Signal	-	-	-	0.431	A
		PM		-	-	-	0.469	A
9	Rose Drive / Imperial Highway	AM	Signal	-	-	-	0.701	C
		PM		-	-	-	0.818	D
101	North Temple Access / Bastanchury Road	AM	NB Stop	NB LT	18	C	-	-
		PM		NB LT	20	C	-	-

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.

2. This represents the overall intersection LOS and volume to capacity ratio for signalized intersections using the ICU methodology.

3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.

Source: Fehr & Peers.

5.4 Intersection Improvements

The project does not exacerbate the existing conditions; however, the Church of Jesus Christ of Latter-Day Saints will pay for all costs associated with the implementation of a two-way left turn lane along Bastanchury at Osmond. All improvements shall be constructed prior to issuance of certificate of occupancy. This implementation will be done in coordination with the City and adjacent property owners.

6. Opening Year (2024) Background Conditions

6.1 Purpose

The purpose of the 2024 background conditions analysis is to evaluate the study intersections during the peak travel periods of the day the year that the project will open. This analysis provides a baseline condition for the year 2024 to determine future project level of service effects the year the project will open.

6.2 Traffic Volumes

The proposed Yorba Linda California Temple is expected to open the year 2024. Fehr & Peers projected 2024 volumes using a linear 0.75% annual growth rate for all intersections. We used the Orange County Transportation Authority Model (OCTAM) version 5.0 to estimate the expected future growth in the area. **Figure 7** shows the annual growth rates calculated using the OCTAM. As seen in **Figure 7**, the expected annual growth rates on the study roads range from -2.3% to 2.5%. Fehr & Peers averaged the all the segments to obtain one growth rate of 0.75% annual growth rate.

Fehr & Peers also reviewed the Connect SoCal plan, the Southern California Association of Governments (SCAG) Regional Transportation Plan, to confirm that that the expected growth in the area is relatively low. The Connect SoCal plan shows the following projections:

- Both population and employment in Yorba Linda will increase around a total of 4% and 11% between 2016 and 2045, respectively
- The population and employment in Orange County will increase around a total of 11% and 16% between 2016 and 2045, respectively

Given the expected population and employment growth by 2045, Fehr & Peers determined that a linear 0.75% annual growth rate was appropriate to estimate future traffic volumes for all study intersections.

Figure 8 the projected 2024 background weekday peak hour traffic volumes.



Figure 7
Segment Level Annual Growth Rates



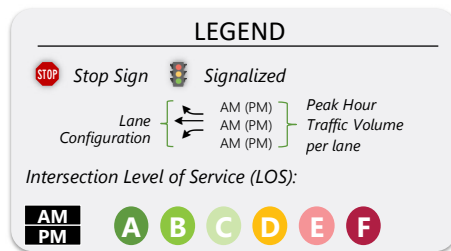
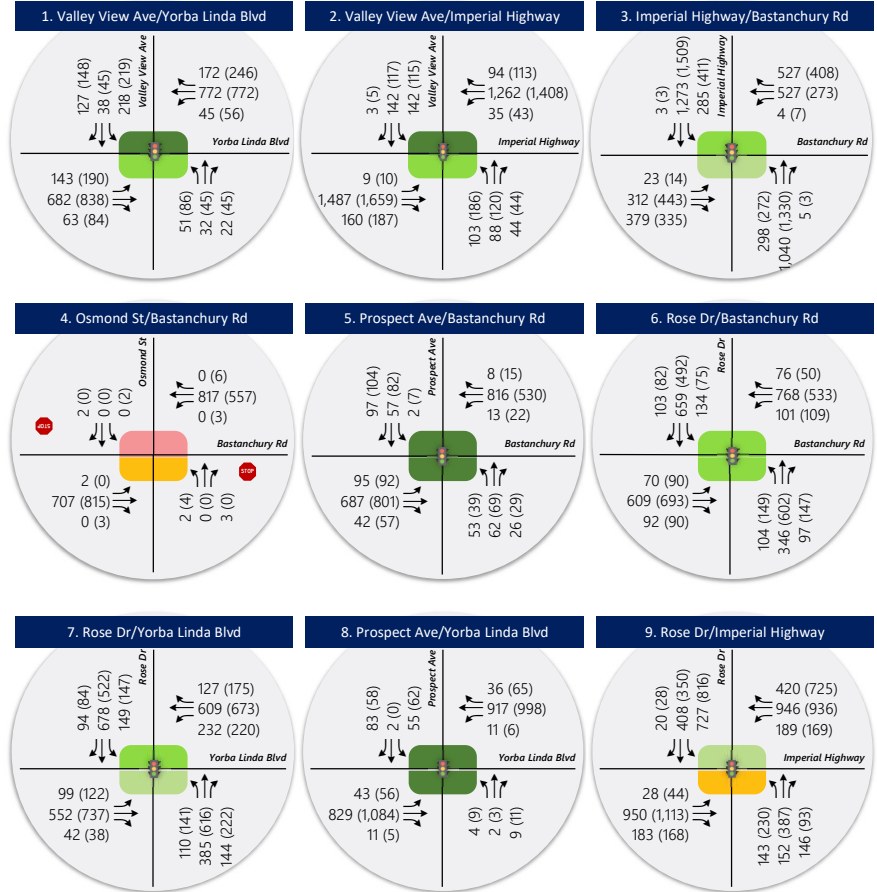
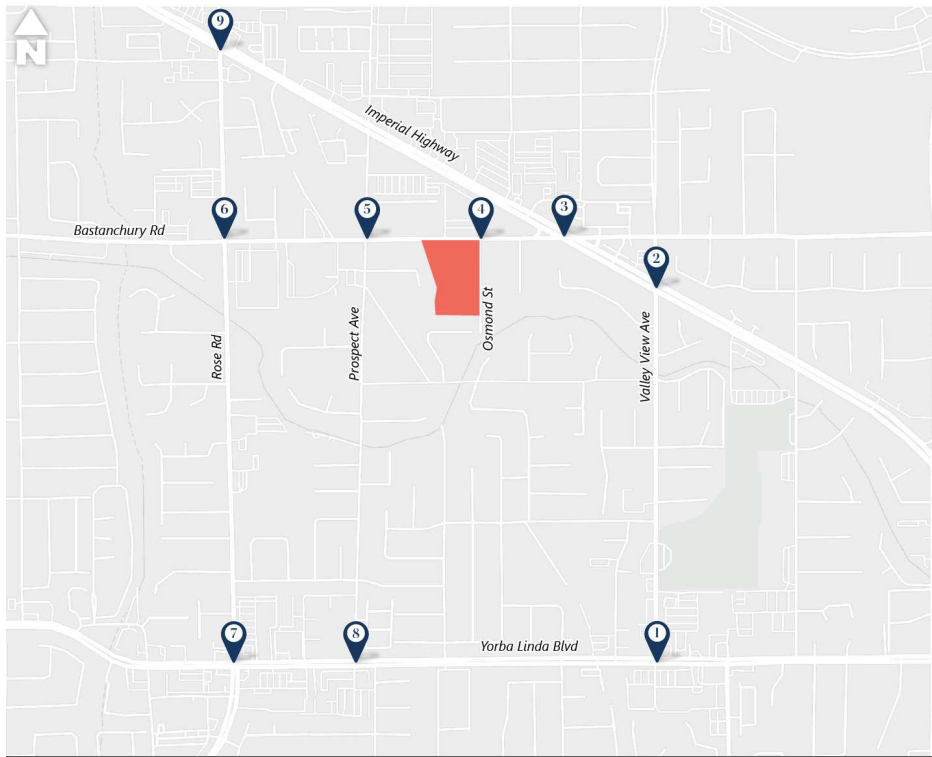


Figure 8
2024 Background Conditions

Table 7. Future 2024 Background Conditions Peak Hour Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Volume to Capacity	LOS
1	Valley View Avenue / Yorba Linda Boulevard	AM	Signal	-	-	-	0.525	A
		PM		-	-	-	0.613	B
2	Valley View Avenue / US-90	AM	Signal	-	-	-	0.580	A
		PM		-	-	-	0.632	B
3	US-90 / Bastanchury Road	AM	Signal	-	-	-	0.685	B
		PM		-	-	-	0.745	C
4	Osmond Street / Bastanchury Road	AM	NB/SB Stop	NB LT	42	E	-	-
		PM		SB LT	30	D	-	-
5	Prospect Avenue / Bastanchury Road	AM	Signal	-	-	-	0.518	A
		PM		-	-	-	0.497	A
6	Rose Drive / Bastanchury Road	AM	Signal	-	-	-	0.674	B
		PM		-	-	-	0.651	B
7	Rose Drive / Yorba Linda Boulevard	AM	Signal	-	-	-	0.662	B
		PM		-	-	-	0.713	C
8	Prospectus Avenue / Yorba Linda Boulevard	AM	Signal	-	-	-	0.438	A
		PM		-	-	-	0.477	A
9	Rose Drive / Imperial Highway	AM	Signal	-	-	-	0.709	C
		PM		-	-	-	0.827	D

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.

2. This represents the overall intersection LOS and volume to capacity ratio for signalized intersections using the ICU methodology.

3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.

Source: Fehr & Peers.

As in existing conditions, the results of this analysis indicate that all study intersections will operate within acceptable levels of delay under plus project conditions during the peak hours, except for Osmond Street / Bastanchury Road during the AM peak hour. Fehr & Peers performed a peak hour signal warrant analysis on this intersection and found that it does not meet the warrant because the low volume on the side street (Osmond Street); therefore, a signal is not a justified improvement for this intersection at this time. The 95th queuing percentile is less than one vehicle for both AM and PM peak hours.

6.3 Intersection Improvements

The project does not exacerbate the existing conditions; however, the Church of Jesus Christ of Latter-Day Saints will pay for all costs associated with the implementation of a two-way left turn lane along Bastanchury

at Osmond. All improvements shall be constructed prior to issuance of certificate of occupancy. This implementation will be done in coordination with the City and adjacent property owners.

7. Opening Year Plus Project Conditions

7.1 Purpose

The purpose of the opening year plus project conditions analysis is to evaluate the level of service effects of the proposed development traffic on the surrounding roadway network the year the project is expected to open. To analyze this effect, Fehr & Peers combined the 2024 background traffic volumes with volumes generated by the proposed Yorba Linda California Temple. We compared the analysis results to the results of the future background traffic volumes to determine the effect of the proposed project.

7.2 Traffic Volumes

Fehr & Peers added the project-generated traffic (**Figure 5**) to the future 2024 background volumes (**Figure 8**) to yield "opening year plus project" weekday AM and PM peak hour traffic volumes at the study intersections, as shown in **Figure 9**.

7.3 Level of Service Analysis

As in existing conditions, Fehr & Peers used ICU and HCM 6 methodologies to analyze signalized and unsignalized intersections, respectively. **Table 7** reports the results of this analysis (see Appendix for the detailed LOS report).

As in previous conditions, the results of this analysis indicate that all study intersections will operate within acceptable levels of delay under plus project conditions during the peak hours, except for Osmond Street / Bastanchury Road during the AM peak hour. Fehr & Peers performed a peak hour signal warrant analysis on this intersection and found that it does not meet the warrant because the low volume on the side street (Osmond Street); therefore, a signal is not a justified improvement for this intersection at this time. The 95th queuing percentile is less than one vehicle for both AM and PM peak hours.

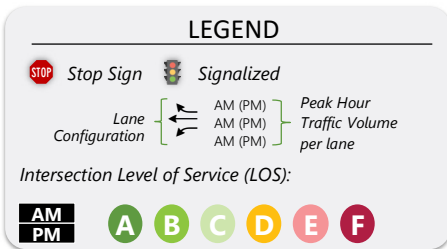
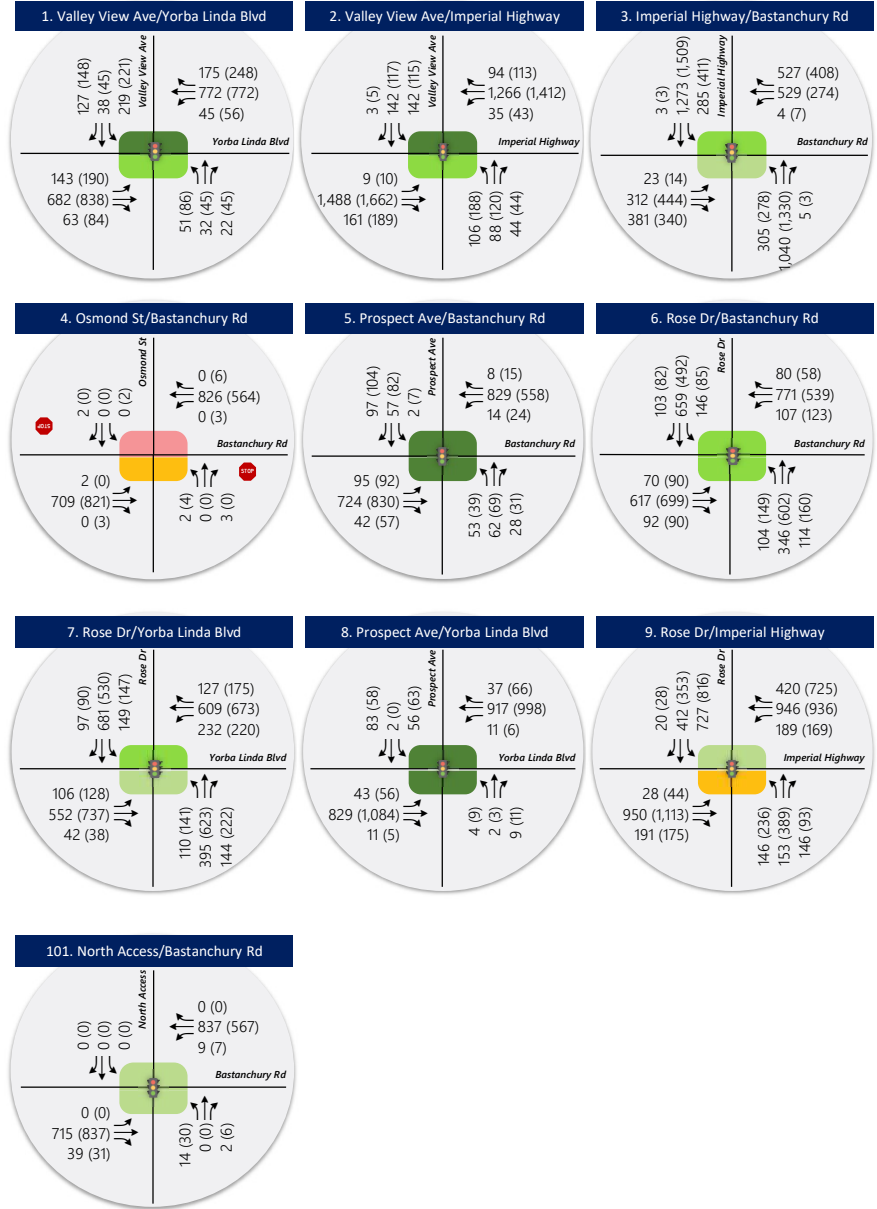
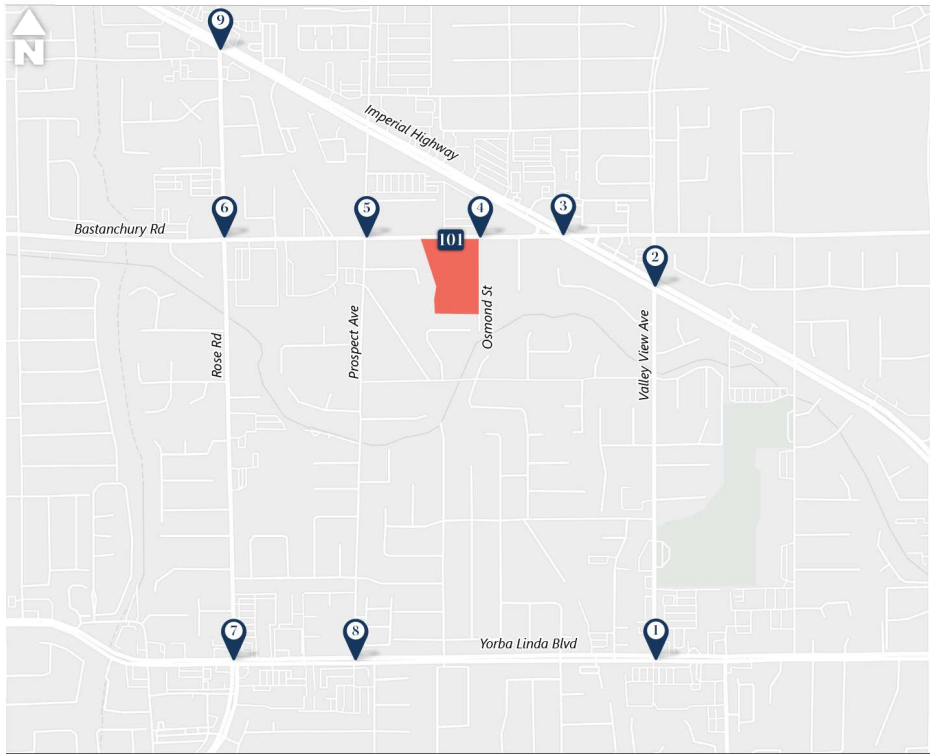


Figure 9 Opening Year Plus Project Conditions

Although the access on Bastanchury Road performs at acceptable levels of service, if a vehicle was present on the Bastanchury Road center-turn lane conflicting with the vehicles turning left from the Yorba Linda Temple site (for example, a vehicle entering the Friendship Baptist Church from the west), vehicles exiting the Temple will experience increased delays. Should there be any future requests from the Church to address the traffic delays for those exiting from the Bastanchury egress, future costs to restripe or add raised islands to restrict or force turn movements shall be paid for by the Church of Jesus Christ of Latter-Day Saints along with all costs for an encroachment permit to work within City right of way.

Table 8. Opening Year Plus Project Conditions Peak Hour Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Volume to Capacity	LOS
1	Valley View Avenue / Yorba Linda Boulevard	AM	Signal	-	-	-	0.526	A
		PM		-	-	-	0.614	B
2	Valley View Avenue / US-90	AM	Signal	-	-	-	0.580	A
		PM		-	-	-	0.635	B
3	US-90 / Bastanchury Road	AM	Signal	-	-	-	0.688	B
		PM		-	-	-	0.747	C
4	Osmond Street / Bastanchury Road	AM	NB/SB Stop	NB LT	43	E	-	-
		PM		NB LT	30	D	-	-
5	Prospect Avenue / Bastanchury Road	AM	Signal	-	-	-	0.522	A
		PM		-	-	-	0.507	A
6	Rose Drive / Bastanchury Road	AM	Signal	-	-	-	0.676	B
		PM		-	-	-	0.661	B
7	Rose Drive / Yorba Linda Boulevard	AM	Signal	-	-	-	0.663	B
		PM		-	-	-	0.715	C
8	Prospectus Avenue / Yorba Linda Boulevard	AM	Signal	-	-	-	0.438	A
		PM		-	-	-	0.478	A
9	Rose Drive / Imperial Highway	AM	Signal	-	-	-	0.711	C
		PM		-	-	-	0.829	D
101	North Temple Access / Bastanchury Road	AM	NB Stop	NB LT	18	C	-	-
		PM		NB LT	20	C	-	-

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and volume to capacity ratio for signalized intersections using the ICU methodology.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
4. LOS highlighted in **bold** indicate a deficient LOS.

Source: Fehr & Peers.

7.4 Intersection Improvements

The project does not exacerbate the existing conditions; however, the Church of Jesus Christ of Latter-Day Saints will pay for all costs associated with the implementation of a two-way left turn lane along Bastanchury at Osmond. All improvements shall be constructed prior to issuance of certificate of occupancy. This implementation will be done in coordination with the City and adjacent property owners.

8. 2045 Background Conditions

8.1 Purpose

The purpose of the future background conditions analysis is to evaluate the study intersections during the peak travel periods of the day under projected traffic volumes. Fehr & Peers performed the future conditions analysis for year 2045 to stay consistent with the Connect SoCal plan developed by the Southern California Association of Governments (SCAG), which has 2045 as the horizon year. This analysis provides a baseline condition for the year 2045 to determine future project level of service effects.

8.2 Traffic Volumes

Fehr & Peers projected 2045 volumes using the same 0.75% linear growth rate as for the opening year 2024. **Figure 10** shows the projected 2045 background weekday peak hour traffic volumes.

8.3 Level of Service Analysis

As in previous analysis years, Fehr & Peers used ICU and HCM 6 methodologies to analyze signalized and unsignalized intersections, respectively. **Table 8** reports the results of this analysis (see Appendix for the detailed LOS report).

This analysis indicates that all study intersections will operate within acceptable levels of delay under 2045 background conditions, except for:

- Osmond Street / Bastanchury Road during both AM and PM peak hours: the northbound left-turn movement likely performs deficiently because of the northbound left-turn vehicles conflicting with heavy eastbound and westbound through, as well as a few eastbound left-turn vehicles. Fehr & Peers performed a peak hour signal warrant analysis on this intersection and found that it does not meet the warrant because the low volume on the side street (Osmond Street); therefore, a signal is

not a justified improvement for this intersection at this time. Additionally, the 95th queuing percentile for the northbound left is less than one vehicle for both AM and PM peak hours.

- Rose Drive / Imperial Highway during the PM.

Table 9. Future 2045 Background Conditions Peak Hour Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Volume to Capacity	LOS
1	Valley View Avenue / Yorba Linda Boulevard	AM	Signal	-	-	-	0.596	A
		PM		-	-	-	0.698	B
2	Valley View Avenue / Imperial Highway	AM	Signal	-	-	-	0.657	B
		PM		-	-	-	0.716	C
3	Imperial Highway / Bastanchury Road	AM	Signal	-	-	-	0.778	C
		PM		-	-	-	0.849	D
4	Osmond Street / Bastanchury Road	AM	NB/SB Stop	NB LT	45	E	-	-
		PM		NB LT	43	E	-	-
5	Prospect Avenue / Bastanchury Road	AM	Signal	-	-	-	0.590	A
		PM		-	-	-	0.561	A
6	Rose Drive / Bastanchury Road	AM	Signal	-	-	-	0.766	C
		PM		-	-	-	0.741	C
7	Rose Drive / Yorba Linda Boulevard	AM	Signal	-	-	-	0.754	C
		PM		-	-	-	0.811	D
8	Prospectus Avenue / Yorba Linda Boulevard	AM	Signal	-	-	-	0.494	A
		PM		-	-	-	0.540	A
9	Rose Drive / Imperial Highway	AM	Signal	-	-	-	0.808	D
		PM		-	-	-	0.942	E

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and volume to capacity ratio for signalized intersections using the ICU methodology.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
4. LOS highlighted in **bold** indicate a deficient LOS.

Source: Fehr & Peers.

8.4 Intersection Improvements

The project does not exacerbate the existing conditions; however, the Church of Jesus Christ of Latter-Day Saints will pay for all costs associated with the implementation of a two-way left turn lane along Bastanchury at Osmond. All improvements shall be constructed prior to issuance of certificate of occupancy. This implementation will be done in coordination with the City and adjacent property owners.

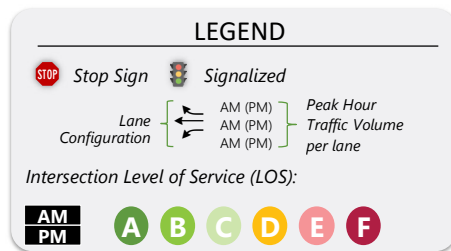
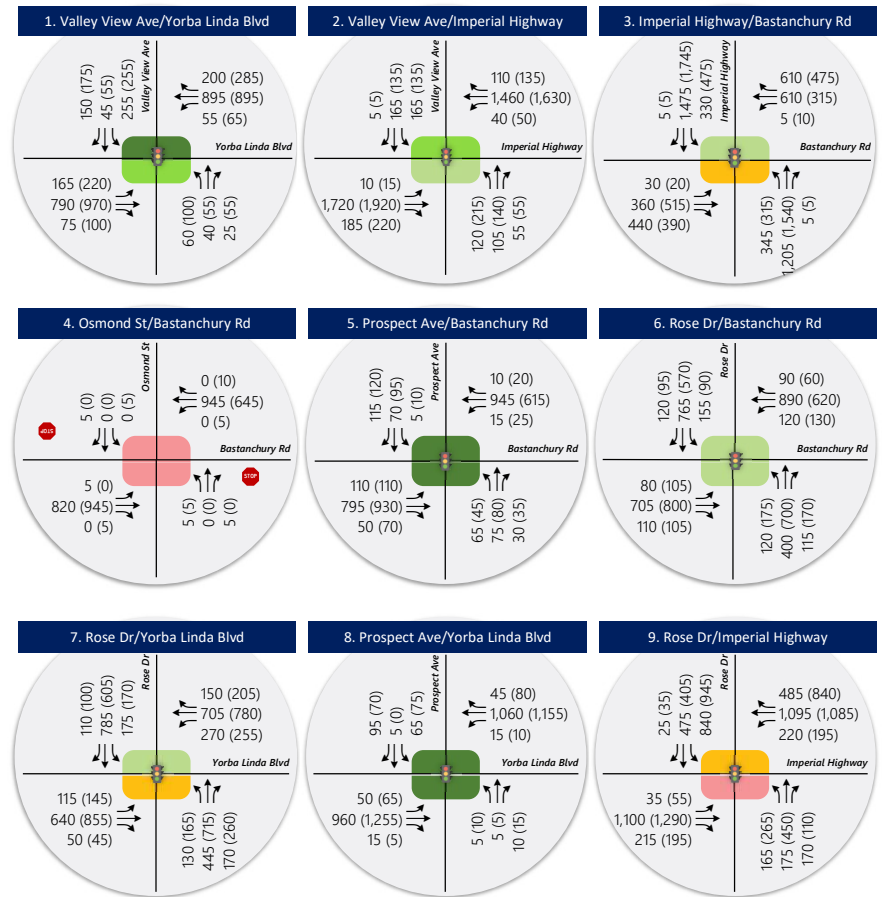
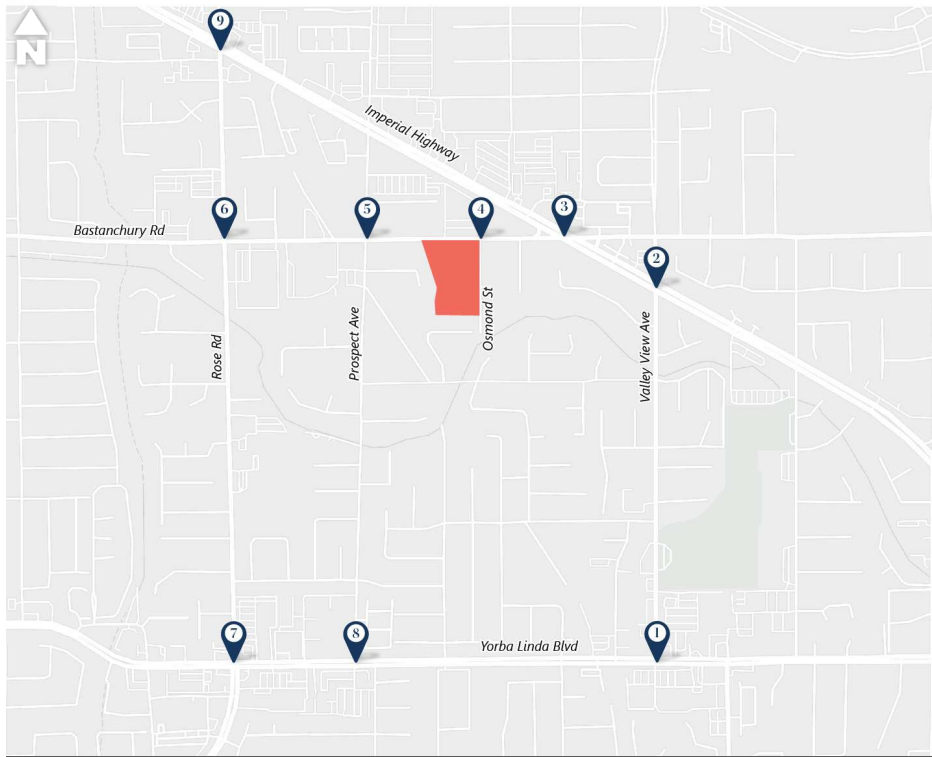


Figure 10
2045 Background Conditions

9. 2045 Plus Project Conditions

9.1 Purpose

The purpose of the 2045 plus project conditions analysis is to evaluate the level of service effects of the proposed development traffic on the surrounding roadway network in the year 2045. To analyze these effects, Fehr & Peers combined the future background traffic volumes with volumes generated by the proposed Temple. We compared the analysis results to the results of the future background traffic volumes to determine the level of service effects of the proposed project.

9.2 Traffic Volumes

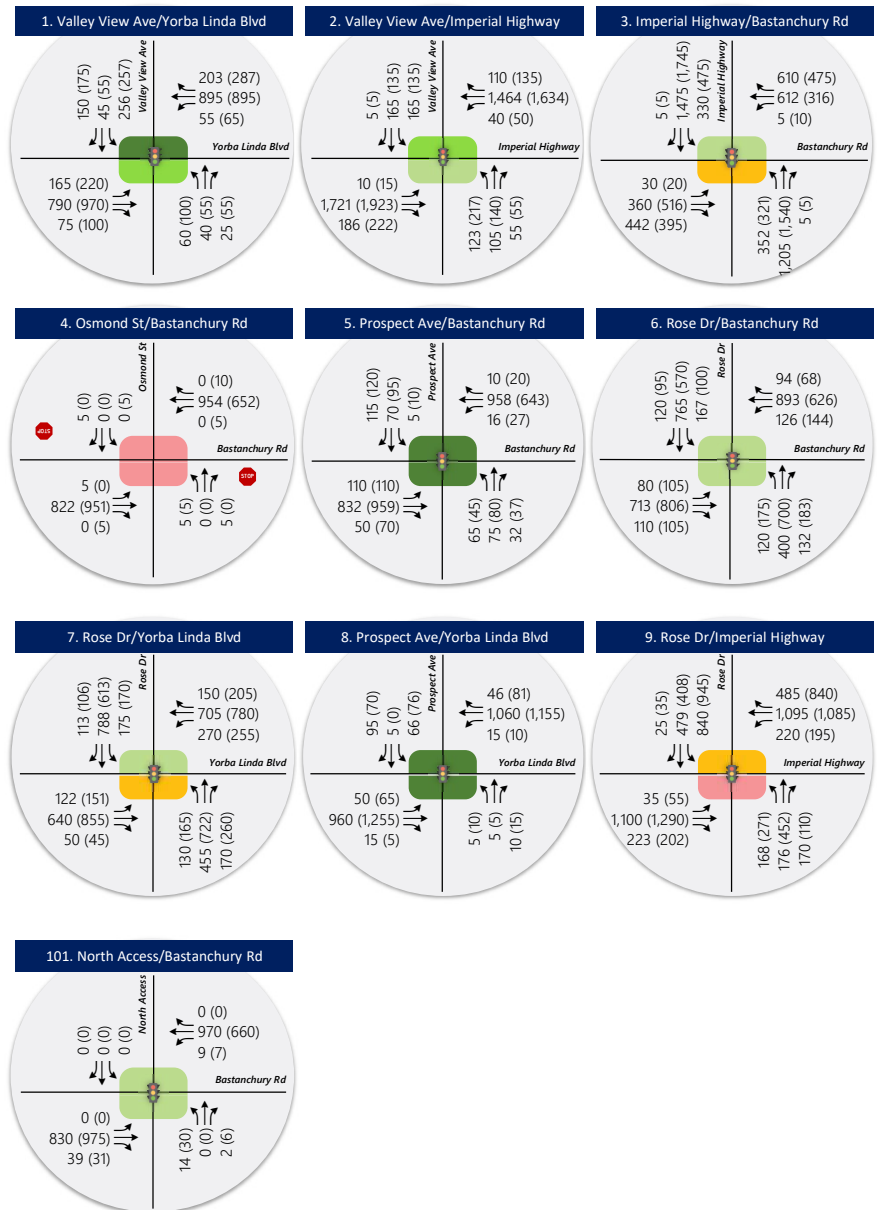
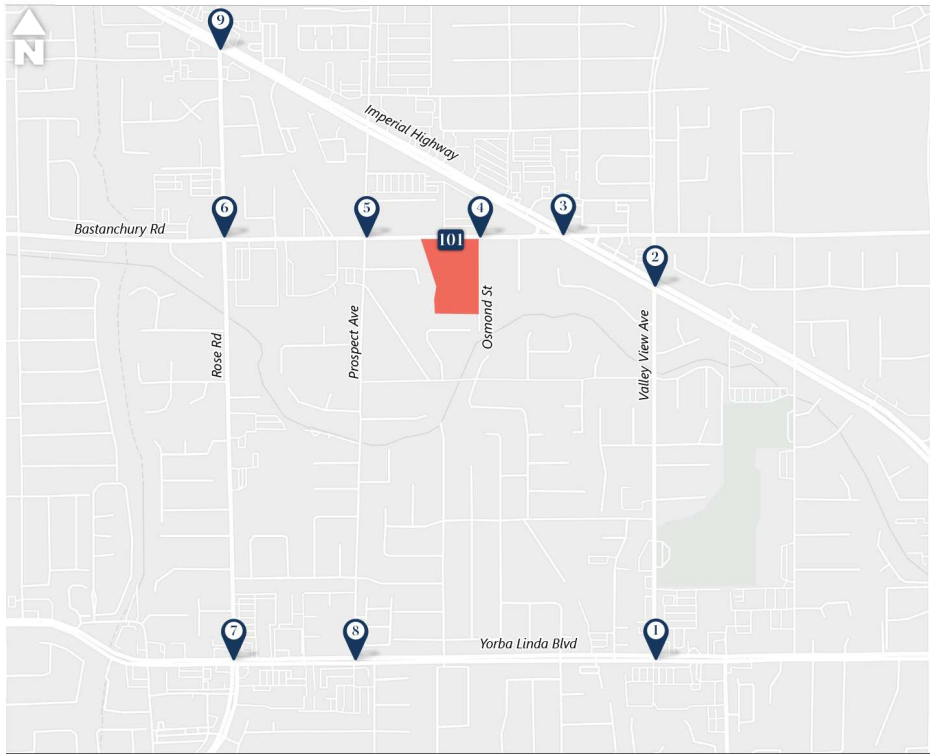
Fehr & Peers added the project-generated traffic (**Figure 5**) to the future 2045 background volumes (**Figure 10**) to yield “future 2045 plus project” weekday AM and PM peak hour traffic volumes at the study intersections, as shown in **Figure 11**.

9.3 Level of Service Analysis

As in existing conditions, Fehr & Peers used ICU and HCM 6 methodologies to analyze signalized and unsignalized intersections, respectively. **Table 7** reports the results of this analysis (see Appendix for the detailed LOS report).

As in the 2045 background conditions, this analysis indicates that all study intersections will operate within acceptable levels of delay under 2045 background conditions, except for:

- Osmond Street / Bastanchury Road during both AM and PM peak hours: the northbound left-turn movement likely performs deficiently because of the northbound left-turn vehicles conflicting with heavy eastbound and westbound through, as well as a few eastbound left-turn vehicles. Fehr & Peers performed a peak hour signal warrant analysis on this intersection and found that it does not meet the warrant because the low volume on the side street (Osmond Street); therefore, a signal is not a justified improvement for this intersection at this time. Additionally, the 95th queuing percentile for the northbound left is less than one vehicle for both AM and PM peak hours.
- Rose Drive / Imperial Highway during the PM.
- Although the access on Bastanchury Road performs at acceptable levels of service, if a vehicle was present on the Bastanchury Road center-turn lane conflicting with the vehicles turning left from the Yorba Linda Temple site (for example, a vehicle entering the Friendship Baptist Church from the west), vehicles exiting the Temple will experience increased delays.



LEGEND

Stop Sign
 Signalized

Lane Configuration:

- ← → AM (PM) Peak Hour
- ← → AM (PM) Traffic Volume
- ← → AM (PM) per lane

Intersection Level of Service (LOS):

AM PM
 A
 B
 C
 D
 E
 F

Figure 11
2045 Plus Project Conditions

9.4 Intersection Improvements

The project does not exacerbate the existing conditions; however, the Church of Jesus Christ of Latter-Day Saints will pay for all costs associated with the implementation of a two-way left turn lane along Bastanchury at Osmond. All improvements shall be constructed prior to issuance of certificate of occupancy. This implementation will be done in coordination with the City and adjacent property owners.

10. Special Considerations

In addition to the expected traffic patterns, there are special situations where the Temple could experience additional or unexpected traffic patterns.

10.1 Special Events

Two special events are anticipated in conjunction with the grand opening of the building: an open house and the dedication of the Temple.

1. For the open house, the public is invited to come and walk through the building to view the beautiful architecture and learn more about the purpose of the Temple. Tickets to the open house are distributed by registration for a particular time slot to visit the building. The length of the open house will be determined by the demand for tickets but is usually no longer than a month.
2. The dedication of the Temple occurs after the open house is complete. Special dedicatory sessions are held as the building is dedicated for its specific function. Multiple dedicatory sessions are provided to reduce the number of people attending each session. All dedicatory sessions typically happen on a single day (usually a Sunday).
3. In addition to the opening events, a ceremonial groundbreaking event for the Temple construction is scheduled for June 18th. The ceremonial groundbreaking event is by invitation only and the applicant anticipates having approximately 500 people in attendance. The Church is making arrangements for offsite parking and shuttling of attendees to the site. The groundbreaking event will be approximately one-hour long.

No other special events are anticipated for the temple. Project team indicated that there will be a committee put together to handle details of the open house when the project is nearing completion. Historically, for other temples, including Newport Beach, parking for visitors was handled off site and visitors would come in buses at scheduled/limited intervals to walk through the temple on a set pathway on a guided tour. Tickets to the event included information about where the ticket holder should park at the off-site parking lots. Additional staff/volunteers were on hand to help direct people to the proper off-site parking areas and

to not allow any parking on neighboring streets. Team anticipates that the concept of operation for this open house will be similar.

10.2 Unplanned Traffic Scenarios

We have also identified three potential unplanned traffic scenarios: high influx of vehicles, high demand for vehicle exiting, and off-site parking. A Traffic Management Plan shall be submitted for review and approval prior to Certificate of Occupancy of the building to address planned/unplanned special events and high volumes of traffic that may lead to traffic concerns.

1. *High influx of vehicles:* No high influxes of vehicles are anticipated for the site. However, for abundance of caution, a possible way of dealing with such a situation would be to have trained volunteers as part of the normal temple staff who can help facilitate site access from Bastanchury Road. Volunteers could direct traffic to fill parking spaces furthest from the Bastanchury entry first (unless there are special accessibility needs). This would help avoid the scenario where cars would be unable to quickly pull off of Bastanchury to enter the site.
2. *High demand for vehicle exiting:* although there may be an emergency exit/entrance to Osmond street, the church would not use that entry/exit point for non-emergency vehicle exiting. The vehicle gate to Osmond would remain closed and people would need to patiently wait their turn to exit directly onto Bastanchury. Temple staff could assist cars to exit the site in an orderly manner, if needed. Keys to the locked emergency-only gate will be located in a Knox box at the gate for use by emergency personnel only.
3. *Off-Site Parking:* no off-site parking for patrons is anticipated. There is no parking allowed along Bastanchury. A pedestrian sidewalk will not be included along Osmond Street to further discourage non-resident parking along Osmond Street.

11. Community Outreach

The Church of Jesus Christ of Latter-Day Saints has done two community outreach meetings to address the concerns from neighbors and nearby residents. The Church has adjusted the plans for the proposed Yorba Linda Temple in response to the neighbors and resident concerns and provided responses to their comments. **Table 10** and **Table 11** include the community concerns and the project team response.



Table 10. Project Team Response to Community Concerns.

Community Concerns	Response
<p>Residents expressed concern with increase in traffic on Osmond street.</p>	<p>Gate on driveway to Osmond will be closed and locked to disallow temple patron use. All temple patron entry/exiting will be from Bastanchury Road. The width of the Bastanchury entry/exit will be widened to accommodate additional vehicle stacking on the property. Driveway to Osmond will remain as required for emergency vehicle access only but will be reduced in width. This will eliminate temple-related vehicular traffic on Osmond.</p>
<p>Residents are concerned with Increased traffic in general. Will this be a "mega church" or have events that will draw large crowds?</p>	<p>An updated Traffic Impact Analysis (incorporating the scenario without the vehicular entrance/exit at Osmond Street) has been produced for this project. As the report indicates, the project does not generate traffic that would cause the immediate vicinity to perform deficiently. Project will not experience surges in traffic as is common with typical houses of worship, such as "mega churches" which have a single, large congregation that starts at the same time and ends at the same time. Traffic is more evenly distributed throughout the day. Project is not used for wedding reception.</p>
<p>Residents are wanting to know anticipated occupancy levels of the building in relation to anticipated traffic.</p>	<p>An updated Traffic Impact Analysis has been submitted to the city and takes into account the anticipated operation levels of the building throughout the week and during the peak hours that the analysis was conducted for. The traffic report shows that the project does not generate traffic that will cause traffic conditions to perform deficiently.</p>
<p>Residents requested that pedestrian gate to/from Osmond street and the associated sidewalk be removed to discourage parking by temple patrons along Osmond.</p>	<p>Project team will remove the pedestrian gate to Osmond and the sidewalk between the public sidewalk and the fence.</p>
<p>Community member expressed concern with traffic report because it did not base the analysis on the Newport beach temple and did not address square footage differences specifically between Newport Beach and the proposed Yorba Linda temple.</p>	<p>The traffic study has been completed by a professional traffic engineering firm and has used the data most representative of the project. The six temple sites used in trip generation were deemed representative of typical temple sites. Standard traffic engineering practice is to adjust trip generation up or down based on the size of the site. The best indication of population within a temple is the number of seats in the ordinance room similar to a movie theater where the number of trips generated is typically based on the number of seats in the theater and not the square footage of the facility. Therefore, Fehr & Peers estimated the number of trips per seat of each of the six representative temples and used an average rate from these sites to estimate the trips of the Yorba Linda Temple. Project representatives explained that although the square footage of the new building is larger than Newport Beach, the primary assembly spaces are the same size and other features of the building operate a similar capacity to Newport Beach. Anticipated occupancies of these buildings are based on the capacities of the primary assembly rooms. Both Newport Beach and the proposed Yorba Linda Temple have two primary instruction rooms with 40 patron seats each (2 additional seats for staff).</p>

Table 11. Project Team Response to Community Concerns (Continued).

Community Concerns	Response
<p>Resident noted a discrepancy between a project narrative submitted to the city and the team's PowerPoint presentation at the beginning of the meeting. They asked for clarification of what the occupancy levels really are for the building.</p>	<p>The referenced narrative was submitted to the city prior to the final traffic report being issued. All the data that is now included in the traffic report was not available at the time the narrative was written. With the additional data now in hand, the project team can now update the project narrative to more accurately describe the anticipated occupancy levels for the building. The team's PowerPoint presentation did not take into account shift/patron overlap. A revised project narrative will be submitted to planning that correlates with the traffic report.</p>
<p>Residents asked if hours of operation can be reduced.</p>	<p>Project team indicated that they will ask church leadership if that can be a consideration but at the moment, the anticipated hours of operation are reflected in the traffic report and show the site traffic performs at acceptable levels.</p>
<p>Residents requested clarification of what to expect for traffic during the public open house.</p>	<p>Project team indicated that there will be a committee put together to handle details of the open house when the project is nearing completion. Historically, for other temples, including Newport Beach, parking for visitors was handled off site and visitors would come in busses at scheduled/limited intervals to walk through the temple on a set pathway on a guided tour. Tickets to the event included information about where the ticket holder should park at the off-site parking lots. Additional staff/volunteers were on hand to help direct people to the proper off-site parking areas and to not allow any parking on neighboring streets. Team anticipates that the concept of operation for this open house will be similar.</p>

12. Conclusion

Fehr & Peers conducted this study to estimate the level of service effects of the proposed Yorba Linda California Temple to the surrounding area. We concluded the following from the analysis results:

- The Temple would generate 64 and 74 vehicle trips during the typical roadway peak hours.
- The northbound left turn movement at Osmond Street / Bastanchury Road performs below acceptable levels of service in all the analysis years, likely due to the high eastbound and westbound traffic as well as not having a two-way left-turn lane to provide a two-stage left turn (the eastbound left-turn has a delineated lane). This is true even if one vehicle uses this movement. We performed a peak hour signal warrant analysis on this intersection and found that it does not meet the warrant in any of the scenarios; therefore, a signal is not a justified improvement for this intersection at this time. Additionally, the 95th queuing percentile for the northbound left is less than one vehicle for both AM and PM peak hours on all the analysis years with or without the project.
- The Rose Drive / Imperial Highway intersection performs deficiently in the 2045 scenarios (both background and plus project) during the PM. The addition of the project-generated traffic does not

increase the v/c ratio for more than 1%, therefore no mitigations are necessary according to the City Traffic Impact Analysis Guidelines.

- All other intersections operate at acceptable levels of service under all scenarios.
- For special events and unplanned traffic scenarios, the Church has laid out potential solutions to minimize the effects in the surrounding areas such as transportation demand management solutions, additional signage, and guidance from on-site volunteers. Historically, for other temples, parking for visitors was handled off site and visitors would come in busses at scheduled/limited intervals to walk through the temple on a set pathway on a guided tour.
- The Church has done two community outreach meetings and addressed the community concerns.



Appendix



Traffic Counts

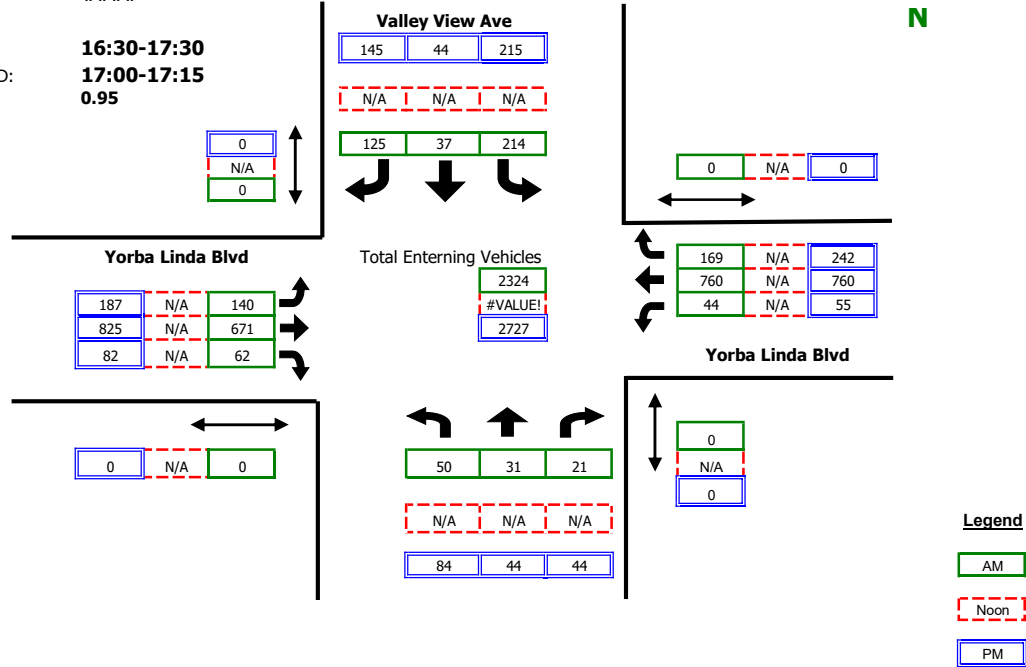
Intersection Turning Movement Summary

Intersection:	Valley View Ave/Yorba Linda Blvd	Date:	16-Mar-22
Jurisdiction:	North/South: Valley View Ave	Day of Week Adjustment:	100.0%
Project Title:	LDS Yorba Linda	Month of Year Adjustment:	100.0%
Project No:	UT21-2276	Adjustment Station #:	
Weather:	Clear	Growth Rate:	0.0%
		Number of Years:	0

AM PEAK HOUR PERIOD: **8:00-9:00**
 AM PEAK 15 MINUTE PERIOD: **8:30-8:45**
 AM PHF: **0.86**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:30-17:30**
 PM PEAK 15 MINUTE PERIOD: **17:00-17:15**
 PM PHF: **0.95**



RAW COUNT SUMMARIES	Valley View Ave Northbound				Valley View Ave Southbound				Yorba Linda Blvd Eastbound				Yorba Linda Blvd Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	8	2	8	0	42	7	20	0	11	95	8	0	5	96	16	0	318
7:15-7:30	13	2	5	0	52	8	31	0	16	105	9	0	9	140	22	0	412
7:30-7:45	13	3	8	0	53	12	42	0	22	130	9	0	3	176	32	0	503
7:45-8:00	6	5	8	0	63	13	30	0	26	164	15	0	3	156	26	0	515
8:00-8:15	7	12	6	0	56	6	32	0	28	132	10	0	9	178	25	0	501
8:15-8:30	13	5	2	0	49	7	39	0	35	211	13	0	8	178	39	0	599
8:30-8:45	16	6	11	0	59	12	23	0	40	202	19	0	13	220	56	0	677
8:45-9:00	14	8	2	0	50	12	31	0	37	126	20	0	14	184	49	0	547
NOON PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00-16:15	24	16	20	0	59	16	37	0	40	217	26	0	13	169	45	0	682
16:15-16:30	25	11	7	0	40	10	35	0	53	181	26	0	12	190	60	0	650
16:30-16:45	18	16	8	0	47	11	38	0	47	211	23	0	15	178	67	0	679
16:45-17:00	27	14	15	0	56	12	32	0	56	198	21	0	18	164	48	0	661
17:00-17:15	23	6	8	0	60	7	38	0	42	219	19	0	13	218	64	0	717
17:15-17:30	16	8	13	0	52	14	37	0	42	197	19	0	9	200	63	0	670
17:30-17:45	11	15	13	0	53	18	27	0	37	192	21	0	6	189	54	0	636
17:45-18:00	22	9	7	0	48	12	33	0	39	188	9	0	9	145	51	0	572

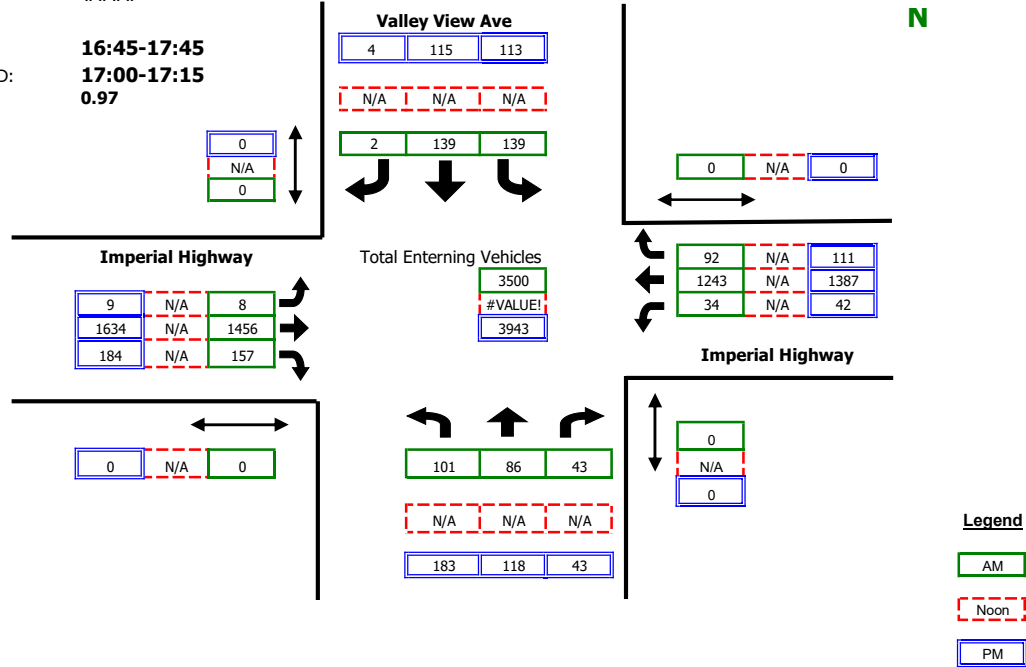
Intersection Turning Movement Summary

Intersection:	Valley View Ave/Imperial Highway	Date:	16-Mar-22
North/South:	Valley View Ave	Day of Week Adjustment:	100.0%
East/West:	Imperial Highway	Month of Year Adjustment:	100.0%
Jurisdiction:		Adjustment Station #:	
Project Title:	LDS Yorba Linda	Growth Rate:	0.0%
Project No:	UT21-2276	Number of Years:	0
Weather:	Clear		

AM PEAK HOUR PERIOD: **7:30-8:30**
 AM PEAK 15 MINUTE PERIOD: **7:30-7:45**
 AM PHF: **0.97**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:45-17:45**
 PM PEAK 15 MINUTE PERIOD: **17:00-17:15**
 PM PHF: **0.97**



RAW COUNT SUMMARIES	Valley View Ave Northbound				Valley View Ave Southbound				Imperial Highway Eastbound				Imperial Highway Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	20	9	4	0	21	19	0	0	1	218	29	0	1	232	6	0	560
7:15-7:30	24	18	6	0	18	23	0	0	0	270	38	0	3	233	15	0	648
7:30-7:45	26	31	8	0	36	45	0	0	0	372	37	0	6	314	26	0	901
7:45-8:00	27	16	5	0	36	32	1	0	0	389	45	0	10	287	25	0	873
8:00-8:15	28	20	14	0	35	29	1	0	4	354	32	0	5	301	18	0	841
8:15-8:30	20	19	16	0	32	33	0	0	4	341	43	0	13	341	23	0	885
8:30-8:45	32	32	19	0	65	36	1	0	2	329	32	0	12	295	17	0	872
8:45-9:00	33	21	16	0	22	32	2	0	0	248	30	0	15	272	32	0	723
NOON PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00-16:15	41	32	14	0	26	24	0	0	3	335	43	0	5	332	22	0	877
16:15-16:30	43	30	8	0	24	27	1	0	0	324	38	0	11	331	25	0	862
16:30-16:45	52	46	15	0	23	25	4	0	3	381	29	0	9	299	23	0	909
16:45-17:00	53	32	12	0	34	27	0	0	2	403	48	0	11	321	28	0	971
17:00-17:15	44	26	14	0	35	27	1	0	1	412	49	0	10	369	27	0	1015
17:15-17:30	45	20	11	0	24	30	1	0	1	391	48	0	8	363	27	0	969
17:30-17:45	41	40	6	0	20	31	2	0	5	428	39	0	13	334	29	0	988
17:45-18:00	25	29	19	0	20	24	1	0	2	371	38	0	8	295	21	0	853

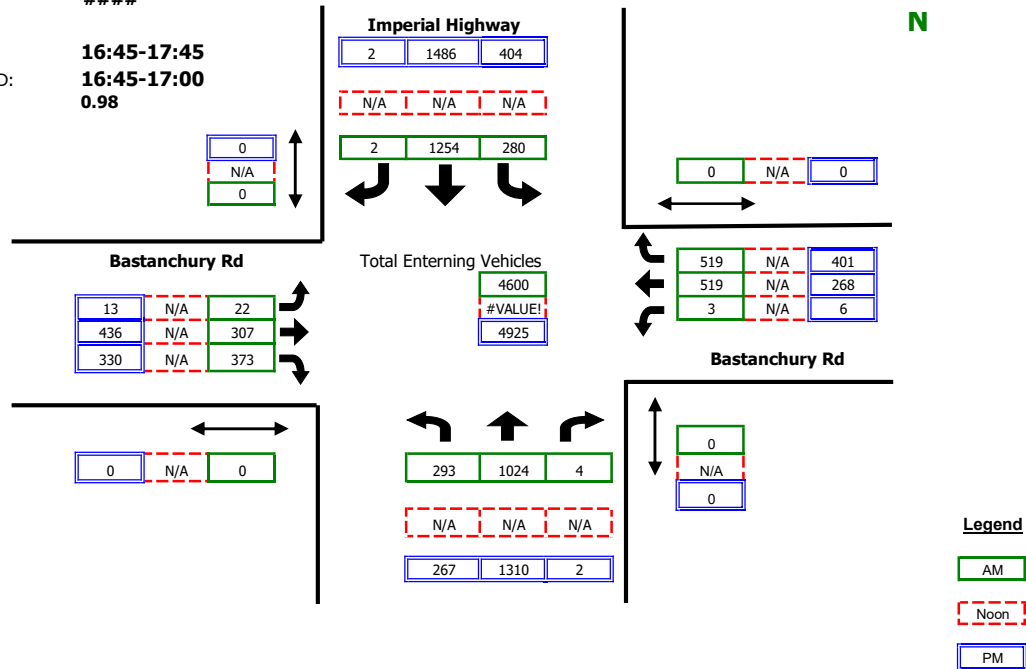
Intersection Turning Movement Summary

Intersection:	Imperial Highway/Bastanchury Rd	Date:	16-Mar-22
Jurisdiction:	North/South: Imperial Highway	Day of Week Adjustment:	100.0%
Project Title:	LDS Yorba Linda	Month of Year Adjustment:	100.0%
Project No:	UT21-2276	Adjustment Station #:	
Weather:	Clear	Growth Rate:	0.0%
		Number of Years:	0

AM PEAK HOUR PERIOD: **7:45-8:45**
 AM PEAK 15 MINUTE PERIOD: **7:45-8:00**
 AM PHF: **0.97**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:45-17:45**
 PM PEAK 15 MINUTE PERIOD: **16:45-17:00**
 PM PHF: **0.98**



RAW COUNT SUMMARIES	Imperial Highway Northbound				Imperial Highway Southbound				Bastanchury Rd Eastbound				Bastanchury Rd Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	40	213	0	0	30	220	0	0	2	33	30	0	0	58	90	0	716
7:15-7:30	44	215	6	0	40	265	0	0	3	49	45	0	1	69	128	0	865
7:30-7:45	58	280	0	0	42	340	2	0	3	67	61	0	0	93	137	0	1083
7:45-8:00	57	248	1	0	70	394	0	0	9	76	77	0	0	113	138	0	1183
8:00-8:15	79	244	1	0	63	309	0	0	3	61	81	0	1	170	123	0	1135
8:15-8:30	90	266	2	0	68	263	2	0	8	101	113	0	0	152	116	0	1181
8:30-8:45	67	266	0	0	79	288	0	0	2	69	102	0	2	84	142	0	1101
8:45-9:00	63	245	0	0	85	227	2	0	2	54	50	0	0	96	105	0	929
NOON PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00-16:15	66	296	1	0	124	301	0	0	5	108	86	0	3	62	109	0	1161
16:15-16:30	45	317	1	0	95	298	1	0	5	104	68	0	1	73	117	0	1125
16:30-16:45	61	311	0	0	98	312	0	0	1	86	88	0	2	63	94	0	1116
16:45-17:00	66	318	2	0	105	380	0	0	2	127	80	0	1	69	103	0	1253
17:00-17:15	64	341	0	0	88	362	1	0	7	96	90	0	1	69	102	0	1221
17:15-17:30	69	334	0	0	100	363	1	0	1	101	80	0	2	61	96	0	1208
17:30-17:45	68	317	0	0	111	381	0	0	3	112	80	0	2	69	100	0	1243
17:45-18:00	46	267	0	0	98	342	0	0	7	104	57	0	5	58	102	0	1086

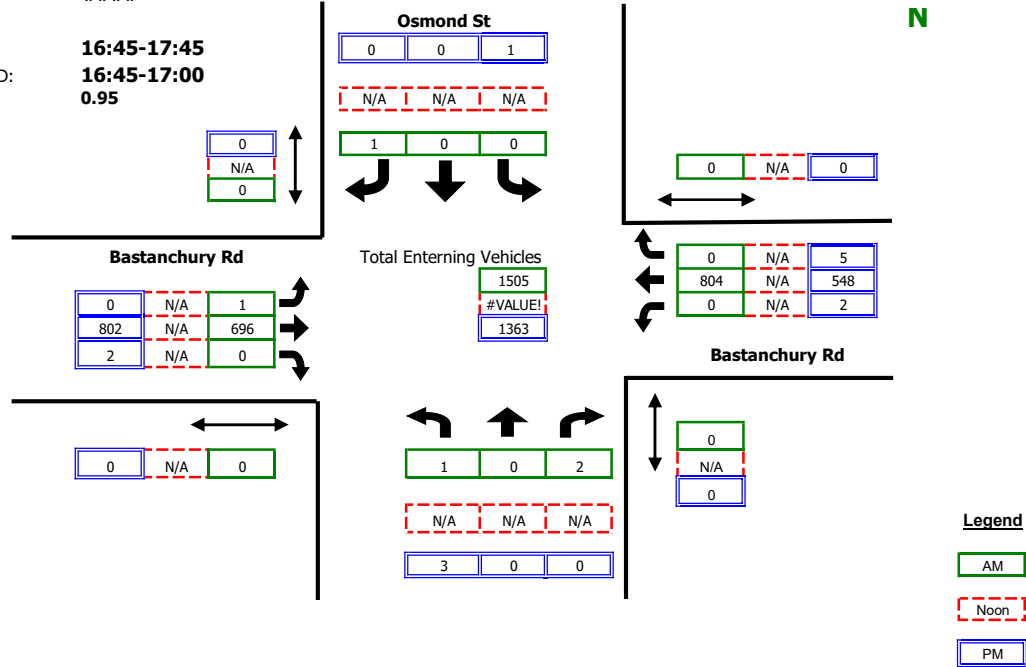
Intersection Turning Movement Summary

Intersection:	Osmond St/Bastanchury Rd	Date:	16-Mar-22
	North/South: Osmond St	Day of Week Adjustment:	100.0%
	East/West: Bastanchury Rd	Month of Year Adjustment:	100.0%
Jurisdiction:		Adjustment Station #:	
Project Title:	LDS Yorba Linda	Growth Rate:	0.0%
Project No:	UT21-2276	Number of Years:	0
Weather:	Clear		

AM PEAK HOUR PERIOD: **7:45-8:45**
 AM PEAK 15 MINUTE PERIOD: **8:15-8:30**
 AM PHF: **0.80**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:45-17:45**
 PM PEAK 15 MINUTE PERIOD: **16:45-17:00**
 PM PHF: **0.95**



RAW COUNT SUMMARIES	Osmond St Northbound				Osmond St Southbound				Bastanchury Rd Eastbound				Bastanchury Rd Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	0	0	0	0	0	0	0	0	0	70	0	0	0	100	0	0	170
7:15-7:30	0	0	0	0	0	0	0	0	0	91	0	0	0	110	0	0	201
7:30-7:45	0	0	0	0	0	0	0	0	0	135	0	0	0	165	1	0	301
7:45-8:00	0	0	1	0	0	0	1	0	1	153	0	0	0	162	0	0	318
8:00-8:15	0	0	0	0	0	0	0	0	0	147	0	0	0	241	0	0	388
8:15-8:30	1	0	0	0	0	0	0	0	0	225	0	0	0	246	0	0	472
8:30-8:45	0	0	1	0	0	0	0	0	0	171	0	0	0	155	0	0	327
8:45-9:00	1	0	0	0	0	0	0	0	0	99	0	0	1	171	1	0	273
NOON PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00-16:15	0	0	1	0	0	0	0	0	0	193	0	0	0	127	0	0	321
16:15-16:30	0	0	0	0	0	0	0	0	1	184	0	0	0	134	0	0	319
16:30-16:45	1	0	0	0	0	0	0	0	0	174	1	0	0	108	1	0	285
16:45-17:00	1	0	0	0	0	0	0	0	0	214	0	0	1	142	0	0	358
17:00-17:15	2	0	0	0	0	0	0	0	0	201	2	0	0	133	1	0	339
17:15-17:30	0	0	0	0	0	0	0	0	0	200	0	0	1	135	2	0	338
17:30-17:45	0	0	0	0	1	0	0	0	0	187	0	0	0	138	2	0	328
17:45-18:00	1	0	0	0	0	0	0	0	0	173	1	0	1	113	0	0	289

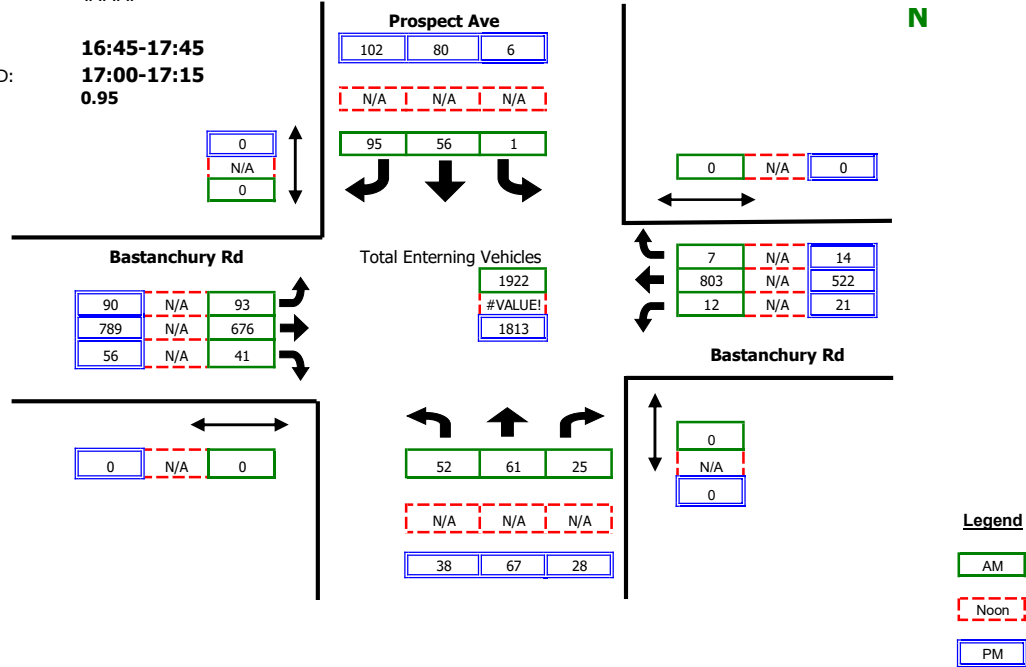
Intersection Turning Movement Summary

Intersection:	Prospect Ave/Bastanchury Rd	Date:	16-Mar-22
Jurisdiction:	North/South: Prospect Ave	Day of Week Adjustment:	100.0%
Project Title:	LDS Yorba Linda	Month of Year Adjustment:	100.0%
Project No:	UT21-2276	Adjustment Station #:	
Weather:	Clear	Growth Rate:	0.0%
		Number of Years:	0

AM PEAK HOUR PERIOD: **7:45-8:45**
 AM PEAK 15 MINUTE PERIOD: **8:15-8:30**
 AM PHF: **0.82**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:45-17:45**
 PM PEAK 15 MINUTE PERIOD: **17:00-17:15**
 PM PHF: **0.95**



RAW COUNT SUMMARIES	Prospect Ave Northbound				Prospect Ave Southbound				Bastanchury Rd Eastbound				Bastanchury Rd Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	6	8	3	0	2	10	13	0	8	66	1	0	0	100	0	0	217
7:15-7:30	12	14	3	0	1	8	12	0	15	89	9	0	2	109	1	0	275
7:30-7:45	15	16	5	0	1	13	17	0	20	126	14	0	3	164	0	0	394
7:45-8:00	8	19	9	0	0	11	16	0	33	154	8	0	0	162	2	0	422
8:00-8:15	14	9	5	0	1	20	30	0	16	149	13	0	2	247	1	0	507
8:15-8:30	22	20	5	0	0	18	27	0	26	209	9	0	7	236	4	0	583
8:30-8:45	8	13	6	0	0	7	22	0	18	164	11	0	3	158	0	0	410
8:45-9:00	9	10	4	0	1	17	26	0	19	104	8	0	2	170	0	0	370
NOON PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00-16:15	9	14	6	0	1	17	18	0	17	182	14	0	5	124	2	0	409
16:15-16:30	7	17	10	0	2	15	23	0	34	155	16	0	7	122	2	0	410
16:30-16:45	11	22	7	0	0	11	27	0	29	172	17	0	3	108	1	0	408
16:45-17:00	9	13	6	0	0	13	17	0	21	214	11	0	8	136	2	0	450
17:00-17:15	11	30	10	0	1	24	35	0	24	199	10	0	2	125	7	0	478
17:15-17:30	7	12	7	0	3	21	20	0	32	197	16	0	7	123	3	0	448
17:30-17:45	11	12	5	0	2	22	30	0	13	179	19	0	4	138	2	0	437
17:45-18:00	5	10	3	0	0	17	13	0	30	154	13	0	4	107	0	0	356

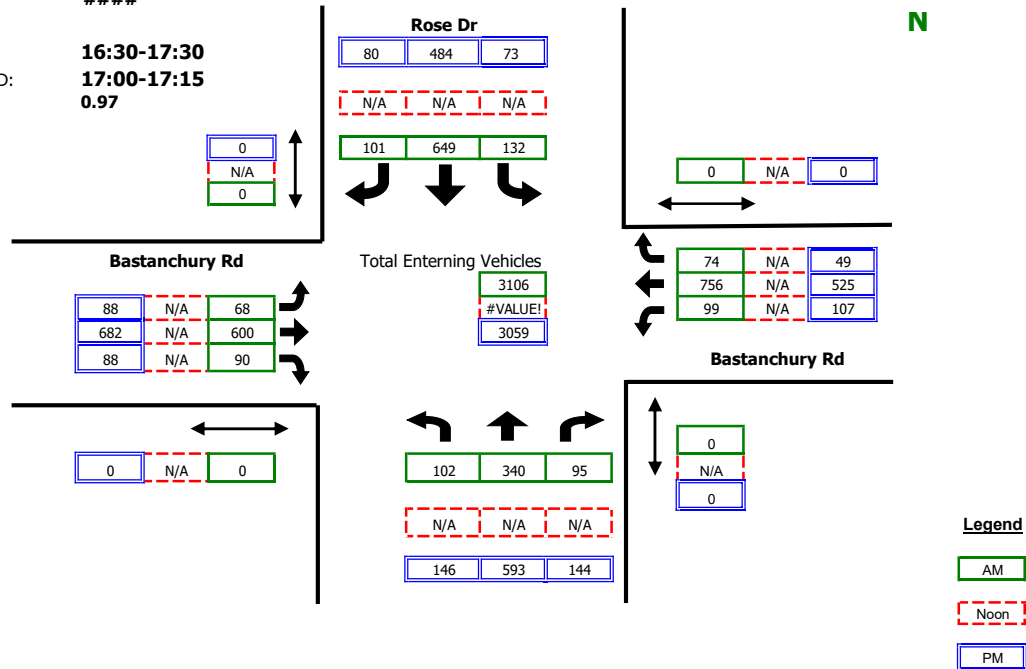
Intersection Turning Movement Summary

Intersection:	Rose Dr/Bastanchury Rd	Date:	16-Mar-22
	North/South: Rose Dr	Day of Week Adjustment:	100.0%
	East/West: Bastanchury Rd	Month of Year Adjustment:	100.0%
Jurisdiction:		Adjustment Station #:	
Project Title:	LDS Yorba Linda	Growth Rate:	0.0%
Project No:	UT21-2276	Number of Years:	0
Weather:	Clear		

AM PEAK HOUR PERIOD: **7:30-8:30**
 AM PEAK 15 MINUTE PERIOD: **8:15-8:30**
 AM PHF: **0.84**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:30-17:30**
 PM PEAK 15 MINUTE PERIOD: **17:00-17:15**
 PM PHF: **0.97**



RAW COUNT SUMMARIES	Rose Dr Northbound				Rose Dr Southbound				Bastanchury Rd Eastbound				Bastanchury Rd Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	6	44	5	0	9	153	14	0	11	61	9	0	22	75	13	0	422
7:15-7:30	21	74	15	0	8	148	14	0	8	88	13	0	17	99	6	0	511
7:30-7:45	26	80	23	0	25	167	15	0	12	122	24	0	22	160	10	0	686
7:45-8:00	17	87	32	0	26	204	10	0	18	147	23	0	27	130	17	0	738
8:00-8:15	24	77	18	0	28	127	34	0	14	153	21	0	21	223	23	0	763
8:15-8:30	35	96	22	0	53	151	42	0	24	178	22	0	29	243	24	0	919
8:30-8:45	24	71	19	0	16	109	19	0	11	146	16	0	21	151	8	0	611
8:45-9:00	29	75	19	0	9	128	24	0	13	107	7	0	26	151	6	0	594
NOON PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00-16:15	25	131	24	0	21	142	16	0	14	158	21	0	29	126	8	0	715
16:15-16:30	27	146	32	0	22	133	17	0	24	167	13	0	21	118	9	0	729
16:30-16:45	34	153	33	0	29	136	21	0	21	149	22	0	24	120	5	0	747
16:45-17:00	31	148	36	0	10	120	18	0	23	207	14	0	21	136	17	0	781
17:00-17:15	42	147	38	0	17	130	22	0	27	150	22	0	38	134	18	0	785
17:15-17:30	39	145	37	0	17	98	19	0	17	176	30	0	24	135	9	0	746
17:30-17:45	23	137	20	0	24	146	22	0	16	162	17	0	28	133	9	0	737
17:45-18:00	20	106	26	0	16	83	16	0	14	159	15	0	21	102	12	0	590

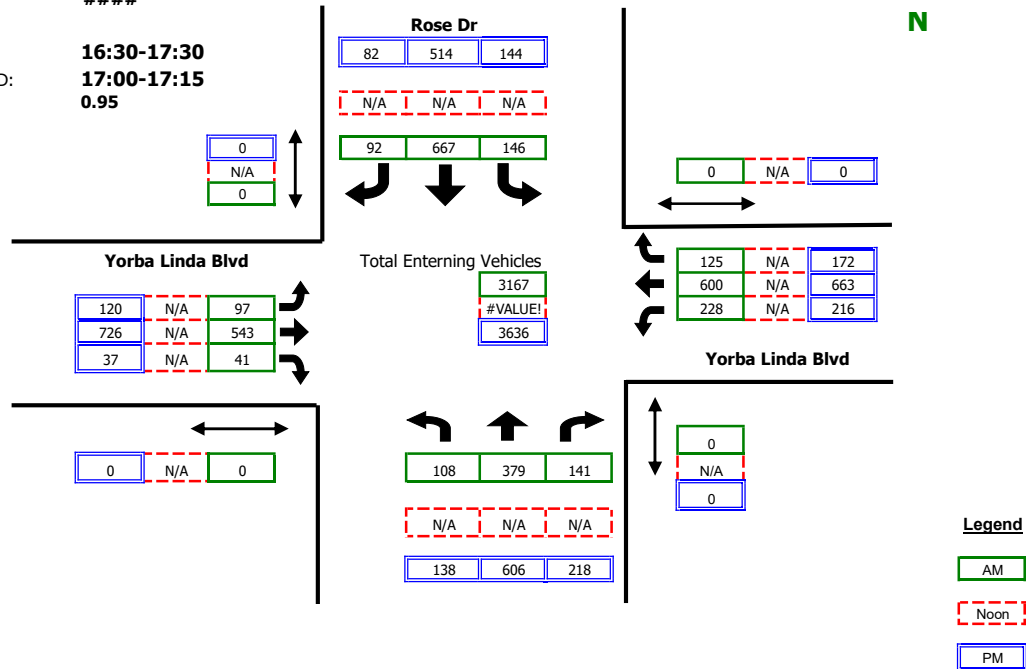
Intersection Turning Movement Summary

Intersection:	Rose Dr/Yorba Linda Blvd	Date:	16-Mar-22
	North/South: Rose Dr	Day of Week Adjustment:	100.0%
	East/West: Yorba Linda Blvd	Month of Year Adjustment:	100.0%
Jurisdiction:		Adjustment Station #:	
Project Title:	LDS Yorba Linda	Growth Rate:	0.0%
Project No:	UT21-2276	Number of Years:	0
Weather:	Clear		

AM PEAK HOUR PERIOD: **7:30-8:30**
 AM PEAK 15 MINUTE PERIOD: **8:15-8:30**
 AM PHF: **0.96**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:30-17:30**
 PM PEAK 15 MINUTE PERIOD: **17:00-17:15**
 PM PHF: **0.95**



RAW COUNT SUMMARIES	Rose Dr Northbound				Rose Dr Southbound				Yorba Linda Blvd Eastbound				Yorba Linda Blvd Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	19	44	17	0	14	151	12	0	10	79	5	0	43	81	11	0	486
7:15-7:30	18	78	21	0	19	170	12	0	20	95	10	0	44	136	39	0	662
7:30-7:45	21	104	30	0	37	165	27	0	30	129	8	0	53	141	47	0	792
7:45-8:00	31	82	28	0	45	213	27	0	24	135	6	0	60	129	28	0	808
8:00-8:15	30	98	30	0	27	133	20	0	21	119	14	0	56	176	22	0	746
8:15-8:30	26	95	53	0	37	156	18	0	22	160	13	0	59	154	28	0	821
8:30-8:45	27	76	32	0	34	110	15	0	27	192	12	0	55	142	30	0	752
8:45-9:00	32	80	37	0	26	118	15	0	19	131	12	0	61	136	22	0	689
NOON PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00-16:15	35	161	40	0	36	149	11	0	22	202	19	0	54	163	20	0	912
16:15-16:30	34	176	47	0	34	116	22	0	29	195	9	0	54	123	42	0	881
16:30-16:45	29	158	55	0	40	135	20	0	27	183	8	0	47	152	45	0	899
16:45-17:00	34	139	51	0	35	108	20	0	27	185	9	0	46	158	42	0	854
17:00-17:15	36	144	67	0	35	144	25	0	34	179	12	0	64	174	44	0	958
17:15-17:30	39	165	45	0	34	127	17	0	32	179	8	0	59	179	41	0	925
17:30-17:45	34	134	44	0	49	139	20	0	19	163	21	0	54	156	32	0	865
17:45-18:00	32	111	48	0	27	88	15	0	26	172	12	0	47	147	25	0	750

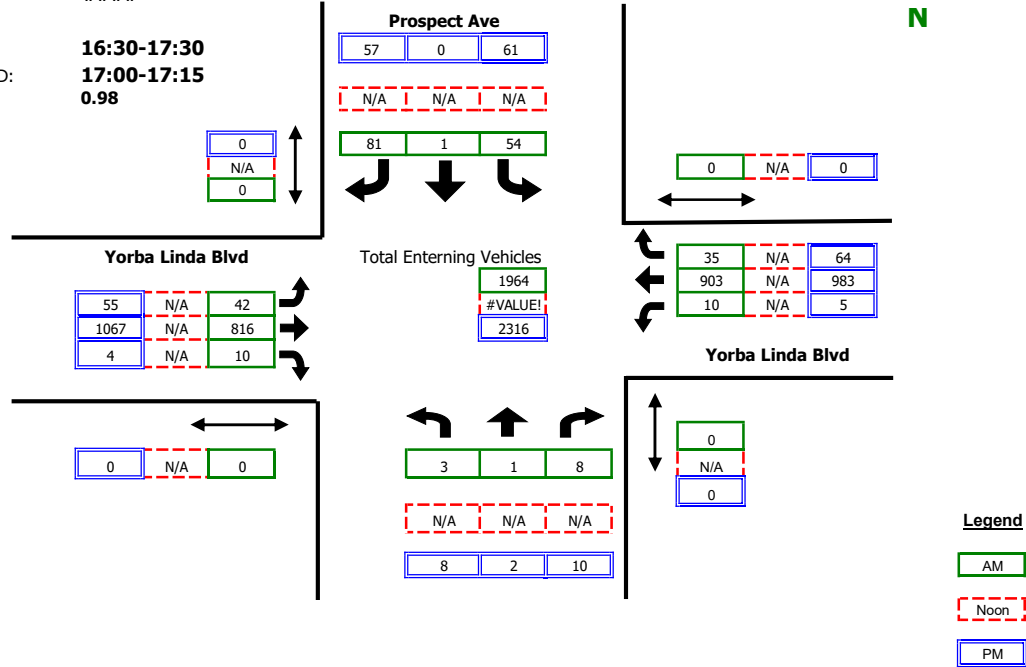
Intersection Turning Movement Summary

Intersection:	Prospect Ave/Yorba Linda Blvd	Date:	16-Mar-22
	North/South: Prospect Ave	Day of Week Adjustment:	100.0%
	East/West: Yorba Linda Blvd	Month of Year Adjustment:	100.0%
Jurisdiction:		Adjustment Station #:	
Project Title:	LDS Yorba Linda	Growth Rate:	0.0%
Project No:	UT21-2276	Number of Years:	0
Weather:	Clear		

AM PEAK HOUR PERIOD: **8:00-9:00**
 AM PEAK 15 MINUTE PERIOD: **8:15-8:30**
 AM PHF: **0.91**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:30-17:30**
 PM PEAK 15 MINUTE PERIOD: **17:00-17:15**
 PM PHF: **0.98**



RAW COUNT SUMMARIES	Prospect Ave Northbound				Prospect Ave Southbound				Yorba Linda Blvd Eastbound				Yorba Linda Blvd Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	1	0	1	0	9	1	15	0	2	102	3	0	2	114	4	0	254
7:15-7:30	2	0	0	0	11	0	19	0	8	120	0	0	2	194	7	0	363
7:30-7:45	0	0	2	0	14	1	16	0	5	180	2	0	1	228	8	0	457
7:45-8:00	2	0	0	0	16	0	18	0	11	188	2	0	1	185	14	0	437
8:00-8:15	0	0	0	0	15	1	25	0	6	157	2	0	2	235	6	0	449
8:15-8:30	2	0	5	0	12	0	27	0	14	237	3	0	3	227	9	0	539
8:30-8:45	1	0	1	0	15	0	12	0	13	234	3	0	2	219	13	0	513
8:45-9:00	0	1	2	0	12	0	17	0	9	188	2	0	3	222	7	0	463
NOON PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00-16:15	3	1	2	0	13	0	11	0	9	278	3	0	1	228	18	0	567
16:15-16:30	2	0	2	0	14	0	14	0	16	246	2	0	0	211	20	0	527
16:30-16:45	1	0	4	0	12	0	13	0	9	275	1	0	3	229	15	0	562
16:45-17:00	1	1	4	0	17	0	14	0	17	271	1	0	1	228	16	0	571
17:00-17:15	4	0	1	0	17	0	17	0	18	256	1	0	1	256	22	0	593
17:15-17:30	2	1	1	0	15	0	13	0	11	265	1	0	0	270	11	0	590
17:30-17:45	2	0	3	0	14	1	14	0	12	257	3	0	0	229	12	0	547
17:45-18:00	2	0	2	0	11	0	13	0	13	237	0	0	0	196	9	0	483

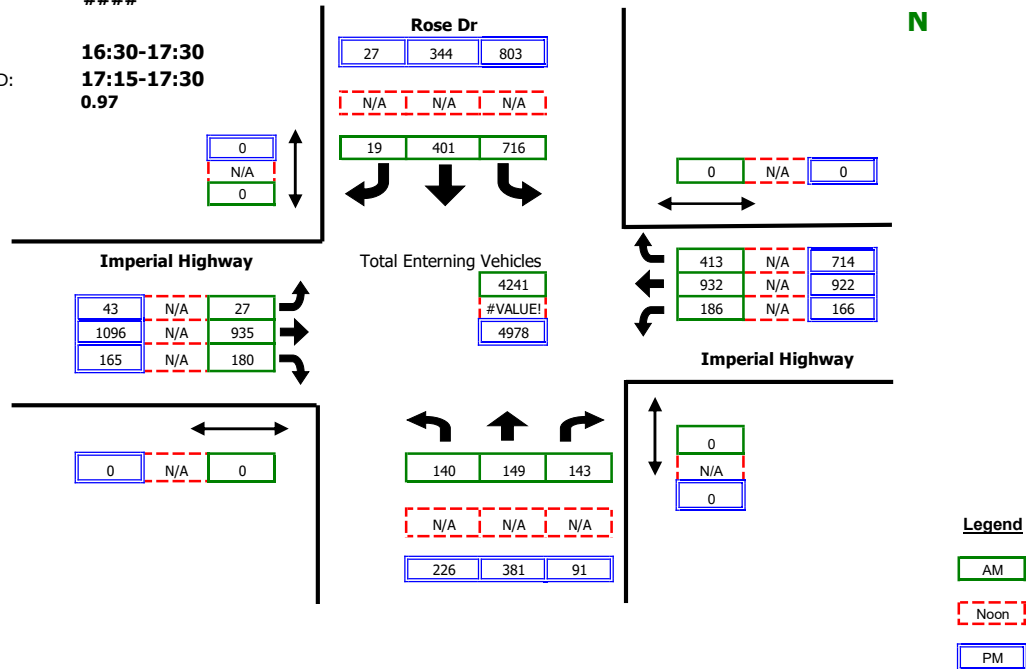
Intersection Turning Movement Summary

Intersection:	Rose Dr/Imperial Highway	Date:	16-Mar-22
Jurisdiction:	North/South: Rose Dr	Day of Week Adjustment:	100.0%
Project Title:	LDS Yorba Linda	Month of Year Adjustment:	100.0%
Project No:	UT21-2276	Adjustment Station #:	
Weather:	Clear	Growth Rate:	0.0%
		Number of Years:	0

AM PEAK HOUR PERIOD: **7:30-8:30**
 AM PEAK 15 MINUTE PERIOD: **7:45-8:00**
 AM PHF: **0.92**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:30-17:30**
 PM PEAK 15 MINUTE PERIOD: **17:15-17:30**
 PM PHF: **0.97**



RAW COUNT SUMMARIES	Rose Dr Northbound				Rose Dr Southbound				Imperial Highway Eastbound				Imperial Highway Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	16	32	15	0	97	115	4	0	2	153	24	0	32	198	54	0	742
7:15-7:30	30	33	16	0	137	117	4	0	4	195	24	0	43	199	80	0	882
7:30-7:45	25	28	36	0	191	103	3	0	11	238	30	0	73	208	85	0	1031
7:45-8:00	34	35	41	0	207	117	4	0	4	274	57	0	30	231	118	0	1152
8:00-8:15	24	43	32	0	164	101	5	0	4	243	51	0	37	215	119	0	1038
8:15-8:30	57	43	34	0	154	80	7	0	8	180	42	0	46	278	91	0	1020
8:30-8:45	28	42	25	0	135	72	12	0	12	181	32	0	41	238	120	0	938
8:45-9:00	35	35	11	0	124	74	7	0	10	173	51	0	33	207	118	0	878
NOON PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00-16:15	52	82	16	0	161	91	9	0	18	246	45	0	43	200	158	0	1121
16:15-16:30	49	105	17	0	145	98	7	0	16	264	49	0	43	217	195	0	1205
16:30-16:45	47	105	22	0	210	104	9	0	7	265	46	0	39	214	197	0	1265
16:45-17:00	57	89	22	0	202	86	12	0	12	263	43	0	34	228	179	0	1227
17:00-17:15	64	86	24	0	201	86	3	0	11	270	37	0	36	225	158	0	1201
17:15-17:30	58	101	23	0	190	68	3	0	13	298	39	0	57	255	180	0	1285
17:30-17:45	31	83	24	0	220	86	2	0	11	286	57	0	32	227	137	0	1196
17:45-18:00	37	80	17	0	178	66	7	0	10	270	36	0	29	201	143	0	1074



Trip Generation

		Time Start	Time End	Draper		Payson		Gilbert		Timp		Bountiful		Oquirrh		Average	
				Trips	Trips/Seat	Trips	Trips/Seat	Trips	Trips/Seat	Trips	Trips/Seat	Trips	Trips/Seat	Trips	Trips/Seat	Trips	Trips/Seat
Friday		7:00 AM	8:00 AM														
		8:00 AM	9:00 AM	91	0.46	164	0.61	143	0.53	200	0.56	89	0.25	114	0.57	134	0.49
		9:00 AM	10:00 AM	153	0.77	364	1.35	196	0.73	323	0.90	136	0.38	133	0.67	218	0.80
		10:00 AM	11:00 AM	169	0.85	473	1.75	252	0.93	366	1.02	273	0.76	187	0.94	287	1.04
		11:00 AM	12:00 PM	191	0.96	489	1.81	286	1.06	255	0.71	206	0.57	191	0.96	270	1.01
		12:00 PM	1:00 PM	131	0.66	430	1.59	154	0.57	268	0.74	256	0.71	246	1.23	248	0.92
		1:00 PM	2:00 PM	100	0.50	428	1.59	177	0.66	227	0.63	200	0.56	154	0.77	214	0.78
		2:00 PM	3:00 PM	111	0.56	440	1.63	137	0.51	193	0.54	213	0.59	158	0.79	209	0.77
		3:00 PM	4:00 PM	167	0.84	249	0.92	240	0.89	250	0.69	292	0.81	162	0.81	227	0.83
		4:00 PM	5:00 PM	183	0.92	260	0.96	236	0.87	276	0.77	297	0.83	239	1.20	249	0.92
	5:00 PM	6:00 PM	169	0.85	334	1.24	187	0.69	276	0.77	317	0.88	227	1.14	252	0.93	
	6:00 PM	7:00 PM	154	0.77	375	1.39	138	0.51	269	0.75	224	0.62	182	0.91	224	0.82	
	7:00 PM	8:00 PM	110	0.55	210	0.78	131	0.49	198	0.55	289	0.80	151	0.76	182	0.65	
Saturday		7:00 AM	8:00 AM														
		8:00 AM	9:00 AM	144	0.72	360	1.33	171	0.63	252	0.70	111	0.31	152	0.76	198	0.74
		9:00 AM	10:00 AM	205	1.03	572	2.12	227	0.84	408	1.13	258	0.72	189	0.95	310	1.13
		10:00 AM	11:00 AM	265	1.33	562	2.08	325	1.20	362	1.01	349	0.97	174	0.87	340	1.24
		11:00 AM	12:00 PM	283	1.42	444	1.64	338	1.25	358	0.99	301	0.84	217	1.09	324	1.20
		12:00 PM	1:00 PM	280	1.40	362	1.34	207	0.77	374	1.04	390	1.08	264	1.32	313	1.16
		1:00 PM	2:00 PM	195	0.98	312	1.16	216	0.80	321	0.89	304	0.84	202	1.01	258	0.95
		2:00 PM	3:00 PM	170	0.85	186	0.69	170	0.63	313	0.87	301	0.84	208	1.04	225	0.82
		3:00 PM	4:00 PM	257	1.29	128	0.47	282	1.04	457	1.27	353	0.98	205	1.03	280	1.01
		4:00 PM	5:00 PM	158	0.79	131	0.49	287	1.06	310	0.86	271	0.75	278	1.39	239	0.89
	5:00 PM	6:00 PM	182	0.91	186	0.69	169	0.63	330	0.92	334	0.93	259	1.30	243	0.89	
	6:00 PM	7:00 PM	135	0.68	146	0.54	191	0.71	233	0.65	217	0.60	141	0.71	177	0.65	
	7:00 PM	8:00 PM	99	0.50	98	0.36	131	0.49	171	0.48	207	0.58	134	0.67	140	0.51	



Detailed Level of Service Reports

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗		↘	↗		↔	
Traffic Vol, veh/h	1	696	0	0	804	0	1	0	2	0	0	1
Future Vol, veh/h	1	696	0	0	804	0	1	0	2	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	95	60	-	65	-	-	40	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	870	0	0	1005	0	1	0	3	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1005	0	0	870	0	0	1375	1877	435	1442	1877	503
Stage 1	-	-	-	-	-	-	872	872	-	1005	1005	-
Stage 2	-	-	-	-	-	-	503	1005	-	437	872	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	685	-	-	770	-	-	104	71	569	93	71	514
Stage 1	-	-	-	-	-	-	312	366	-	259	317	-
Stage 2	-	-	-	-	-	-	519	317	-	568	366	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	685	-	-	770	-	-	104	71	569	92	71	514
Mov Cap-2 Maneuver	-	-	-	-	-	-	104	71	-	92	71	-
Stage 1	-	-	-	-	-	-	312	366	-	259	317	-
Stage 2	-	-	-	-	-	-	518	317	-	565	366	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			20.9			12		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	104	569	685	-	-	770	-	-	514
HCM Lane V/C Ratio	0.012	0.004	0.002	-	-	-	-	-	0.002
HCM Control Delay (s)	40	11.4	10.3	-	-	0	-	-	12
HCM Lane LOS	E	B	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗		↘	↗		↔	
Traffic Vol, veh/h	0	802	2	2	548	5	3	0	0	1	0	0
Future Vol, veh/h	0	802	2	2	548	5	3	0	0	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	95	60	-	65	-	-	40	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	844	2	2	577	5	3	0	0	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	582	0	0	846	0	0	1137	1430	422	1003	1427	289
Stage 1	-	-	-	-	-	-	844	844	-	581	581	-
Stage 2	-	-	-	-	-	-	293	586	-	422	846	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	988	-	-	787	-	-	157	133	580	196	134	708
Stage 1	-	-	-	-	-	-	324	377	-	467	498	-
Stage 2	-	-	-	-	-	-	691	495	-	580	377	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	988	-	-	787	-	-	157	133	580	196	134	708
Mov Cap-2 Maneuver	-	-	-	-	-	-	157	133	-	196	134	-
Stage 1	-	-	-	-	-	-	324	377	-	467	497	-
Stage 2	-	-	-	-	-	-	689	494	-	580	377	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			28.4			23.5		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	157	-	988	-	-	787	-	-	196
HCM Lane V/C Ratio	0.02	-	-	-	-	0.003	-	-	0.005
HCM Control Delay (s)	28.4	0	0	-	-	9.6	-	-	23.5
HCM Lane LOS	D	A	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗		↘	↗		↔	
Traffic Vol, veh/h	1	698	0	0	813	0	1	0	2	0	0	1
Future Vol, veh/h	1	698	0	0	813	0	1	0	2	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	95	60	-	65	-	-	40	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	873	0	0	1016	0	1	0	3	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1016	0	0	873	0	0	1383	1891	437	1455	1891	508
Stage 1	-	-	-	-	-	-	875	875	-	1016	1016	-
Stage 2	-	-	-	-	-	-	508	1016	-	439	875	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	678	-	-	768	-	-	103	69	567	91	69	510
Stage 1	-	-	-	-	-	-	310	365	-	255	314	-
Stage 2	-	-	-	-	-	-	516	314	-	567	365	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	678	-	-	768	-	-	103	69	567	90	69	510
Mov Cap-2 Maneuver	-	-	-	-	-	-	103	69	-	90	69	-
Stage 1	-	-	-	-	-	-	310	365	-	255	314	-
Stage 2	-	-	-	-	-	-	515	314	-	564	365	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			21.1			12.1		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	103	567	678	-	-	768	-	-	510
HCM Lane V/C Ratio	0.012	0.004	0.002	-	-	-	-	-	0.002
HCM Control Delay (s)	40.4	11.4	10.3	-	-	0	-	-	12.1
HCM Lane LOS	E	B	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	0	-	-	0	-	-	0

HCM 6th TWSC
101: North Access & Bastanchury Road

Existing+P AM

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↖	↖
Traffic Vol, veh/h	702	39	9	822	14	2
Future Vol, veh/h	702	39	9	822	14	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	75	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	763	42	10	893	15	2

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	805	0	1251
Stage 1	-	-	-	-	784
Stage 2	-	-	-	-	467
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	815	-	165
Stage 1	-	-	-	-	410
Stage 2	-	-	-	-	597
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	815	-	163
Mov Cap-2 Maneuver	-	-	-	-	292
Stage 1	-	-	-	-	410
Stage 2	-	-	-	-	590

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	17.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	292	597	-	-	815	-
HCM Lane V/C Ratio	0.052	0.004	-	-	0.012	-
HCM Control Delay (s)	18	11.1	-	-	9.5	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗		↘	↗		↔	
Traffic Vol, veh/h	0	808	2	2	555	5	3	0	0	1	0	0
Future Vol, veh/h	0	808	2	2	555	5	3	0	0	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	95	60	-	65	-	-	40	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	851	2	2	584	5	3	0	0	1	0	0

Major/Minor	Major1		Major2		Minor1			Minor2				
Conflicting Flow All	589	0	0	853	0	0	1147	1444	426	1014	1441	292
Stage 1	-	-	-	-	-	-	851	851	-	588	588	-
Stage 2	-	-	-	-	-	-	296	593	-	426	853	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	982	-	-	782	-	-	154	131	577	193	131	704
Stage 1	-	-	-	-	-	-	321	375	-	462	494	-
Stage 2	-	-	-	-	-	-	688	492	-	577	374	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	982	-	-	782	-	-	154	131	577	193	131	704
Mov Cap-2 Maneuver	-	-	-	-	-	-	154	131	-	193	131	-
Stage 1	-	-	-	-	-	-	321	375	-	462	493	-
Stage 2	-	-	-	-	-	-	686	491	-	577	374	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		0		28.9		23.8	
HCM LOS					D		C	

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	154	-	982	-	-	782	-	-	193
HCM Lane V/C Ratio	0.021	-	-	-	-	0.003	-	-	0.005
HCM Control Delay (s)	28.9	0	0	-	-	9.6	-	-	23.8
HCM Lane LOS	D	A	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	0	-	-	0	-	-	0

HCM 6th TWSC
 101: North Access & Bastanchury Road

Existing+P PM

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↘
Traffic Vol, veh/h	823	31	7	557	30	6
Future Vol, veh/h	823	31	7	557	30	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	75	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	895	34	8	605	33	7

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	929	0	1231
Stage 1	-	-	-	-	912
Stage 2	-	-	-	-	319
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	732	-	170
Stage 1	-	-	-	-	352
Stage 2	-	-	-	-	710
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	732	-	168
Mov Cap-2 Maneuver	-	-	-	-	278
Stage 1	-	-	-	-	352
Stage 2	-	-	-	-	702

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	18.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	278	544	-	-	732	-
HCM Lane V/C Ratio	0.117	0.012	-	-	0.01	-
HCM Control Delay (s)	19.7	11.7	-	-	10	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗		↘	↗		↔	
Traffic Vol, veh/h	2	707	0	0	817	0	2	0	3	0	0	2
Future Vol, veh/h	2	707	0	0	817	0	2	0	3	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	95	60	-	65	-	-	40	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	884	0	0	1021	0	3	0	4	0	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1021	0	0	884	0	0	1401	1911	442	1469	1911	511
Stage 1	-	-	-	-	-	-	890	890	-	1021	1021	-
Stage 2	-	-	-	-	-	-	511	1021	-	448	890	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	675	-	-	761	-	-	100	67	563	89	67	508
Stage 1	-	-	-	-	-	-	304	359	-	253	312	-
Stage 2	-	-	-	-	-	-	514	312	-	560	359	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	675	-	-	761	-	-	99	67	563	88	67	508
Mov Cap-2 Maneuver	-	-	-	-	-	-	99	67	-	88	67	-
Stage 1	-	-	-	-	-	-	303	358	-	252	312	-
Stage 2	-	-	-	-	-	-	511	312	-	554	358	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			23.8			12.1		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	99	563	675	-	-	761	-	-	508
HCM Lane V/C Ratio	0.025	0.007	0.004	-	-	-	-	-	0.005
HCM Control Delay (s)	42.3	11.4	10.4	-	-	0	-	-	12.1
HCM Lane LOS	E	B	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗		↘	↗		↔	
Traffic Vol, veh/h	0	815	3	3	557	6	4	0	0	2	0	0
Future Vol, veh/h	0	815	3	3	557	6	4	0	0	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	95	60	-	65	-	-	40	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	858	3	3	586	6	4	0	0	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	592	0	0	861	0	0	1157	1456	429	1021	1453	293
Stage 1	-	-	-	-	-	-	858	858	-	592	592	-
Stage 2	-	-	-	-	-	-	299	598	-	429	861	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	980	-	-	776	-	-	151	129	574	191	129	703
Stage 1	-	-	-	-	-	-	318	372	-	460	492	-
Stage 2	-	-	-	-	-	-	685	489	-	574	371	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	980	-	-	776	-	-	151	128	574	190	128	703
Mov Cap-2 Maneuver	-	-	-	-	-	-	151	128	-	190	128	-
Stage 1	-	-	-	-	-	-	318	372	-	460	490	-
Stage 2	-	-	-	-	-	-	682	487	-	574	371	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			29.5			24.2		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	151	-	980	-	-	776	-	-	190
HCM Lane V/C Ratio	0.028	-	-	-	-	0.004	-	-	0.011
HCM Control Delay (s)	29.5	0	0	-	-	9.7	-	-	24.2
HCM Lane LOS	D	A	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗		↘	↗		↔	
Traffic Vol, veh/h	2	709	0	0	826	0	2	0	3	0	0	2
Future Vol, veh/h	2	709	0	0	826	0	2	0	3	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	95	60	-	65	-	-	40	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	886	0	0	1033	0	3	0	4	0	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1033	0	0	886	0	0	1409	1925	443	1482	1925	517
Stage 1	-	-	-	-	-	-	892	892	-	1033	1033	-
Stage 2	-	-	-	-	-	-	517	1033	-	449	892	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	668	-	-	760	-	-	99	66	562	87	66	503
Stage 1	-	-	-	-	-	-	303	358	-	249	308	-
Stage 2	-	-	-	-	-	-	509	308	-	559	358	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	668	-	-	760	-	-	98	66	562	86	66	503
Mov Cap-2 Maneuver	-	-	-	-	-	-	98	66	-	86	66	-
Stage 1	-	-	-	-	-	-	302	357	-	248	308	-
Stage 2	-	-	-	-	-	-	506	308	-	553	357	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			23.9			12.2		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	98	562	668	-	-	760	-	-	503
HCM Lane V/C Ratio	0.026	0.007	0.004	-	-	-	-	-	0.005
HCM Control Delay (s)	42.7	11.4	10.4	-	-	0	-	-	12.2
HCM Lane LOS	E	B	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	0	-	-	0	-	-	0

HCM 6th TWSC
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Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↘
Traffic Vol, veh/h	715	39	9	837	14	2
Future Vol, veh/h	715	39	9	837	14	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	75	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	777	42	10	910	15	2

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	819	0	1273
Stage 1	-	-	-	-	798
Stage 2	-	-	-	-	475
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	805	-	159
Stage 1	-	-	-	-	404
Stage 2	-	-	-	-	592
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	805	-	157
Mov Cap-2 Maneuver	-	-	-	-	286
Stage 1	-	-	-	-	404
Stage 2	-	-	-	-	585

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	17.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	286	591	-	-	805	-
HCM Lane V/C Ratio	0.053	0.004	-	-	0.012	-
HCM Control Delay (s)	18.3	11.1	-	-	9.5	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	821	3	3	564	6	4	0	0	2	0	0
Future Vol, veh/h	0	821	3	3	564	6	4	0	0	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	95	60	-	65	-	-	40	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	864	3	3	594	6	4	0	0	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	600	0	0	867	0	0	1167	1470	432	1032	1467	297
Stage 1	-	-	-	-	-	-	864	864	-	600	600	-
Stage 2	-	-	-	-	-	-	303	606	-	432	867	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	973	-	-	772	-	-	149	126	572	187	127	699
Stage 1	-	-	-	-	-	-	315	369	-	455	488	-
Stage 2	-	-	-	-	-	-	681	485	-	572	368	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	973	-	-	772	-	-	149	125	572	186	126	699
Mov Cap-2 Maneuver	-	-	-	-	-	-	149	125	-	186	126	-
Stage 1	-	-	-	-	-	-	315	369	-	455	486	-
Stage 2	-	-	-	-	-	-	678	483	-	572	368	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			29.9			24.6		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	149	-	973	-	-	772	-	-	186
HCM Lane V/C Ratio	0.028	-	-	-	-	0.004	-	-	0.011
HCM Control Delay (s)	29.9	0	0	-	-	9.7	-	-	24.6
HCM Lane LOS	D	A	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	0	-	-	0	-	-	0

HCM 6th TWSC
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Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↘
Traffic Vol, veh/h	837	31	7	567	30	6
Future Vol, veh/h	837	31	7	567	30	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	75	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	910	34	8	616	33	7

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	944	0	1251
Stage 1	-	-	-	-	927
Stage 2	-	-	-	-	324
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	722	-	165
Stage 1	-	-	-	-	346
Stage 2	-	-	-	-	705
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	722	-	163
Mov Cap-2 Maneuver	-	-	-	-	273
Stage 1	-	-	-	-	346
Stage 2	-	-	-	-	697

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	18.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	273	538	-	-	722	-
HCM Lane V/C Ratio	0.119	0.012	-	-	0.011	-
HCM Control Delay (s)	20	11.8	-	-	10	-
HCM Lane LOS	C	B	-	-	B	-
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	820	0	0	945	0	5	0	5	0	0	5
Future Vol, veh/h	5	820	0	0	945	0	5	0	5	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	95	60	-	65	-	-	40	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	891	0	0	1027	0	5	0	5	0	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1027	0	0	891	0	0	1415	1928	446	1483	1928	514
Stage 1	-	-	-	-	-	-	901	901	-	1027	1027	-
Stage 2	-	-	-	-	-	-	514	1027	-	456	901	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	672	-	-	757	-	-	97	66	560	87	66	505
Stage 1	-	-	-	-	-	-	299	355	-	251	310	-
Stage 2	-	-	-	-	-	-	511	310	-	554	355	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	672	-	-	757	-	-	95	66	560	86	66	505
Mov Cap-2 Maneuver	-	-	-	-	-	-	95	66	-	86	66	-
Stage 1	-	-	-	-	-	-	297	353	-	249	310	-
Stage 2	-	-	-	-	-	-	506	310	-	545	353	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			28.4			12.2		
HCM LOS							D			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	95	560	672	-	-	757	-	-	505
HCM Lane V/C Ratio	0.057	0.01	0.008	-	-	-	-	-	0.011
HCM Control Delay (s)	45.2	11.5	10.4	-	-	0	-	-	12.2
HCM Lane LOS	E	B	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	945	5	5	645	10	5	0	0	5	0	0
Future Vol, veh/h	0	945	5	5	645	10	5	0	0	5	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	95	60	-	65	-	-	40	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1027	5	5	701	11	5	0	0	5	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	712	0	0	1032	0	0	1388	1749	514	1225	1743	351
Stage 1	-	-	-	-	-	-	1027	1027	-	711	711	-
Stage 2	-	-	-	-	-	-	361	722	-	514	1032	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	884	-	-	669	-	-	102	85	505	135	86	645
Stage 1	-	-	-	-	-	-	251	310	-	390	434	-
Stage 2	-	-	-	-	-	-	630	429	-	511	308	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	884	-	-	669	-	-	101	84	505	134	85	645
Mov Cap-2 Maneuver	-	-	-	-	-	-	101	84	-	134	85	-
Stage 1	-	-	-	-	-	-	251	310	-	390	431	-
Stage 2	-	-	-	-	-	-	625	426	-	511	308	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			42.7			33		
HCM LOS							E			D		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	101	-	884	-	-	669	-	-	134
HCM Lane V/C Ratio	0.054	-	-	-	-	0.008	-	-	0.041
HCM Control Delay (s)	42.7	0	0	-	-	10.4	-	-	33
HCM Lane LOS	E	A	A	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.2	-	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑↑	↗	↙	↑↑	↗		↙	↗		↔	
Traffic Vol, veh/h	5	822	0	0	954	0	5	0	5	0	0	5
Future Vol, veh/h	5	822	0	0	954	0	5	0	5	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	95	60	-	65	-	-	40	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	893	0	0	1037	0	5	0	5	0	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1037	0	0	893	0	0	1422	1940	447	1494	1940	519
Stage 1	-	-	-	-	-	-	903	903	-	1037	1037	-
Stage 2	-	-	-	-	-	-	519	1037	-	457	903	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	666	-	-	755	-	-	96	65	559	85	65	502
Stage 1	-	-	-	-	-	-	299	354	-	247	307	-
Stage 2	-	-	-	-	-	-	508	307	-	553	354	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	666	-	-	755	-	-	94	64	559	84	64	502
Mov Cap-2 Maneuver	-	-	-	-	-	-	94	64	-	84	64	-
Stage 1	-	-	-	-	-	-	297	351	-	245	307	-
Stage 2	-	-	-	-	-	-	503	307	-	544	351	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			28.6			12.3		
HCM LOS							D			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	94	559	666	-	-	755	-	-	502
HCM Lane V/C Ratio	0.058	0.01	0.008	-	-	-	-	-	0.011
HCM Control Delay (s)	45.6	11.5	10.4	-	-	0	-	-	12.3
HCM Lane LOS	E	B	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	0	-	-	0	-	-	0

HCM 6th TWSC
101: North Access & Bastanchury Road

2045+P AM

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↘
Traffic Vol, veh/h	830	39	9	970	14	2
Future Vol, veh/h	830	39	9	970	14	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	75	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	902	42	10	1054	15	2

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	944	0	1470
Stage 1	-	-	-	-	923
Stage 2	-	-	-	-	547
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	722	-	118
Stage 1	-	-	-	-	347
Stage 2	-	-	-	-	544
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	722	-	116
Mov Cap-2 Maneuver	-	-	-	-	242
Stage 1	-	-	-	-	347
Stage 2	-	-	-	-	536

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	19.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	242	538	-	-	722	-
HCM Lane V/C Ratio	0.063	0.004	-	-	0.014	-
HCM Control Delay (s)	20.9	11.7	-	-	10.1	-
HCM Lane LOS	C	B	-	-	B	-
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	951	5	5	652	10	5	0	0	5	0	0
Future Vol, veh/h	0	951	5	5	652	10	5	0	0	5	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	95	60	-	65	-	-	40	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1034	5	5	709	11	5	0	0	5	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	720	0	0	1039	0	0	1399	1764	517	1236	1758	355
Stage 1	-	-	-	-	-	-	1034	1034	-	719	719	-
Stage 2	-	-	-	-	-	-	365	730	-	517	1039	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	877	-	-	665	-	-	100	83	503	132	84	641
Stage 1	-	-	-	-	-	-	248	308	-	386	431	-
Stage 2	-	-	-	-	-	-	627	426	-	509	306	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	877	-	-	665	-	-	99	82	503	131	83	641
Mov Cap-2 Maneuver	-	-	-	-	-	-	99	82	-	131	83	-
Stage 1	-	-	-	-	-	-	248	308	-	386	428	-
Stage 2	-	-	-	-	-	-	622	423	-	509	306	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			43.5			33.7		
HCM LOS							E			D		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	99	-	877	-	-	665	-	-	131
HCM Lane V/C Ratio	0.055	-	-	-	-	0.008	-	-	0.041
HCM Control Delay (s)	43.5	0	0	-	-	10.5	-	-	33.7
HCM Lane LOS	E	A	A	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.2	-	0	-	-	0	-	-	0.1

HCM 6th TWSC
101: North Access & Bastanchury Road

2045+P PM

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↖	↖
Traffic Vol, veh/h	975	31	7	660	30	6
Future Vol, veh/h	975	31	7	660	30	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	75	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1060	34	8	717	33	7

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1094	0	1452
Stage 1	-	-	-	-	1077
Stage 2	-	-	-	-	375
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	634	-	121
Stage 1	-	-	-	-	288
Stage 2	-	-	-	-	665
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	634	-	119
Mov Cap-2 Maneuver	-	-	-	-	226
Stage 1	-	-	-	-	288
Stage 2	-	-	-	-	656

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	21.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	226	481	-	-	634	-
HCM Lane V/C Ratio	0.144	0.014	-	-	0.012	-
HCM Control Delay (s)	23.6	12.6	-	-	10.7	-
HCM Lane LOS	C	B	-	-	B	-
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-

Project Title: LDS Yorba Linda
Intersection: 1 - Valley View Ave & Yorba Linda Blvd
Description: Existing

Thru Lane: 1700 vph	N-S Split Phase :	Y
Left Lane: 1700 vph	E-W Split Phase :	N
Double Lt Penalty: 20 %	Lost Time (% of cycle) :	10
ITS: 0 %	V/C Round Off (decs.) :	3
OLA Movements :		
FF Movements:		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	125	1,700	0.032	N-S(1): 0.152 * N-S(2): 0.000 E-W(1): 0.170 E-W(2): 0.264 *
	TH	0.29	37	501	0.074	
	LT	1.71	214	2,319	0.092 *	
Westbound	RT	0.00	169	0	0.000	V/C: 0.416 Lost Time: 0.100 ITS: 0.000
	TH	3.00	760	5,100	0.182 *	
	LT	1.00	44	1,700	0.026	
Northbound	RT	0.00	21	0	0.000	ICU: 0.516
	TH	1.00	31	1,700	0.060 *	
	LT	0.00	50	1,700	0.029	
Eastbound	RT	0.00	62	0	0.000	LOS: A
	TH	3.00	671	5,100	0.144	
	LT	1.00	140	1,700	0.082 *	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	145	1,700	0.030	N-S(1): 0.196 * N-S(2): 0.000 E-W(1): 0.210 E-W(2): 0.306 *
	TH	0.34	44	578	0.076	
	LT	1.66	215	2,258	0.095 *	
Westbound	RT	0.00	242	0	0.000	V/C: 0.502 Lost Time: 0.100 ITS: 0.000
	TH	3.00	760	5,100	0.196 *	
	LT	1.00	55	1,700	0.032	
Northbound	RT	0.00	44	0	0.000	ICU: 0.602
	TH	1.00	44	1,700	0.101 *	
	LT	0.00	84	1,700	0.049	
Eastbound	RT	0.00	82	0	0.000	LOS: B
	TH	3.00	825	5,100	0.178	
	LT	1.00	187	1,700	0.110 *	

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 2 - Valley View Ave & Imperial Highway
Description: Existing

Thru Lane: 1700 vph
 Left Lane: 1700 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	2	0	0.000	N-S(1):	0.133 *
	TH	2.00	139	3,400	0.041	N-S(2):	0.100
	LT	1.00	139	1,700	0.082 *	E-W(1):	0.338 *
Westbound	RT	1.00	92	1,700	0.013	E-W(2):	0.249
	TH	3.00	1,243	5,100	0.244	V/C:	0.471
	LT	1.00	34	1,700	0.020 *	Lost Time:	0.100
Northbound	RT	1.00	43	1,700	0.015	ITS:	0.000
	TH	1.00	86	1,700	0.051 *	ICU:	0.571
	LT	1.00	101	1,700	0.059	LOS:	A
Eastbound	RT	0.00	157	0	0.000		
	TH	3.00	1,465	5,100	0.318 *		
	LT	1.00	8	1,700	0.005		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	4	0	0.000	N-S(1):	0.135
	TH	2.00	115	3,400	0.035 *	N-S(2):	0.143 *
	LT	1.00	113	1,700	0.066	E-W(1):	0.381 *
Westbound	RT	1.00	111	1,700	0.032	E-W(2):	0.277
	TH	3.00	1,387	5,100	0.272	V/C:	0.524
	LT	1.00	42	1,700	0.025 *	Lost Time:	0.100
Northbound	RT	1.00	43	1,700	0.013	ITS:	0.000
	TH	1.00	118	1,700	0.069	ICU:	0.624
	LT	1.00	183	1,700	0.108 *	LOS:	B
Eastbound	RT	0.00	184	0	0.000		
	TH	3.00	1,634	5,100	0.356 *		
	LT	1.00	9	1,700	0.005		

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 3 - Imperial Highway & Bastanchury Rd
Description: Existing

Thru Lane: 1700 vph
 Left Lane: 1700 vph
 Double Lt Penalty: 20 %
 ITS: 0 %
 OLA Movements : WBR
 FF Movements:

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	2	1,700	0.000	N-S(1):	0.304
	TH	3.00	1,254	5,100	0.246 *	N-S(2):	0.354 *
	LT	2.00	280	2,720	0.103	E-W(1):	0.221 *
Westbound	RT	1.00	519	1,700	0.202	E-W(2):	0.215
	TH	2.00	519	3,400	0.153	V/C:	0.575
	LT	1.00	3	1,700	0.002 *	Lost Time:	0.100
Northbound	RT	1.00	4	1,700	0.001	ITS:	0.000
	TH	3.00	1,024	5,100	0.201	ICU:	0.675
	LT	2.00	293	2,720	0.108 *	LOS:	B
Eastbound	RT	0.00	373	1,700	0.219 *		
	TH	2.00	307	1,700	0.181		
	LT	1.00	22	1,700	0.013		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	2	1,700	0.000	N-S(1):	0.406 *
	TH	3.00	1,486	5,100	0.291	N-S(2):	0.389
	LT	2.00	404	2,720	0.149 *	E-W(1):	0.229 *
Westbound	RT	1.00	401	1,700	0.087	E-W(2):	0.095
	TH	2.00	268	3,400	0.079	V/C:	0.635
	LT	1.00	6	1,700	0.004 *	Lost Time:	0.100
Northbound	RT	1.00	2	1,700	0.000	ITS:	0.000
	TH	3.00	1,310	5,100	0.257 *	ICU:	0.735
	LT	2.00	267	2,720	0.098	LOS:	C
Eastbound	RT	0.00	330	0	0.000		
	TH	2.00	436	3,400	0.225 *		
	LT	1.00	13	1,700	0.008		

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 5 - Prospect Ave & Bastanchury Rd
Description: Existing

Thru Lane: 1700 vph
 Left Lane: 1700 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.63	95	1,070	0.061	N-S(1):	0.052
	TH	0.37	56	630	0.089 *	N-S(2):	0.120 *
	LT	1.00	1	1,700	0.001	E-W(1):	0.218
Westbound	RT	1.00	7	1,700	0.004	E-W(2):	0.291 *
	TH	2.00	803	3,400	0.236 *	V/C:	0.411
	LT	1.00	12	1,700	0.007	Lost Time:	0.100
Northbound	RT	0.29	25	494	0.047	ITS:	0.000
	TH	0.71	61	1,206	0.051	ICU:	0.511
	LT	1.00	52	1,700	0.031 *	LOS:	A
Eastbound	RT	0.00	41	0	0.000		
	TH	2.00	676	3,400	0.211		
	LT	1.00	93	1,700	0.055 *		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.56	102	953	0.081	N-S(1):	0.060
	TH	0.44	80	747	0.107 *	N-S(2):	0.129 *
	LT	1.00	6	1,700	0.004	E-W(1):	0.261 *
Westbound	RT	1.00	14	1,700	0.006	E-W(2):	0.207
	TH	2.00	522	3,400	0.154	V/C:	0.390
	LT	1.00	21	1,700	0.012 *	Lost Time:	0.100
Northbound	RT	0.29	28	501	0.050	ITS:	0.000
	TH	0.71	67	1,199	0.056	ICU:	0.490
	LT	1.00	38	1,700	0.022 *	LOS:	A
Eastbound	RT	0.00	56	0	0.000		
	TH	2.00	789	3,400	0.249 *		
	LT	1.00	90	1,700	0.053		

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 6 - Rose Dr & Bastanchury Rd
Description: Existing

Thru Lane: 1700 vph
 Left Lane: 1700 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	101	0	0.000	N-S(1): 0.178
	TH	2.00	649	3,400	0.221 *	N-S(2): 0.281 *
	LT	1.00	132	1,700	0.078	E-W(1): 0.261
Westbound	RT	0.00	74	0	0.000	E-W(2): 0.284 *
	TH	2.00	756	3,400	0.244 *	V/C: 0.565
	LT	1.00	99	1,700	0.058	Lost Time: 0.100
Northbound	RT	1.00	95	1,700	0.027	ITS: 0.000
	TH	2.00	340	3,400	0.100	
	LT	1.00	102	1,700	0.060 *	
Eastbound	RT	0.00	90	0	0.000	ICU: 0.665
	TH	2.00	600	3,400	0.203	
	LT	1.00	68	1,700	0.040 *	LOS: B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.217
	TH	2.00	484	3,400	0.166 *	N-S(2): 0.252 *
	LT	1.00	73	1,700	0.043	E-W(1): 0.289 *
Westbound	RT	0.00	49	0	0.000	E-W(2): 0.221
	TH	2.00	525	3,400	0.169	V/C: 0.541
	LT	1.00	107	1,700	0.063 *	Lost Time: 0.100
Northbound	RT	1.00	144	1,700	0.053	ITS: 0.000
	TH	2.00	593	3,400	0.174	
	LT	1.00	146	1,700	0.086 *	
Eastbound	RT	0.00	88	0	0.000	ICU: 0.641
	TH	2.00	682	3,400	0.226 *	
	LT	1.00	88	1,700	0.052	LOS: B

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 7 - Rose Dr & Yorba Linda Blvd
Description: Existing

Thru Lane: 1700 vph
 Left Lane: 1700 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	92	1,700	0.026	N-S(1):	0.197
	TH	2.00	667	3,400	0.196 *	N-S(2):	0.260 *
	LT	1.00	146	1,700	0.086	E-W(1):	0.294 *
Westbound	RT	0.00	125	0	0.000	E-W(2):	0.270
	TH	2.00	600	3,400	0.213	V/C:	0.554
	LT	1.00	228	1,700	0.134 *	Lost Time:	0.100
Northbound	RT	1.00	141	1,700	0.016	ITS:	0.000
	TH	2.00	379	3,400	0.111	ICU:	0.654
	LT	1.00	108	1,700	0.064 *	LOS:	B
Eastbound	RT	1.00	41	1,700	0.000		
	TH	2.00	543	3,400	0.160 *		
	LT	1.00	97	1,700	0.057		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	82	1,700	0.013	N-S(1):	0.263 *
	TH	2.00	514	3,400	0.151	N-S(2):	0.232
	LT	1.00	144	1,700	0.085 *	E-W(1):	0.341 *
Westbound	RT	0.00	172	0	0.000	E-W(2):	0.317
	TH	2.00	663	3,400	0.246	V/C:	0.604
	LT	1.00	216	1,700	0.127 *	Lost Time:	0.100
Northbound	RT	1.00	218	1,700	0.065	ITS:	0.000
	TH	2.00	606	3,400	0.178 *	ICU:	0.704
	LT	1.00	138	1,700	0.081	LOS:	C
Eastbound	RT	1.00	37	1,700	0.000		
	TH	2.00	726	3,400	0.214 *		
	LT	1.00	120	1,700	0.071		

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 8 - Prospect Ave & Yorba Linda Blvd
Description: Existing

Thru Lane:	1700 vph	N-S Split Phase :	N
Left Lane:	1700 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	81	1,700	0.035	N-S(1): 0.039 * N-S(2): 0.037 E-W(1): 0.249 E-W(2): 0.291 *
	TH	0.02	1	31	0.032	
	LT	0.98	54	1,669	0.032 *	
Westbound	RT	1.00	35	1,700	0.004	V/C: 0.330 Lost Time: 0.100 ITS: 0.000
	TH	2.00	903	3,400	0.266 *	
	LT	1.00	10	1,700	0.006	
Northbound	RT	0.00	8	0	0.000	ICU: 0.430
	TH	1.00	1	1,700	0.007 *	
	LT	0.00	3	1,700	0.002	
Eastbound	RT	0.00	10	0	0.000	LOS: A
	TH	2.00	816	3,400	0.243	
	LT	1.00	42	1,700	0.025 *	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	57	1,700	0.017	N-S(1): 0.048 * N-S(2): 0.022 E-W(1): 0.318 E-W(2): 0.321 *
	TH	0.00	0	0	0.000	
	LT	1.00	61	1,700	0.036 *	
Westbound	RT	1.00	64	1,700	0.020	V/C: 0.369 Lost Time: 0.100 ITS: 0.000
	TH	2.00	983	3,400	0.289 *	
	LT	1.00	5	1,700	0.003	
Northbound	RT	0.00	10	0	0.000	ICU: 0.469
	TH	1.00	2	1,700	0.012 *	
	LT	0.00	8	1,700	0.005	
Eastbound	RT	0.00	4	0	0.000	LOS: A
	TH	2.00	1,067	3,400	0.315	
	LT	1.00	55	1,700	0.032 *	

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 9 - Rose Dr & Imperial Highway
Description: Existing

Thru Lane: 1700 vph
 Left Lane: 1700 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements: SBR,

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	19	0	0.000	N-S(1):	0.313 *
	TH	2.00	401	3,400	0.124	N-S(2):	0.175
	LT	2.00	716	2,720	0.263 *	E-W(1):	0.287 *
Westbound	RT	1.00	413	1,700	0.111	E-W(2):	0.199
	TH	3.00	932	5,100	0.183	V/C:	0.600
	LT	2.00	186	2,720	0.068 *	Lost Time:	0.100
Northbound	RT	1.00	143	1,700	0.050 *	ITS:	0.000
	TH	2.00	149	3,400	0.044	ICU:	0.700
	LT	2.00	140	2,720	0.051	LOS:	B
Eastbound	RT	0.00	180	0	0.000		
	TH	3.00	935	5,100	0.219 *		
	LT	1.00	27	1,700	0.016		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	27	0	0.000	N-S(1):	0.407 *
	TH	2.00	344	3,400	0.109	N-S(2):	0.192
	LT	2.00	803	2,720	0.295 *	E-W(1):	0.308 *
Westbound	RT	1.00	714	1,700	0.272	E-W(2):	0.297
	TH	3.00	922	5,100	0.181	V/C:	0.715
	LT	2.00	166	2,720	0.061 *	Lost Time:	0.100
Northbound	RT	1.00	91	1,700	0.023	ITS:	0.000
	TH	2.00	381	3,400	0.112 *	ICU:	0.815
	LT	2.00	226	2,720	0.083	LOS:	D
Eastbound	RT	0.00	165	0	0.000		
	TH	3.00	1,096	5,100	0.247 *		
	LT	1.00	43	1,700	0.025		

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 1 - Valley View Ave & Yorba Linda Blvd
Description: Existing+P

Thru Lane: 1700 vph
 Left Lane: 1700 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : Y
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	125	1,700	0.032	N-S(1):	0.153 *
	TH	0.29	37	499	0.074	N-S(2):	0.000
	LT	1.71	215	2,321	0.093 *	E-W(1):	0.170
Westbound	RT	0.00	172	0	0.000	E-W(2):	0.265 *
	TH	3.00	760	5,100	0.183 *	V/C:	0.418
	LT	1.00	44	1,700	0.026	Lost Time:	0.100
Northbound	RT	0.00	21	0	0.000	ITS:	0.000
	TH	1.00	31	1,700	0.060 *	ICU:	0.518
	LT	0.00	50	1,700	0.029	LOS:	A
Eastbound	RT	0.00	62	0	0.000		
	TH	3.00	671	5,100	0.144		
	LT	1.00	140	1,700	0.082 *		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	145	1,700	0.030	N-S(1):	0.197 *
	TH	0.34	44	573	0.077	N-S(2):	0.000
	LT	1.66	217	2,261	0.096 *	E-W(1):	0.210
Westbound	RT	0.00	244	0	0.000	E-W(2):	0.307 *
	TH	3.00	760	5,100	0.197 *	V/C:	0.504
	LT	1.00	55	1,700	0.032	Lost Time:	0.100
Northbound	RT	0.00	44	0	0.000	ITS:	0.000
	TH	1.00	44	1,700	0.101 *	ICU:	0.604
	LT	0.00	84	1,700	0.049	LOS:	B
Eastbound	RT	0.00	82	0	0.000		
	TH	3.00	825	5,100	0.178		
	LT	1.00	187	1,700	0.110 *		

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 2 - Valley View Ave & Imperial Highway
Description: Existing+P

Thru Lane: 1700 vph
 Left Lane: 1700 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	2	0	0.000	N-S(1): 0.133 *
	TH	2.00	139	3,400	0.041	N-S(2): 0.102
	LT	1.00	139	1,700	0.082 *	E-W(1): 0.338 *
Westbound	RT	1.00	92	1,700	0.013	E-W(2): 0.250
	TH	3.00	1,247	5,100	0.245	V/C: 0.471
	LT	1.00	34	1,700	0.020 *	Lost Time: 0.100
Northbound	RT	1.00	43	1,700	0.015	ITS: 0.000
	TH	1.00	86	1,700	0.051 *	
	LT	1.00	104	1,700	0.061	
Eastbound	RT	0.00	158	0	0.000	ICU: 0.571
	TH	3.00	1,466	5,100	0.318 *	
	LT	1.00	8	1,700	0.005	LOS: A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	4	0	0.000	N-S(1): 0.135
	TH	2.00	115	3,400	0.035 *	N-S(2): 0.144 *
	LT	1.00	113	1,700	0.066	E-W(1): 0.382 *
Westbound	RT	1.00	111	1,700	0.032	E-W(2): 0.278
	TH	3.00	1,391	5,100	0.273	V/C: 0.526
	LT	1.00	42	1,700	0.025 *	Lost Time: 0.100
Northbound	RT	1.00	43	1,700	0.013	ITS: 0.000
	TH	1.00	118	1,700	0.069	
	LT	1.00	185	1,700	0.109 *	
Eastbound	RT	0.00	186	0	0.000	ICU: 0.626
	TH	3.00	1,637	5,100	0.357 *	
	LT	1.00	9	1,700	0.005	LOS: B

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 3 - Imperial Highway & Bastanchury Rd
Description: Existing+P

Thru Lane:	1700 vph	N-S Split Phase :	N
Left Lane:	1700 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR		
FF Movements:			

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	2	1,700	0.000	N-S(1):	0.304
	TH	3.00	1,254	5,100	0.246 *	N-S(2):	0.356 *
	LT	2.00	280	2,720	0.103	E-W(1):	0.223 *
Westbound	RT	1.00	519	1,700	0.202	E-W(2):	0.215
	TH	2.00	521	3,400	0.153	V/C:	0.579
	LT	1.00	3	1,700	0.002 *	Lost Time:	0.100
Northbound	RT	1.00	4	1,700	0.001	ITS:	0.000
	TH	3.00	1,024	5,100	0.201	ICU:	0.679
	LT	2.00	300	2,720	0.110 *	LOS:	B
Eastbound	RT	0.00	375	1,700	0.221 *		
	TH	2.00	307	1,700	0.181		
	LT	1.00	22	1,700	0.013		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	2	1,700	0.000	N-S(1):	0.406 *
	TH	3.00	1,486	5,100	0.291	N-S(2):	0.391
	LT	2.00	404	2,720	0.149 *	E-W(1):	0.231 *
Westbound	RT	1.00	401	1,700	0.087	E-W(2):	0.095
	TH	2.00	269	3,400	0.079	V/C:	0.637
	LT	1.00	6	1,700	0.004 *	Lost Time:	0.100
Northbound	RT	1.00	2	1,700	0.000	ITS:	0.000
	TH	3.00	1,310	5,100	0.257 *	ICU:	0.737
	LT	2.00	273	2,720	0.100	LOS:	C
Eastbound	RT	0.00	335	0	0.000		
	TH	2.00	437	3,400	0.227 *		
	LT	1.00	13	1,700	0.008		

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 5 - Prospect Ave & Bastanchury Rd
Description: Existing+P

Thru Lane:	1700 vph	N-S Split Phase :	N
Left Lane:	1700 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.63	95	1,070	0.061	N-S(1): 0.053
	TH	0.37	56	630	0.089 *	N-S(2): 0.120 *
	LT	1.00	1	1,700	0.001	E-W(1): 0.230
Westbound	RT	1.00	7	1,700	0.004	E-W(2): 0.295 *
	TH	2.00	816	3,400	0.240 *	V/C: 0.415
	LT	1.00	13	1,700	0.008	Lost Time: 0.100
Northbound	RT	0.31	27	522	0.048	ITS: 0.000
	TH	0.69	61	1,178	0.052	
	LT	1.00	52	1,700	0.031 *	
Eastbound	RT	0.00	41	0	0.000	ICU: 0.515
	TH	2.00	713	3,400	0.222	
	LT	1.00	93	1,700	0.055 *	LOS: A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.56	102	953	0.081	N-S(1): 0.061
	TH	0.44	80	747	0.107 *	N-S(2): 0.129 *
	LT	1.00	6	1,700	0.004	E-W(1): 0.271 *
Westbound	RT	1.00	14	1,700	0.006	E-W(2): 0.215
	TH	2.00	550	3,400	0.162	V/C: 0.400
	LT	1.00	23	1,700	0.014 *	Lost Time: 0.100
Northbound	RT	0.31	30	526	0.050	ITS: 0.000
	TH	0.69	67	1,174	0.057	
	LT	1.00	38	1,700	0.022 *	
Eastbound	RT	0.00	56	0	0.000	ICU: 0.500
	TH	2.00	818	3,400	0.257 *	
	LT	1.00	90	1,700	0.053	LOS: A

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 6 - Rose Dr & Bastanchury Rd
Description: Existing+P

Thru Lane: 1700 vph
 Left Lane: 1700 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	101	0	0.000	N-S(1):	0.185
	TH	2.00	649	3,400	0.221 *	N-S(2):	0.281 *
	LT	1.00	144	1,700	0.085	E-W(1):	0.267
Westbound	RT	0.00	78	0	0.000	E-W(2):	0.286 *
	TH	2.00	759	3,400	0.246 *	V/C:	0.567
	LT	1.00	105	1,700	0.062	Lost Time:	0.100
Northbound	RT	1.00	112	1,700	0.035	ITS:	0.000
	TH	2.00	340	3,400	0.100	ICU:	0.667
	LT	1.00	102	1,700	0.060 *	LOS:	B
Eastbound	RT	0.00	90	0	0.000		
	TH	2.00	608	3,400	0.205		
	LT	1.00	68	1,700	0.040 *		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.223
	TH	2.00	484	3,400	0.166 *	N-S(2):	0.252 *
	LT	1.00	83	1,700	0.049	E-W(1):	0.299 *
Westbound	RT	0.00	57	0	0.000	E-W(2):	0.225
	TH	2.00	531	3,400	0.173	V/C:	0.551
	LT	1.00	121	1,700	0.071 *	Lost Time:	0.100
Northbound	RT	1.00	157	1,700	0.057	ITS:	0.000
	TH	2.00	593	3,400	0.174	ICU:	0.651
	LT	1.00	146	1,700	0.086 *	LOS:	B
Eastbound	RT	0.00	88	0	0.000		
	TH	2.00	688	3,400	0.228 *		
	LT	1.00	88	1,700	0.052		

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 7 - Rose Dr & Yorba Linda Blvd
Description: Existing+P

Thru Lane: 1700 vph
 Left Lane: 1700 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	95	1,700	0.025	N-S(1):	0.200
	TH	2.00	670	3,400	0.197 *	N-S(2):	0.261 *
	LT	1.00	146	1,700	0.086	E-W(1):	0.294 *
Westbound	RT	0.00	125	0	0.000	E-W(2):	0.274
	TH	2.00	600	3,400	0.213	V/C:	0.555
	LT	1.00	228	1,700	0.134 *	Lost Time:	0.100
Northbound	RT	1.00	141	1,700	0.016	ITS:	0.000
	TH	2.00	389	3,400	0.114	ICU:	0.655
	LT	1.00	108	1,700	0.064 *	LOS:	B
Eastbound	RT	1.00	41	1,700	0.000		
	TH	2.00	543	3,400	0.160 *		
	LT	1.00	104	1,700	0.061		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	88	1,700	0.015	N-S(1):	0.265 *
	TH	2.00	522	3,400	0.154	N-S(2):	0.235
	LT	1.00	144	1,700	0.085 *	E-W(1):	0.341 *
Westbound	RT	0.00	172	0	0.000	E-W(2):	0.320
	TH	2.00	663	3,400	0.246	V/C:	0.606
	LT	1.00	216	1,700	0.127 *	Lost Time:	0.100
Northbound	RT	1.00	218	1,700	0.065	ITS:	0.000
	TH	2.00	613	3,400	0.180 *	ICU:	0.706
	LT	1.00	138	1,700	0.081	LOS:	C
Eastbound	RT	1.00	37	1,700	0.000		
	TH	2.00	726	3,400	0.214 *		
	LT	1.00	126	1,700	0.074		

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 8 - Prospect Ave & Yorba Linda Blvd
Description: Existing+P

Thru Lane:	1700 vph	N-S Split Phase :	N
Left Lane:	1700 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	81	1,700	0.035	N-S(1):	0.040 *
	TH	0.02	1	30	0.033	N-S(2):	0.037
	LT	0.98	55	1,670	0.033 *	E-W(1):	0.249
Westbound	RT	1.00	36	1,700	0.005	E-W(2):	0.291 *
	TH	2.00	903	3,400	0.266 *	V/C:	0.331
	LT	1.00	10	1,700	0.006	Lost Time:	0.100
Northbound	RT	0.00	8	0	0.000	ITS:	0.000
	TH	1.00	1	1,700	0.007 *		
	LT	0.00	3	1,700	0.002		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.431
	TH	2.00	816	3,400	0.243		
	LT	1.00	42	1,700	0.025 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	57	1,700	0.017	N-S(1):	0.048 *
	TH	0.00	0	0	0.000	N-S(2):	0.022
	LT	1.00	62	1,700	0.036 *	E-W(1):	0.318
Westbound	RT	1.00	65	1,700	0.020	E-W(2):	0.321 *
	TH	2.00	983	3,400	0.289 *	V/C:	0.369
	LT	1.00	5	1,700	0.003	Lost Time:	0.100
Northbound	RT	0.00	10	0	0.000	ITS:	0.000
	TH	1.00	2	1,700	0.012 *		
	LT	0.00	8	1,700	0.005		
Eastbound	RT	0.00	4	0	0.000	ICU:	0.469
	TH	2.00	1,067	3,400	0.315		
	LT	1.00	55	1,700	0.032 *	LOS:	A

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 9 - Rose Dr & Imperial Highway
Description: Existing+P

Thru Lane: 1700 vph
 Left Lane: 1700 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements: SBR,

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	19	0	0.000	N-S(1):	0.313 *
	TH	2.00	405	3,400	0.125	N-S(2):	0.178
	LT	2.00	716	2,720	0.263 *	E-W(1):	0.288 *
Westbound	RT	1.00	413	1,700	0.111	E-W(2):	0.199
	TH	3.00	932	5,100	0.183	V/C:	0.601
	LT	2.00	186	2,720	0.068 *	Lost Time:	0.100
Northbound	RT	1.00	143	1,700	0.050 *	ITS:	0.000
	TH	2.00	150	3,400	0.044	ICU:	0.701
	LT	2.00	143	2,720	0.053	LOS:	C
Eastbound	RT	0.00	188	0	0.000		
	TH	3.00	935	5,100	0.220 *		
	LT	1.00	27	1,700	0.016		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	27	0	0.000	N-S(1):	0.408 *
	TH	2.00	347	3,400	0.110	N-S(2):	0.195
	LT	2.00	803	2,720	0.295 *	E-W(1):	0.310 *
Westbound	RT	1.00	714	1,700	0.272	E-W(2):	0.297
	TH	3.00	922	5,100	0.181	V/C:	0.718
	LT	2.00	166	2,720	0.061 *	Lost Time:	0.100
Northbound	RT	1.00	91	1,700	0.023	ITS:	0.000
	TH	2.00	383	3,400	0.113 *	ICU:	0.818
	LT	2.00	232	2,720	0.085	LOS:	D
Eastbound	RT	0.00	172	0	0.000		
	TH	3.00	1,096	5,100	0.249 *		
	LT	1.00	43	1,700	0.025		

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 1 - Valley View Ave & Yorba Linda Blvd
Description: 2024 Background

Thru Lane: 1700 vph	N-S Split Phase :	Y
Left Lane: 1700 vph	E-W Split Phase :	N
Double Lt Penalty: 20 %	Lost Time (% of cycle) :	10
ITS: 0 %	V/C Round Off (decs.) :	3
OLA Movements :		
FF Movements:		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	127	1,700	0.033	N-S(1): 0.156 * N-S(2): 0.000 E-W(1): 0.172 E-W(2): 0.269 *
	TH	0.30	38	505	0.075	
	LT	1.70	218	2,316	0.094 *	
Westbound	RT	0.00	172	0	0.000	V/C: 0.425 Lost Time: 0.100 ITS: 0.000
	TH	3.00	772	5,100	0.185 *	
	LT	1.00	45	1,700	0.026	
Northbound	RT	0.00	22	0	0.000	ICU: 0.525
	TH	1.00	32	1,700	0.062 *	
	LT	0.00	51	1,700	0.030	
Eastbound	RT	0.00	63	0	0.000	LOS: A
	TH	3.00	682	5,100	0.146	
	LT	1.00	143	1,700	0.084 *	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	148	1,700	0.031	N-S(1): 0.201 * N-S(2): 0.000 E-W(1): 0.214 E-W(2): 0.312 *
	TH	0.34	45	580	0.078	
	LT	1.66	219	2,256	0.097 *	
Westbound	RT	0.00	246	0	0.000	V/C: 0.513 Lost Time: 0.100 ITS: 0.000
	TH	3.00	772	5,100	0.200 *	
	LT	1.00	56	1,700	0.033	
Northbound	RT	0.00	45	0	0.000	ICU: 0.613
	TH	1.00	45	1,700	0.104 *	
	LT	0.00	86	1,700	0.051	
Eastbound	RT	0.00	84	0	0.000	LOS: B
	TH	3.00	838	5,100	0.181	
	LT	1.00	190	1,700	0.112 *	

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 2 - Valley View Ave & Imperial Highway
Description: 2024 Background

Thru Lane:	1700 vph	N-S Split Phase :	N
Left Lane:	1700 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	3	0	0.000	N-S(1): 0.136 *
	TH	2.00	142	3,400	0.043	N-S(2): 0.104
	LT	1.00	142	1,700	0.084 *	E-W(1): 0.344 *
Westbound	RT	1.00	94	1,700	0.014	E-W(2): 0.252
	TH	3.00	1,262	5,100	0.247	V/C: 0.480
	LT	1.00	35	1,700	0.021 *	Lost Time: 0.100
Northbound	RT	1.00	44	1,700	0.016	ITS: 0.000
	TH	1.00	88	1,700	0.052 *	
	LT	1.00	103	1,700	0.061	
Eastbound	RT	0.00	160	0	0.000	ICU: 0.580
	TH	3.00	1,487	5,100	0.323 *	
	LT	1.00	9	1,700	0.005	LOS: A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	5	0	0.000	N-S(1): 0.139
	TH	2.00	117	3,400	0.036 *	N-S(2): 0.145 *
	LT	1.00	115	1,700	0.068	E-W(1): 0.387 *
Westbound	RT	1.00	113	1,700	0.033	E-W(2): 0.282
	TH	3.00	1,408	5,100	0.276	V/C: 0.532
	LT	1.00	43	1,700	0.025 *	Lost Time: 0.100
Northbound	RT	1.00	44	1,700	0.013	ITS: 0.000
	TH	1.00	120	1,700	0.071	
	LT	1.00	186	1,700	0.109 *	
Eastbound	RT	0.00	187	0	0.000	ICU: 0.632
	TH	3.00	1,659	5,100	0.362 *	
	LT	1.00	10	1,700	0.006	LOS: B

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 3 - Imperial Highway & Bastanchury Rd
Description: 2024 Background

Thru Lane:	1700 vph	N-S Split Phase :	N
Left Lane:	1700 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR		
FF Movements:			

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	3	1,700	0.000	N-S(1): 0.309
	TH	3.00	1,273	5,100	0.250 *	N-S(2): 0.360 *
	LT	2.00	285	2,720	0.105	E-W(1): 0.225 *
Westbound	RT	1.00	527	1,700	0.205	E-W(2): 0.219
	TH	2.00	527	3,400	0.155	V/C: 0.585
	LT	1.00	4	1,700	0.002 *	Lost Time: 0.100
Northbound	RT	1.00	5	1,700	0.002	ITS: 0.000
	TH	3.00	1,040	5,100	0.204	ICU: 0.685
	LT	2.00	298	2,720	0.110 *	LOS: B
Eastbound	RT	0.00	379	1,700	0.223 *	
	TH	2.00	312	1,700	0.184	
	LT	1.00	23	1,700	0.014	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	3	1,700	0.000	N-S(1): 0.412 *
	TH	3.00	1,509	5,100	0.296	N-S(2): 0.396
	LT	2.00	411	2,720	0.151 *	E-W(1): 0.233 *
Westbound	RT	1.00	408	1,700	0.089	E-W(2): 0.097
	TH	2.00	273	3,400	0.080	V/C: 0.645
	LT	1.00	7	1,700	0.004 *	Lost Time: 0.100
Northbound	RT	1.00	3	1,700	0.000	ITS: 0.000
	TH	3.00	1,330	5,100	0.261 *	ICU: 0.745
	LT	2.00	272	2,720	0.100	LOS: C
Eastbound	RT	0.00	335	0	0.000	
	TH	2.00	443	3,400	0.229 *	
	LT	1.00	14	1,700	0.008	

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 5 - Prospect Ave & Bastanchury Rd
Description: 2024 Background

Thru Lane: 1700 vph
 Left Lane: 1700 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.63	97	1,071	0.063	N-S(1):	0.053
	TH	0.37	57	629	0.091 *	N-S(2):	0.122 *
	LT	1.00	2	1,700	0.001	E-W(1):	0.222
Westbound	RT	1.00	8	1,700	0.004	E-W(2):	0.296 *
	TH	2.00	816	3,400	0.240 *	V/C:	0.418
	LT	1.00	13	1,700	0.008	Lost Time:	0.100
Northbound	RT	0.30	26	502	0.048	ITS:	0.000
	TH	0.70	62	1,198	0.052	ICU:	0.518
	LT	1.00	53	1,700	0.031 *	LOS:	A
Eastbound	RT	0.00	42	0	0.000		
	TH	2.00	687	3,400	0.214		
	LT	1.00	95	1,700	0.056 *		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.56	104	951	0.082	N-S(1):	0.062
	TH	0.44	82	749	0.109 *	N-S(2):	0.132 *
	LT	1.00	7	1,700	0.004	E-W(1):	0.265 *
Westbound	RT	1.00	15	1,700	0.007	E-W(2):	0.210
	TH	2.00	530	3,400	0.156	V/C:	0.397
	LT	1.00	22	1,700	0.013 *	Lost Time:	0.100
Northbound	RT	0.30	29	503	0.051	ITS:	0.000
	TH	0.70	69	1,197	0.058	ICU:	0.497
	LT	1.00	39	1,700	0.023 *	LOS:	A
Eastbound	RT	0.00	57	0	0.000		
	TH	2.00	801	3,400	0.252 *		
	LT	1.00	92	1,700	0.054		

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 6 - Rose Dr & Bastanchury Rd
Description: 2024 Background

Thru Lane:	1700 vph	N-S Split Phase :	N
Left Lane:	1700 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	103	0	0.000	N-S(1): 0.181
	TH	2.00	659	3,400	0.224 *	N-S(2): 0.285 *
	LT	1.00	134	1,700	0.079	E-W(1): 0.265
Westbound	RT	0.00	76	0	0.000	E-W(2): 0.289 *
	TH	2.00	768	3,400	0.248 *	V/C: 0.574
	LT	1.00	101	1,700	0.059	Lost Time: 0.100
Northbound	RT	1.00	97	1,700	0.027	ITS: 0.000
	TH	2.00	346	3,400	0.102	
	LT	1.00	104	1,700	0.061 *	
Eastbound	RT	0.00	92	0	0.000	ICU: 0.674
	TH	2.00	609	3,400	0.206	
	LT	1.00	70	1,700	0.041 *	LOS: B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	82	0	0.000	N-S(1): 0.221
	TH	2.00	492	3,400	0.169 *	N-S(2): 0.257 *
	LT	1.00	75	1,700	0.044	E-W(1): 0.294 *
Westbound	RT	0.00	50	0	0.000	E-W(2): 0.224
	TH	2.00	533	3,400	0.171	V/C: 0.551
	LT	1.00	109	1,700	0.064 *	Lost Time: 0.100
Northbound	RT	1.00	147	1,700	0.054	ITS: 0.000
	TH	2.00	602	3,400	0.177	
	LT	1.00	149	1,700	0.088 *	
Eastbound	RT	0.00	90	0	0.000	ICU: 0.651
	TH	2.00	693	3,400	0.230 *	
	LT	1.00	90	1,700	0.053	LOS: B

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 7 - Rose Dr & Yorba Linda Blvd
Description: 2024 Background

Thru Lane:	1700 vph	N-S Split Phase :	N
Left Lane:	1700 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	94	1,700	0.026	N-S(1):	0.201
	TH	2.00	678	3,400	0.199 *	N-S(2):	0.264 *
	LT	1.00	149	1,700	0.088	E-W(1):	0.298 *
Westbound	RT	0.00	127	0	0.000	E-W(2):	0.274
	TH	2.00	609	3,400	0.216	V/C:	0.562
	LT	1.00	232	1,700	0.136 *	Lost Time:	0.100
Northbound	RT	1.00	144	1,700	0.016	ITS:	0.000
	TH	2.00	385	3,400	0.113	ICU:	0.662
	LT	1.00	110	1,700	0.065 *	LOS:	B
Eastbound	RT	1.00	42	1,700	0.000		
	TH	2.00	552	3,400	0.162 *		
	LT	1.00	99	1,700	0.058		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	84	1,700	0.014	N-S(1):	0.267 *
	TH	2.00	522	3,400	0.154	N-S(2):	0.237
	LT	1.00	147	1,700	0.086 *	E-W(1):	0.346 *
Westbound	RT	0.00	175	0	0.000	E-W(2):	0.321
	TH	2.00	673	3,400	0.249	V/C:	0.613
	LT	1.00	220	1,700	0.129 *	Lost Time:	0.100
Northbound	RT	1.00	222	1,700	0.066	ITS:	0.000
	TH	2.00	616	3,400	0.181 *	ICU:	0.713
	LT	1.00	141	1,700	0.083	LOS:	C
Eastbound	RT	1.00	38	1,700	0.000		
	TH	2.00	737	3,400	0.217 *		
	LT	1.00	122	1,700	0.072		

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 8 - Prospect Ave & Yorba Linda Blvd
Description: 2024 Background

Thru Lane: 1700 vph
 Left Lane: 1700 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	83	1,700	0.036	N-S(1):	0.043 *
	TH	0.04	2	60	0.034	N-S(2):	0.038
	LT	0.96	55	1,640	0.034 *	E-W(1):	0.253
Westbound	RT	1.00	36	1,700	0.004	E-W(2):	0.295 *
	TH	2.00	917	3,400	0.270 *	V/C:	0.338
	LT	1.00	11	1,700	0.006	Lost Time:	0.100
Northbound	RT	0.00	9	0	0.000	ITS:	0.000
	TH	1.00	2	1,700	0.009 *	ICU:	0.438
	LT	0.00	4	1,700	0.002	LOS:	A
Eastbound	RT	0.00	11	0	0.000		
	TH	2.00	829	3,400	0.247		
	LT	1.00	43	1,700	0.025 *		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	58	1,700	0.018	N-S(1):	0.050 *
	TH	0.00	0	0	0.000	N-S(2):	0.023
	LT	1.00	62	1,700	0.036 *	E-W(1):	0.324
Westbound	RT	1.00	65	1,700	0.020	E-W(2):	0.327 *
	TH	2.00	998	3,400	0.294 *	V/C:	0.377
	LT	1.00	6	1,700	0.004	Lost Time:	0.100
Northbound	RT	0.00	11	0	0.000	ITS:	0.000
	TH	1.00	3	1,700	0.014 *	ICU:	0.477
	LT	0.00	9	1,700	0.005	LOS:	A
Eastbound	RT	0.00	5	0	0.000		
	TH	2.00	1,084	3,400	0.320		
	LT	1.00	56	1,700	0.033 *		

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 9 - Rose Dr & Imperial Highway
Description: 2024 Background

Thru Lane:	1700 vph	N-S Split Phase :	N
Left Lane:	1700 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	SBR,		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	20	0	0.000	N-S(1): 0.318 *
	TH	2.00	408	3,400	0.126	N-S(2): 0.179
	LT	2.00	727	2,720	0.267 *	E-W(1): 0.291 *
Westbound	RT	1.00	420	1,700	0.113	E-W(2): 0.201
	TH	3.00	946	5,100	0.185	V/C: 0.609
	LT	2.00	189	2,720	0.069 *	Lost Time: 0.100
Northbound	RT	1.00	146	1,700	0.051 *	ITS: 0.000
	TH	2.00	152	3,400	0.045	
	LT	2.00	143	2,720	0.053	
Eastbound	RT	0.00	183	0	0.000	ICU: 0.709
	TH	3.00	950	5,100	0.222 *	
	LT	1.00	28	1,700	0.016	LOS: C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	28	0	0.000	N-S(1): 0.414 *
	TH	2.00	350	3,400	0.111	N-S(2): 0.196
	LT	2.00	816	2,720	0.300 *	E-W(1): 0.313 *
Westbound	RT	1.00	725	1,700	0.276	E-W(2): 0.302
	TH	3.00	936	5,100	0.184	V/C: 0.727
	LT	2.00	169	2,720	0.062 *	Lost Time: 0.100
Northbound	RT	1.00	93	1,700	0.024	ITS: 0.000
	TH	2.00	387	3,400	0.114 *	
	LT	2.00	230	2,720	0.085	
Eastbound	RT	0.00	168	0	0.000	ICU: 0.827
	TH	3.00	1,113	5,100	0.251 *	
	LT	1.00	44	1,700	0.026	LOS: D

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 1 - Valley View Ave & Yorba Linda Blvd
Description: 2024+P

Thru Lane: 1700 vph
 Left Lane: 1700 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : Y
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	127	1,700	0.033	N-S(1):	0.156 *
	TH	0.30	38	503	0.076	N-S(2):	0.000
	LT	1.70	219	2,318	0.094 *	E-W(1):	0.172
Westbound	RT	0.00	175	0	0.000	E-W(2):	0.270 *
	TH	3.00	772	5,100	0.186 *	V/C:	0.426
	LT	1.00	45	1,700	0.026	Lost Time:	0.100
Northbound	RT	0.00	22	0	0.000	ITS:	0.000
	TH	1.00	32	1,700	0.062 *	ICU:	0.526
	LT	0.00	51	1,700	0.030	LOS:	A
Eastbound	RT	0.00	63	0	0.000		
	TH	3.00	682	5,100	0.146		
	LT	1.00	143	1,700	0.084 *		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	148	1,700	0.031	N-S(1):	0.202 *
	TH	0.34	45	575	0.078	N-S(2):	0.000
	LT	1.66	221	2,260	0.098 *	E-W(1):	0.214
Westbound	RT	0.00	248	0	0.000	E-W(2):	0.312 *
	TH	3.00	772	5,100	0.200 *	V/C:	0.514
	LT	1.00	56	1,700	0.033	Lost Time:	0.100
Northbound	RT	0.00	45	0	0.000	ITS:	0.000
	TH	1.00	45	1,700	0.104 *	ICU:	0.614
	LT	0.00	86	1,700	0.051	LOS:	B
Eastbound	RT	0.00	84	0	0.000		
	TH	3.00	838	5,100	0.181		
	LT	1.00	190	1,700	0.112 *		

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 2 - Valley View Ave & Imperial Highway
Description: 2024+P

Thru Lane: 1700 vph
 Left Lane: 1700 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	3	0	0.000	N-S(1):	0.136 *
	TH	2.00	142	3,400	0.043	N-S(2):	0.105
	LT	1.00	142	1,700	0.084 *	E-W(1):	0.344 *
Westbound	RT	1.00	94	1,700	0.014	E-W(2):	0.253
	TH	3.00	1,266	5,100	0.248	V/C:	0.480
	LT	1.00	35	1,700	0.021 *	Lost Time:	0.100
Northbound	RT	1.00	44	1,700	0.016	ITS:	0.000
	TH	1.00	88	1,700	0.052 *	ICU:	0.580
	LT	1.00	106	1,700	0.062	LOS:	A
Eastbound	RT	0.00	161	0	0.000		
	TH	3.00	1,488	5,100	0.323 *		
	LT	1.00	9	1,700	0.005		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	5	0	0.000	N-S(1):	0.139
	TH	2.00	117	3,400	0.036 *	N-S(2):	0.147 *
	LT	1.00	115	1,700	0.068	E-W(1):	0.388 *
Westbound	RT	1.00	113	1,700	0.033	E-W(2):	0.283
	TH	3.00	1,412	5,100	0.277	V/C:	0.535
	LT	1.00	43	1,700	0.025 *	Lost Time:	0.100
Northbound	RT	1.00	44	1,700	0.013	ITS:	0.000
	TH	1.00	120	1,700	0.071	ICU:	0.635
	LT	1.00	188	1,700	0.111 *	LOS:	B
Eastbound	RT	0.00	189	0	0.000		
	TH	3.00	1,662	5,100	0.363 *		
	LT	1.00	10	1,700	0.006		

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 3 - Imperial Highway & Bastanchury Rd
Description: 2024+P

Thru Lane:	1700 vph	N-S Split Phase :	N
Left Lane:	1700 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR		
FF Movements:			

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	3	1,700	0.000	N-S(1): 0.309
	TH	3.00	1,273	5,100	0.250 *	N-S(2): 0.362 *
	LT	2.00	285	2,720	0.105	E-W(1): 0.226 *
Westbound	RT	1.00	527	1,700	0.205	E-W(2): 0.219
	TH	2.00	529	3,400	0.156	V/C: 0.588
	LT	1.00	4	1,700	0.002 *	Lost Time: 0.100
Northbound	RT	1.00	5	1,700	0.002	ITS: 0.000
	TH	3.00	1,040	5,100	0.204	ICU: 0.688
	LT	2.00	305	2,720	0.112 *	LOS: B
Eastbound	RT	0.00	381	1,700	0.224 *	
	TH	2.00	312	1,700	0.184	
	LT	1.00	23	1,700	0.014	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	3	1,700	0.000	N-S(1): 0.412 *
	TH	3.00	1,509	5,100	0.296	N-S(2): 0.398
	LT	2.00	411	2,720	0.151 *	E-W(1): 0.235 *
Westbound	RT	1.00	408	1,700	0.089	E-W(2): 0.097
	TH	2.00	274	3,400	0.081	V/C: 0.647
	LT	1.00	7	1,700	0.004 *	Lost Time: 0.100
Northbound	RT	1.00	3	1,700	0.000	ITS: 0.000
	TH	3.00	1,330	5,100	0.261 *	ICU: 0.747
	LT	2.00	278	2,720	0.102	LOS: C
Eastbound	RT	0.00	340	0	0.000	
	TH	2.00	444	3,400	0.231 *	
	LT	1.00	14	1,700	0.008	

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 5 - Prospect Ave & Bastanchury Rd
Description: 2024+P

Thru Lane:	1700 vph	N-S Split Phase :	N
Left Lane:	1700 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.63	97	1,071	0.063	N-S(1):	0.054
	TH	0.37	57	629	0.091 *	N-S(2):	0.122 *
	LT	1.00	2	1,700	0.001	E-W(1):	0.233
Westbound	RT	1.00	8	1,700	0.004	E-W(2):	0.300 *
	TH	2.00	829	3,400	0.244 *	V/C:	0.422
	LT	1.00	14	1,700	0.008	Lost Time:	0.100
Northbound	RT	0.31	28	529	0.049	ITS:	0.000
	TH	0.69	62	1,171	0.053		
	LT	1.00	53	1,700	0.031 *	ICU:	0.522
Eastbound	RT	0.00	42	0	0.000	LOS:	A
	TH	2.00	724	3,400	0.225		
	LT	1.00	95	1,700	0.056 *		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.56	104	951	0.082	N-S(1):	0.063
	TH	0.44	82	749	0.109 *	N-S(2):	0.132 *
	LT	1.00	7	1,700	0.004	E-W(1):	0.275 *
Westbound	RT	1.00	15	1,700	0.007	E-W(2):	0.218
	TH	2.00	558	3,400	0.164	V/C:	0.407
	LT	1.00	24	1,700	0.014 *	Lost Time:	0.100
Northbound	RT	0.31	31	527	0.052	ITS:	0.000
	TH	0.69	69	1,173	0.059		
	LT	1.00	39	1,700	0.023 *	ICU:	0.507
Eastbound	RT	0.00	57	0	0.000	LOS:	A
	TH	2.00	830	3,400	0.261 *		
	LT	1.00	92	1,700	0.054		

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 6 - Rose Dr & Bastanchury Rd
Description: 2024+P

Thru Lane: 1700 vph
 Left Lane: 1700 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	103	0	0.000	N-S(1):	0.188
	TH	2.00	659	3,400	0.224 *	N-S(2):	0.285 *
	LT	1.00	146	1,700	0.086	E-W(1):	0.272
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.291 *
	TH	2.00	771	3,400	0.250 *	V/C:	0.576
	LT	1.00	107	1,700	0.063	Lost Time:	0.100
Northbound	RT	1.00	114	1,700	0.036	ITS:	0.000
	TH	2.00	346	3,400	0.102	ICU:	0.676
	LT	1.00	104	1,700	0.061 *	LOS:	B
Eastbound	RT	0.00	92	0	0.000		
	TH	2.00	617	3,400	0.209		
	LT	1.00	70	1,700	0.041 *		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	82	0	0.000	N-S(1):	0.227
	TH	2.00	492	3,400	0.169 *	N-S(2):	0.257 *
	LT	1.00	85	1,700	0.050	E-W(1):	0.304 *
Westbound	RT	0.00	58	0	0.000	E-W(2):	0.229
	TH	2.00	539	3,400	0.176	V/C:	0.561
	LT	1.00	123	1,700	0.072 *	Lost Time:	0.100
Northbound	RT	1.00	160	1,700	0.058	ITS:	0.000
	TH	2.00	602	3,400	0.177	ICU:	0.661
	LT	1.00	149	1,700	0.088 *	LOS:	B
Eastbound	RT	0.00	90	0	0.000		
	TH	2.00	699	3,400	0.232 *		
	LT	1.00	90	1,700	0.053		

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 7 - Rose Dr & Yorba Linda Blvd
Description: 2024+P

Thru Lane:	1700 vph	N-S Split Phase :	N
Left Lane:	1700 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	97	1,700	0.026	N-S(1):	0.204
	TH	2.00	681	3,400	0.200 *	N-S(2):	0.265 *
	LT	1.00	149	1,700	0.088	E-W(1):	0.298 *
Westbound	RT	0.00	127	0	0.000	E-W(2):	0.278
	TH	2.00	609	3,400	0.216	V/C:	0.563
	LT	1.00	232	1,700	0.136 *	Lost Time:	0.100
Northbound	RT	1.00	144	1,700	0.016	ITS:	0.000
	TH	2.00	395	3,400	0.116	ICU:	0.663
	LT	1.00	110	1,700	0.065 *	LOS:	B
Eastbound	RT	1.00	42	1,700	0.000		
	TH	2.00	552	3,400	0.162 *		
	LT	1.00	106	1,700	0.062		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,700	0.015	N-S(1):	0.269 *
	TH	2.00	530	3,400	0.156	N-S(2):	0.239
	LT	1.00	147	1,700	0.086 *	E-W(1):	0.346 *
Westbound	RT	0.00	175	0	0.000	E-W(2):	0.324
	TH	2.00	673	3,400	0.249	V/C:	0.615
	LT	1.00	220	1,700	0.129 *	Lost Time:	0.100
Northbound	RT	1.00	222	1,700	0.066	ITS:	0.000
	TH	2.00	623	3,400	0.183 *	ICU:	0.715
	LT	1.00	141	1,700	0.083	LOS:	C
Eastbound	RT	1.00	38	1,700	0.000		
	TH	2.00	737	3,400	0.217 *		
	LT	1.00	128	1,700	0.075		

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 8 - Prospect Ave & Yorba Linda Blvd
Description: 2024+P

Thru Lane:	1700 vph	N-S Split Phase :	N
Left Lane:	1700 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	83	1,700	0.036	N-S(1):	0.043 *
	TH	0.03	2	59	0.034	N-S(2):	0.038
	LT	0.97	56	1,641	0.034 *	E-W(1):	0.253
Westbound	RT	1.00	37	1,700	0.005	E-W(2):	0.295 *
	TH	2.00	917	3,400	0.270 *	V/C:	0.338
	LT	1.00	11	1,700	0.006	Lost Time:	0.100
Northbound	RT	0.00	9	0	0.000	ITS:	0.000
	TH	1.00	2	1,700	0.009 *	ICU:	0.438
	LT	0.00	4	1,700	0.002	LOS:	A
Eastbound	RT	0.00	11	0	0.000		
	TH	2.00	829	3,400	0.247		
	LT	1.00	43	1,700	0.025 *		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	58	1,700	0.018	N-S(1):	0.051 *
	TH	0.00	0	0	0.000	N-S(2):	0.023
	LT	1.00	63	1,700	0.037 *	E-W(1):	0.324
Westbound	RT	1.00	66	1,700	0.020	E-W(2):	0.327 *
	TH	2.00	998	3,400	0.294 *	V/C:	0.378
	LT	1.00	6	1,700	0.004	Lost Time:	0.100
Northbound	RT	0.00	11	0	0.000	ITS:	0.000
	TH	1.00	3	1,700	0.014 *	ICU:	0.478
	LT	0.00	9	1,700	0.005	LOS:	A
Eastbound	RT	0.00	5	0	0.000		
	TH	2.00	1,084	3,400	0.320		
	LT	1.00	56	1,700	0.033 *		

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 9 - Rose Dr & Imperial Highway
Description: 2024+P

Thru Lane:	1700 vph	N-S Split Phase :	N
Left Lane:	1700 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	SBR,		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	20	0	0.000	N-S(1): 0.318 *
	TH	2.00	412	3,400	0.127	N-S(2): 0.181
	LT	2.00	727	2,720	0.267 *	E-W(1): 0.293 *
Westbound	RT	1.00	420	1,700	0.113	E-W(2): 0.201
	TH	3.00	946	5,100	0.185	V/C: 0.611
	LT	2.00	189	2,720	0.069 *	Lost Time: 0.100
Northbound	RT	1.00	146	1,700	0.051 *	ITS: 0.000
	TH	2.00	153	3,400	0.045	
	LT	2.00	146	2,720	0.054	
Eastbound	RT	0.00	191	0	0.000	ICU: 0.711
	TH	3.00	950	5,100	0.224 *	
	LT	1.00	28	1,700	0.016	LOS: C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	28	0	0.000	N-S(1): 0.414 *
	TH	2.00	353	3,400	0.112	N-S(2): 0.199
	LT	2.00	816	2,720	0.300 *	E-W(1): 0.315 *
Westbound	RT	1.00	725	1,700	0.276	E-W(2): 0.302
	TH	3.00	936	5,100	0.184	V/C: 0.729
	LT	2.00	169	2,720	0.062 *	Lost Time: 0.100
Northbound	RT	1.00	93	1,700	0.024	ITS: 0.000
	TH	2.00	389	3,400	0.114 *	
	LT	2.00	236	2,720	0.087	
Eastbound	RT	0.00	175	0	0.000	ICU: 0.829
	TH	3.00	1,113	5,100	0.253 *	
	LT	1.00	44	1,700	0.026	LOS: D

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 1 - Valley View Ave & Yorba Linda Blvd
Description: 2045 Background

Thru Lane:	1700 vph	N-S Split Phase :	Y
Left Lane:	1700 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	150	1,700	0.040	N-S(1): 0.184 *
	TH	0.30	45	510	0.088	N-S(2): 0.000
	LT	1.70	255	2,312	0.110 *	E-W(1): 0.202
Westbound	RT	0.00	200	0	0.000	E-W(2): 0.312 *
	TH	3.00	895	5,100	0.215 *	V/C: 0.496
	LT	1.00	55	1,700	0.032	Lost Time: 0.100
Northbound	RT	0.00	25	0	0.000	ITS: 0.000
	TH	1.00	40	1,700	0.074 *	
	LT	0.00	60	1,700	0.035	
Eastbound	RT	0.00	75	0	0.000	ICU: 0.596
	TH	3.00	790	5,100	0.170	
	LT	1.00	165	1,700	0.097 *	LOS: A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	175	1,700	0.038	N-S(1): 0.238 *
	TH	0.35	55	603	0.091	N-S(2): 0.000
	LT	1.65	255	2,237	0.114 *	E-W(1): 0.248
Westbound	RT	0.00	285	0	0.000	E-W(2): 0.360 *
	TH	3.00	895	5,100	0.231 *	V/C: 0.598
	LT	1.00	65	1,700	0.038	Lost Time: 0.100
Northbound	RT	0.00	55	0	0.000	ITS: 0.000
	TH	1.00	55	1,700	0.124 *	
	LT	0.00	100	1,700	0.059	
Eastbound	RT	0.00	100	0	0.000	ICU: 0.698
	TH	3.00	970	5,100	0.210	
	LT	1.00	220	1,700	0.129 *	LOS: B

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 2 - Valley View Ave & Imperial Highway
Description: 2045 Background

Thru Lane:	1700 vph	N-S Split Phase :	N
Left Lane:	1700 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	5	0	0.000	N-S(1): 0.159 *
	TH	2.00	165	3,400	0.050	N-S(2): 0.121
	LT	1.00	165	1,700	0.097 *	E-W(1): 0.398 *
Westbound	RT	1.00	110	1,700	0.016	E-W(2): 0.292
	TH	3.00	1,460	5,100	0.286	V/C: 0.557
	LT	1.00	40	1,700	0.024 *	Lost Time: 0.100
Northbound	RT	1.00	55	1,700	0.021	ITS: 0.000
	TH	1.00	105	1,700	0.062 *	
	LT	1.00	120	1,700	0.071	
Eastbound	RT	0.00	185	0	0.000	ICU: 0.657
	TH	3.00	1,720	5,100	0.374 *	
	LT	1.00	10	1,700	0.006	LOS: B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	5	0	0.000	N-S(1): 0.161
	TH	2.00	135	3,400	0.041 *	N-S(2): 0.167 *
	LT	1.00	135	1,700	0.079	E-W(1): 0.449 *
Westbound	RT	1.00	135	1,700	0.040	E-W(2): 0.329
	TH	3.00	1,630	5,100	0.320	V/C: 0.616
	LT	1.00	50	1,700	0.029 *	Lost Time: 0.100
Northbound	RT	1.00	55	1,700	0.018	ITS: 0.000
	TH	1.00	140	1,700	0.082	
	LT	1.00	215	1,700	0.126 *	
Eastbound	RT	0.00	220	0	0.000	ICU: 0.716
	TH	3.00	1,920	5,100	0.420 *	
	LT	1.00	15	1,700	0.009	LOS: C

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 3 - Imperial Highway & Bastanchury Rd
Description: 2045 Background

Thru Lane:	1700 vph	N-S Split Phase :	N
Left Lane:	1700 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR		
FF Movements:			

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	5	1,700	0.000	N-S(1): 0.357
	TH	3.00	1,475	5,100	0.289 *	N-S(2): 0.416 *
	LT	2.00	330	2,720	0.121	E-W(1): 0.262 *
Westbound	RT	1.00	610	1,700	0.238	E-W(2): 0.256
	TH	2.00	610	3,400	0.179	V/C: 0.678
	LT	1.00	5	1,700	0.003 *	Lost Time: 0.100
Northbound	RT	1.00	5	1,700	0.001	ITS: 0.000
	TH	3.00	1,205	5,100	0.236	ICU: 0.778
	LT	2.00	345	2,720	0.127 *	LOS: C
Eastbound	RT	0.00	440	1,700	0.259 *	
	TH	2.00	360	1,700	0.212	
	LT	1.00	30	1,700	0.018	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	5	1,700	0.000	N-S(1): 0.477 *
	TH	3.00	1,745	5,100	0.342	N-S(2): 0.458
	LT	2.00	475	2,720	0.175 *	E-W(1): 0.272 *
Westbound	RT	1.00	475	1,700	0.105	E-W(2): 0.117
	TH	2.00	315	3,400	0.093	V/C: 0.749
	LT	1.00	10	1,700	0.006 *	Lost Time: 0.100
Northbound	RT	1.00	5	1,700	0.000	ITS: 0.000
	TH	3.00	1,540	5,100	0.302 *	ICU: 0.849
	LT	2.00	315	2,720	0.116	LOS: D
Eastbound	RT	0.00	390	0	0.000	
	TH	2.00	515	3,400	0.266 *	
	LT	1.00	20	1,700	0.012	

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 5 - Prospect Ave & Bastanchury Rd
Description: 2045 Background

Thru Lane: 1700 vph	N-S Split Phase :	N
Left Lane: 1700 vph	E-W Split Phase :	N
Double Lt Penalty: 20 %	Lost Time (% of cycle) :	10
ITS: 0 %	V/C Round Off (decs.) :	3
OLA Movements :		
FF Movements:		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.62	115	1,057	0.076	N-S(1): 0.065
	TH	0.38	70	643	0.109 *	N-S(2): 0.147 *
	LT	1.00	5	1,700	0.003	E-W(1): 0.258
Westbound	RT	1.00	10	1,700	0.004	E-W(2): 0.343 *
	TH	2.00	945	3,400	0.278 *	V/C: 0.490
	LT	1.00	15	1,700	0.009	Lost Time: 0.100
Northbound	RT	0.29	30	486	0.057	ITS: 0.000
	TH	0.71	75	1,214	0.062	
	LT	1.00	65	1,700	0.038 *	
Eastbound	RT	0.00	50	0	0.000	ICU: 0.590
	TH	2.00	795	3,400	0.249	
	LT	1.00	110	1,700	0.065 *	LOS: A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.56	120	949	0.094	N-S(1): 0.074
	TH	0.44	95	751	0.126 *	N-S(2): 0.152 *
	LT	1.00	10	1,700	0.006	E-W(1): 0.309 *
Westbound	RT	1.00	20	1,700	0.009	E-W(2): 0.246
	TH	2.00	615	3,400	0.181	V/C: 0.461
	LT	1.00	25	1,700	0.015 *	Lost Time: 0.100
Northbound	RT	0.30	35	517	0.060	ITS: 0.000
	TH	0.70	80	1,183	0.068	
	LT	1.00	45	1,700	0.026 *	
Eastbound	RT	0.00	70	0	0.000	ICU: 0.561
	TH	2.00	930	3,400	0.294 *	
	LT	1.00	110	1,700	0.065	LOS: A

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 6 - Rose Dr & Bastanchury Rd
Description: 2045 Background

Thru Lane:	1700 vph	N-S Split Phase :	N
Left Lane:	1700 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	120	0	0.000	N-S(1): 0.209
	TH	2.00	765	3,400	0.260 *	N-S(2): 0.331 *
	LT	1.00	155	1,700	0.091	E-W(1): 0.311
Westbound	RT	0.00	90	0	0.000	E-W(2): 0.335 *
	TH	2.00	890	3,400	0.288 *	V/C: 0.666
	LT	1.00	120	1,700	0.071	Lost Time: 0.100
Northbound	RT	1.00	115	1,700	0.032	ITS: 0.000
	TH	2.00	400	3,400	0.118	
	LT	1.00	120	1,700	0.071 *	
Eastbound	RT	0.00	110	0	0.000	ICU: 0.766
	TH	2.00	705	3,400	0.240	
	LT	1.00	80	1,700	0.047 *	LOS: C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	95	0	0.000	N-S(1): 0.259
	TH	2.00	570	3,400	0.196 *	N-S(2): 0.299 *
	LT	1.00	90	1,700	0.053	E-W(1): 0.342 *
Westbound	RT	0.00	60	0	0.000	E-W(2): 0.262
	TH	2.00	620	3,400	0.200	V/C: 0.641
	LT	1.00	130	1,700	0.076 *	Lost Time: 0.100
Northbound	RT	1.00	170	1,700	0.062	ITS: 0.000
	TH	2.00	700	3,400	0.206	
	LT	1.00	175	1,700	0.103 *	
Eastbound	RT	0.00	105	0	0.000	ICU: 0.741
	TH	2.00	800	3,400	0.266 *	
	LT	1.00	105	1,700	0.062	LOS: C

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 7 - Rose Dr & Yorba Linda Blvd
Description: 2045 Background

Thru Lane: 1700 vph
 Left Lane: 1700 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,700	0.031	N-S(1):	0.234
	TH	2.00	785	3,400	0.231 *	N-S(2):	0.307 *
	LT	1.00	175	1,700	0.103	E-W(1):	0.347 *
Westbound	RT	0.00	150	0	0.000	E-W(2):	0.319
	TH	2.00	705	3,400	0.251	V/C:	0.654
	LT	1.00	270	1,700	0.159 *	Lost Time:	0.100
Northbound	RT	1.00	170	1,700	0.021	ITS:	0.000
	TH	2.00	445	3,400	0.131	ICU:	0.754
	LT	1.00	130	1,700	0.076 *	LOS:	C
Eastbound	RT	1.00	50	1,700	0.000		
	TH	2.00	640	3,400	0.188 *		
	LT	1.00	115	1,700	0.068		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,700	0.016	N-S(1):	0.310 *
	TH	2.00	605	3,400	0.178	N-S(2):	0.275
	LT	1.00	170	1,700	0.100 *	E-W(1):	0.401 *
Westbound	RT	0.00	205	0	0.000	E-W(2):	0.375
	TH	2.00	780	3,400	0.290	V/C:	0.711
	LT	1.00	255	1,700	0.150 *	Lost Time:	0.100
Northbound	RT	1.00	260	1,700	0.078	ITS:	0.000
	TH	2.00	715	3,400	0.210 *	ICU:	0.811
	LT	1.00	165	1,700	0.097	LOS:	D
Eastbound	RT	1.00	45	1,700	0.000		
	TH	2.00	855	3,400	0.251 *		
	LT	1.00	145	1,700	0.085		

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 8 - Prospect Ave & Yorba Linda Blvd
Description: 2045 Background

Thru Lane: 1700 vph	N-S Split Phase : N
Left Lane: 1700 vph	E-W Split Phase : N
Double Lt Penalty: 20 %	Lost Time (% of cycle) : 10
ITS: 0 %	V/C Round Off (decs.) : 3
OLA Movements :	
FF Movements:	

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	95	1,700	0.041	N-S(1):	0.053 *
	TH	0.07	5	121	0.041	N-S(2):	0.044
	LT	0.93	65	1,579	0.041 *	E-W(1):	0.296
Westbound	RT	1.00	45	1,700	0.006	E-W(2):	0.341 *
	TH	2.00	1,060	3,400	0.312 *	V/C:	0.394
	LT	1.00	15	1,700	0.009	Lost Time:	0.100
Northbound	RT	0.00	10	0	0.000	ITS:	0.000
	TH	1.00	5	1,700	0.012 *	ICU:	0.494
	LT	0.00	5	1,700	0.003	LOS:	A
Eastbound	RT	0.00	15	0	0.000		
	TH	2.00	960	3,400	0.287		
	LT	1.00	50	1,700	0.029 *		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,700	0.022	N-S(1):	0.062 *
	TH	0.00	0	0	0.000	N-S(2):	0.028
	LT	1.00	75	1,700	0.044 *	E-W(1):	0.377
Westbound	RT	1.00	80	1,700	0.025	E-W(2):	0.378 *
	TH	2.00	1,155	3,400	0.340 *	V/C:	0.440
	LT	1.00	10	1,700	0.006	Lost Time:	0.100
Northbound	RT	0.00	15	0	0.000	ITS:	0.000
	TH	1.00	5	1,700	0.018 *	ICU:	0.540
	LT	0.00	10	1,700	0.006	LOS:	A
Eastbound	RT	0.00	5	0	0.000		
	TH	2.00	1,255	3,400	0.371		
	LT	1.00	65	1,700	0.038 *		

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 9 - Rose Dr & Imperial Highway
Description: 2045 Background

Thru Lane:	1700 vph	N-S Split Phase :	N
Left Lane:	1700 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	SBR,		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	25	0	0.000	N-S(1): 0.369 *
	TH	2.00	475	3,400	0.147	N-S(2): 0.208
	LT	2.00	840	2,720	0.309 *	E-W(1): 0.339 *
Westbound	RT	1.00	485	1,700	0.131	E-W(2): 0.236
	TH	3.00	1,095	5,100	0.215	V/C: 0.708
	LT	2.00	220	2,720	0.081 *	Lost Time: 0.100
Northbound	RT	1.00	170	1,700	0.060 *	ITS: 0.000
	TH	2.00	175	3,400	0.051	
	LT	2.00	165	2,720	0.061	
Eastbound	RT	0.00	215	0	0.000	ICU: 0.808
	TH	3.00	1,100	5,100	0.258 *	
	LT	1.00	35	1,700	0.021	LOS: D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	35	0	0.000	N-S(1): 0.479 *
	TH	2.00	405	3,400	0.129	N-S(2): 0.226
	LT	2.00	945	2,720	0.347 *	E-W(1): 0.363 *
Westbound	RT	1.00	840	1,700	0.320	E-W(2): 0.352
	TH	3.00	1,085	5,100	0.213	V/C: 0.842
	LT	2.00	195	2,720	0.072 *	Lost Time: 0.100
Northbound	RT	1.00	110	1,700	0.029	ITS: 0.000
	TH	2.00	450	3,400	0.132 *	
	LT	2.00	265	2,720	0.097	
Eastbound	RT	0.00	195	0	0.000	ICU: 0.942
	TH	3.00	1,290	5,100	0.291 *	
	LT	1.00	55	1,700	0.032	LOS: E

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 1 - Valley View Ave & Yorba Linda Blvd
Description: 2045+P

Thru Lane: 1700 vph	N-S Split Phase :	Y
Left Lane: 1700 vph	E-W Split Phase :	N
Double Lt Penalty: 20 %	Lost Time (% of cycle) :	10
ITS: 0 %	V/C Round Off (decs.) :	3
OLA Movements :		
FF Movements:		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	150	1,700	0.040	N-S(1): 0.185 *
	TH	0.30	45	508	0.089	N-S(2): 0.000
	LT	1.70	256	2,313	0.111 *	E-W(1): 0.202
Westbound	RT	0.00	203	0	0.000	E-W(2): 0.312 *
	TH	3.00	895	5,100	0.215 *	V/C: 0.497
	LT	1.00	55	1,700	0.032	Lost Time: 0.100
Northbound	RT	0.00	25	0	0.000	ITS: 0.000
	TH	1.00	40	1,700	0.074 *	
	LT	0.00	60	1,700	0.035	
Eastbound	RT	0.00	75	0	0.000	ICU: 0.597
	TH	3.00	790	5,100	0.170	
	LT	1.00	165	1,700	0.097 *	LOS: A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	175	1,700	0.038	N-S(1): 0.239 *
	TH	0.35	55	599	0.092	N-S(2): 0.000
	LT	1.65	257	2,241	0.115 *	E-W(1): 0.248
Westbound	RT	0.00	287	0	0.000	E-W(2): 0.361 *
	TH	3.00	895	5,100	0.232 *	V/C: 0.600
	LT	1.00	65	1,700	0.038	Lost Time: 0.100
Northbound	RT	0.00	55	0	0.000	ITS: 0.000
	TH	1.00	55	1,700	0.124 *	
	LT	0.00	100	1,700	0.059	
Eastbound	RT	0.00	100	0	0.000	ICU: 0.700
	TH	3.00	970	5,100	0.210	
	LT	1.00	220	1,700	0.129 *	LOS: B

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 2 - Valley View Ave & Imperial Highway
Description: 2045+P

Thru Lane:	1700 vph	N-S Split Phase :	N
Left Lane:	1700 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	5	0	0.000	N-S(1): 0.159 *
	TH	2.00	165	3,400	0.050	N-S(2): 0.122
	LT	1.00	165	1,700	0.097 *	E-W(1): 0.398 *
Westbound	RT	1.00	110	1,700	0.016	E-W(2): 0.293
	TH	3.00	1,464	5,100	0.287	V/C: 0.557
	LT	1.00	40	1,700	0.024 *	Lost Time: 0.100
Northbound	RT	1.00	55	1,700	0.021	ITS: 0.000
	TH	1.00	105	1,700	0.062 *	
	LT	1.00	123	1,700	0.072	
Eastbound	RT	0.00	186	0	0.000	ICU: 0.657
	TH	3.00	1,721	5,100	0.374 *	
	LT	1.00	10	1,700	0.006	LOS: B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	5	0	0.000	N-S(1): 0.161
	TH	2.00	135	3,400	0.041 *	N-S(2): 0.169 *
	LT	1.00	135	1,700	0.079	E-W(1): 0.450 *
Westbound	RT	1.00	135	1,700	0.040	E-W(2): 0.329
	TH	3.00	1,634	5,100	0.320	V/C: 0.619
	LT	1.00	50	1,700	0.029 *	Lost Time: 0.100
Northbound	RT	1.00	55	1,700	0.018	ITS: 0.000
	TH	1.00	140	1,700	0.082	
	LT	1.00	217	1,700	0.128 *	
Eastbound	RT	0.00	222	0	0.000	ICU: 0.719
	TH	3.00	1,923	5,100	0.421 *	
	LT	1.00	15	1,700	0.009	LOS: C

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 3 - Imperial Highway & Bastanchury Rd
Description: 2045+P

Thru Lane: 1700 vph
 Left Lane: 1700 vph
 Double Lt Penalty: 20 %
 ITS: 0 %
 OLA Movements : WBR
 FF Movements:

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	5	1,700	0.000	N-S(1):	0.357
	TH	3.00	1,475	5,100	0.289 *	N-S(2):	0.418 *
	LT	2.00	330	2,720	0.121	E-W(1):	0.263 *
Westbound	RT	1.00	610	1,700	0.238	E-W(2):	0.256
	TH	2.00	612	3,400	0.180	V/C:	0.681
	LT	1.00	5	1,700	0.003 *	Lost Time:	0.100
Northbound	RT	1.00	5	1,700	0.001	ITS:	0.000
	TH	3.00	1,205	5,100	0.236	ICU:	0.781
	LT	2.00	352	2,720	0.129 *	LOS:	C
Eastbound	RT	0.00	442	1,700	0.260 *		
	TH	2.00	360	1,700	0.212		
	LT	1.00	30	1,700	0.018		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	5	1,700	0.000	N-S(1):	0.477 *
	TH	3.00	1,745	5,100	0.342	N-S(2):	0.460
	LT	2.00	475	2,720	0.175 *	E-W(1):	0.274 *
Westbound	RT	1.00	475	1,700	0.105	E-W(2):	0.117
	TH	2.00	316	3,400	0.093	V/C:	0.751
	LT	1.00	10	1,700	0.006 *	Lost Time:	0.100
Northbound	RT	1.00	5	1,700	0.000	ITS:	0.000
	TH	3.00	1,540	5,100	0.302 *	ICU:	0.851
	LT	2.00	321	2,720	0.118	LOS:	D
Eastbound	RT	0.00	395	0	0.000		
	TH	2.00	516	3,400	0.268 *		
	LT	1.00	20	1,700	0.012		

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 5 - Prospect Ave & Bastanchury Rd
Description: 2045+P

Thru Lane: 1700 vph
 Left Lane: 1700 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.62	115	1,057	0.076	N-S(1):	0.066
	TH	0.38	70	643	0.109 *	N-S(2):	0.147 *
	LT	1.00	5	1,700	0.003	E-W(1):	0.268
Westbound	RT	1.00	10	1,700	0.004	E-W(2):	0.347 *
	TH	2.00	958	3,400	0.282 *	V/C:	0.494
	LT	1.00	16	1,700	0.009	Lost Time:	0.100
Northbound	RT	0.30	32	508	0.058	ITS:	0.000
	TH	0.70	75	1,192	0.063	ICU:	0.594
	LT	1.00	65	1,700	0.038 *	LOS:	A
Eastbound	RT	0.00	50	0	0.000		
	TH	2.00	832	3,400	0.259		
	LT	1.00	110	1,700	0.065 *		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.56	120	949	0.094	N-S(1):	0.075
	TH	0.44	95	751	0.126 *	N-S(2):	0.152 *
	LT	1.00	10	1,700	0.006	E-W(1):	0.319 *
Westbound	RT	1.00	20	1,700	0.009	E-W(2):	0.254
	TH	2.00	643	3,400	0.189	V/C:	0.471
	LT	1.00	27	1,700	0.016 *	Lost Time:	0.100
Northbound	RT	0.32	37	538	0.061	ITS:	0.000
	TH	0.68	80	1,162	0.069	ICU:	0.571
	LT	1.00	45	1,700	0.026 *	LOS:	A
Eastbound	RT	0.00	70	0	0.000		
	TH	2.00	959	3,400	0.303 *		
	LT	1.00	110	1,700	0.065		

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 6 - Rose Dr & Bastanchury Rd
Description: 2045+P

Thru Lane: 1700 vph
 Left Lane: 1700 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.216
	TH	2.00	765	3,400	0.260 *	N-S(2):	0.331 *
	LT	1.00	167	1,700	0.098	E-W(1):	0.316
Westbound	RT	0.00	94	0	0.000	E-W(2):	0.337 *
	TH	2.00	893	3,400	0.290 *	V/C:	0.668
	LT	1.00	126	1,700	0.074	Lost Time:	0.100
Northbound	RT	1.00	132	1,700	0.041	ITS:	0.000
	TH	2.00	400	3,400	0.118	ICU:	0.768
	LT	1.00	120	1,700	0.071 *	LOS:	C
Eastbound	RT	0.00	110	0	0.000		
	TH	2.00	713	3,400	0.242		
	LT	1.00	80	1,700	0.047 *		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	95	0	0.000	N-S(1):	0.265
	TH	2.00	570	3,400	0.196 *	N-S(2):	0.299 *
	LT	1.00	100	1,700	0.059	E-W(1):	0.353 *
Westbound	RT	0.00	68	0	0.000	E-W(2):	0.266
	TH	2.00	626	3,400	0.204	V/C:	0.652
	LT	1.00	144	1,700	0.085 *	Lost Time:	0.100
Northbound	RT	1.00	183	1,700	0.065	ITS:	0.000
	TH	2.00	700	3,400	0.206	ICU:	0.752
	LT	1.00	175	1,700	0.103 *	LOS:	C
Eastbound	RT	0.00	105	0	0.000		
	TH	2.00	806	3,400	0.268 *		
	LT	1.00	105	1,700	0.062		

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 7 - Rose Dr & Yorba Linda Blvd
Description: 2045+P

Thru Lane: 1700 vph
 Left Lane: 1700 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	113	1,700	0.031	N-S(1):	0.237
	TH	2.00	788	3,400	0.232 *	N-S(2):	0.308 *
	LT	1.00	175	1,700	0.103	E-W(1):	0.347 *
Westbound	RT	0.00	150	0	0.000	E-W(2):	0.323
	TH	2.00	705	3,400	0.251	V/C:	0.655
	LT	1.00	270	1,700	0.159 *	Lost Time:	0.100
Northbound	RT	1.00	170	1,700	0.021	ITS:	0.000
	TH	2.00	455	3,400	0.134	ICU:	0.755
	LT	1.00	130	1,700	0.076 *	LOS:	C
Eastbound	RT	1.00	50	1,700	0.000		
	TH	2.00	640	3,400	0.188 *		
	LT	1.00	122	1,700	0.072		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	106	1,700	0.018	N-S(1):	0.312 *
	TH	2.00	613	3,400	0.180	N-S(2):	0.277
	LT	1.00	170	1,700	0.100 *	E-W(1):	0.401 *
Westbound	RT	0.00	205	0	0.000	E-W(2):	0.379
	TH	2.00	780	3,400	0.290	V/C:	0.713
	LT	1.00	255	1,700	0.150 *	Lost Time:	0.100
Northbound	RT	1.00	260	1,700	0.078	ITS:	0.000
	TH	2.00	722	3,400	0.212 *	ICU:	0.813
	LT	1.00	165	1,700	0.097	LOS:	D
Eastbound	RT	1.00	45	1,700	0.000		
	TH	2.00	855	3,400	0.251 *		
	LT	1.00	151	1,700	0.089		

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 8 - Prospect Ave & Yorba Linda Blvd
Description: 2045+P

Thru Lane:	1700 vph	N-S Split Phase :	N
Left Lane:	1700 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	95	1,700	0.041	N-S(1):	0.054 *
	TH	0.07	5	120	0.042	N-S(2):	0.045
	LT	0.93	66	1,580	0.042 *	E-W(1):	0.296
Westbound	RT	1.00	46	1,700	0.006	E-W(2):	0.341 *
	TH	2.00	1,060	3,400	0.312 *	V/C:	0.395
	LT	1.00	15	1,700	0.009	Lost Time:	0.100
Northbound	RT	0.00	10	0	0.000	ITS:	0.000
	TH	1.00	5	1,700	0.012 *		
	LT	0.00	5	1,700	0.003		
Eastbound	RT	0.00	15	0	0.000	ICU:	0.495
	TH	2.00	960	3,400	0.287		
	LT	1.00	50	1,700	0.029 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,700	0.022	N-S(1):	0.063 *
	TH	0.00	0	0	0.000	N-S(2):	0.028
	LT	1.00	76	1,700	0.045 *	E-W(1):	0.377
Westbound	RT	1.00	81	1,700	0.025	E-W(2):	0.378 *
	TH	2.00	1,155	3,400	0.340 *	V/C:	0.441
	LT	1.00	10	1,700	0.006	Lost Time:	0.100
Northbound	RT	0.00	15	0	0.000	ITS:	0.000
	TH	1.00	5	1,700	0.018 *		
	LT	0.00	10	1,700	0.006		
Eastbound	RT	0.00	5	0	0.000	ICU:	0.541
	TH	2.00	1,255	3,400	0.371		
	LT	1.00	65	1,700	0.038 *	LOS:	A

* - Denotes critical movement

Project Title: LDS Yorba Linda
Intersection: 9 - Rose Dr & Imperial Highway
Description: 2045+P

Thru Lane: 1700 vph
 Left Lane: 1700 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

OLA Movements :
 FF Movements: SBR,

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	25	0	0.000	N-S(1):	0.369 *
	TH	2.00	479	3,400	0.148	N-S(2):	0.210
	LT	2.00	840	2,720	0.309 *	E-W(1):	0.340 *
Westbound	RT	1.00	485	1,700	0.131	E-W(2):	0.236
	TH	3.00	1,095	5,100	0.215	V/C:	0.709
	LT	2.00	220	2,720	0.081 *	Lost Time:	0.100
Northbound	RT	1.00	170	1,700	0.060 *	ITS:	0.000
	TH	2.00	176	3,400	0.052	ICU:	0.809
	LT	2.00	168	2,720	0.062	LOS:	D
Eastbound	RT	0.00	223	0	0.000		
	TH	3.00	1,100	5,100	0.259 *		
	LT	1.00	35	1,700	0.021		

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	35	0	0.000	N-S(1):	0.480 *
	TH	2.00	408	3,400	0.130	N-S(2):	0.230
	LT	2.00	945	2,720	0.347 *	E-W(1):	0.365 *
Westbound	RT	1.00	840	1,700	0.320	E-W(2):	0.352
	TH	3.00	1,085	5,100	0.213	V/C:	0.845
	LT	2.00	195	2,720	0.072 *	Lost Time:	0.100
Northbound	RT	1.00	110	1,700	0.029	ITS:	0.000
	TH	2.00	452	3,400	0.133 *	ICU:	0.945
	LT	2.00	271	2,720	0.100	LOS:	E
Eastbound	RT	0.00	202	0	0.000		
	TH	3.00	1,290	5,100	0.293 *		
	LT	1.00	55	1,700	0.032		

* - Denotes critical movement



Signal Warrant Analysis Reports



Major Street Bastanchury Road
 Minor Street Osmond Street

Project LDS Yorba Linda
 Scenario Existing Conditions
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	1	0	1	0
Through	0	0	696	804
Right	2	1	0	0
Total	3	1	697	804

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	40
Approach with Worst Case Delay	NB
Total Vehicles on Approach	3

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Existing Conditions	0	3	1,505
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Met
Warrant Met	<u>NO</u>		



Major Street **Bastanchury Road**
 Minor Street **Osmond Street**

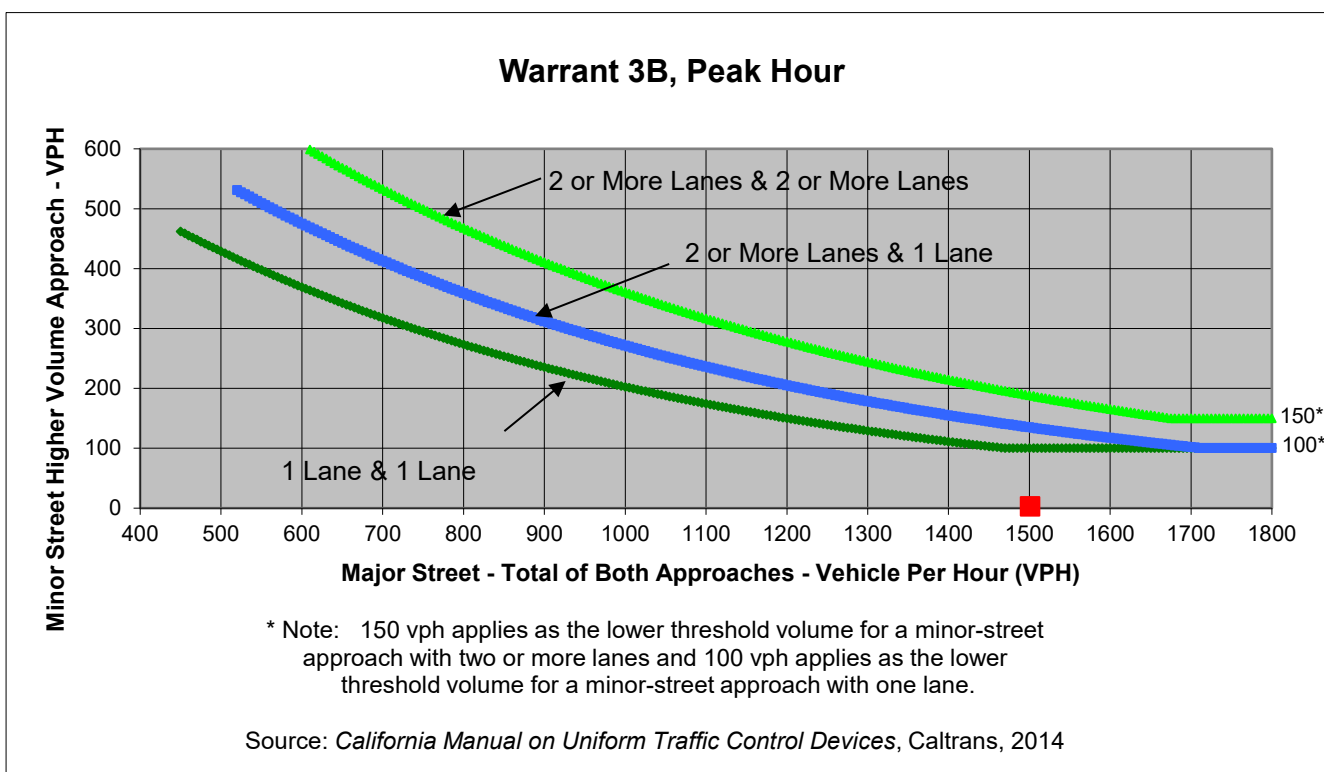
Project **LDS Yorba Linda**
 Scenario **Existing Conditions**
 Peak Hour **AM**

Turn Movement Volumes

	NB	SB	EB	WB
Left	1	0	1	0
Through	0	0	696	804
Right	2	1	0	0
Total	3	1	697	804

Major Street Direction

	North/South
x	East/West



	Major Street	Minor Street	Warrant Met
	Bastanchury Road	Osmond Street	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	1,501	3	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Bastanchury Road
 Minor Street Osmond Street

Project LDS Yorba Linda
 Scenario Existing Conditions
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	1	0	1	0
Through	0	0	696	804
Right	2	1	0	0
Total	3	1	697	804

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	28.4
Approach with Worst Case Delay	NB
Total Vehicles on Approach	3

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Existing Conditions	0	3	1,505
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Met
Warrant Met	<u>NO</u>		



Major Street **Bastanchury Road**
 Minor Street **Osmond Street**

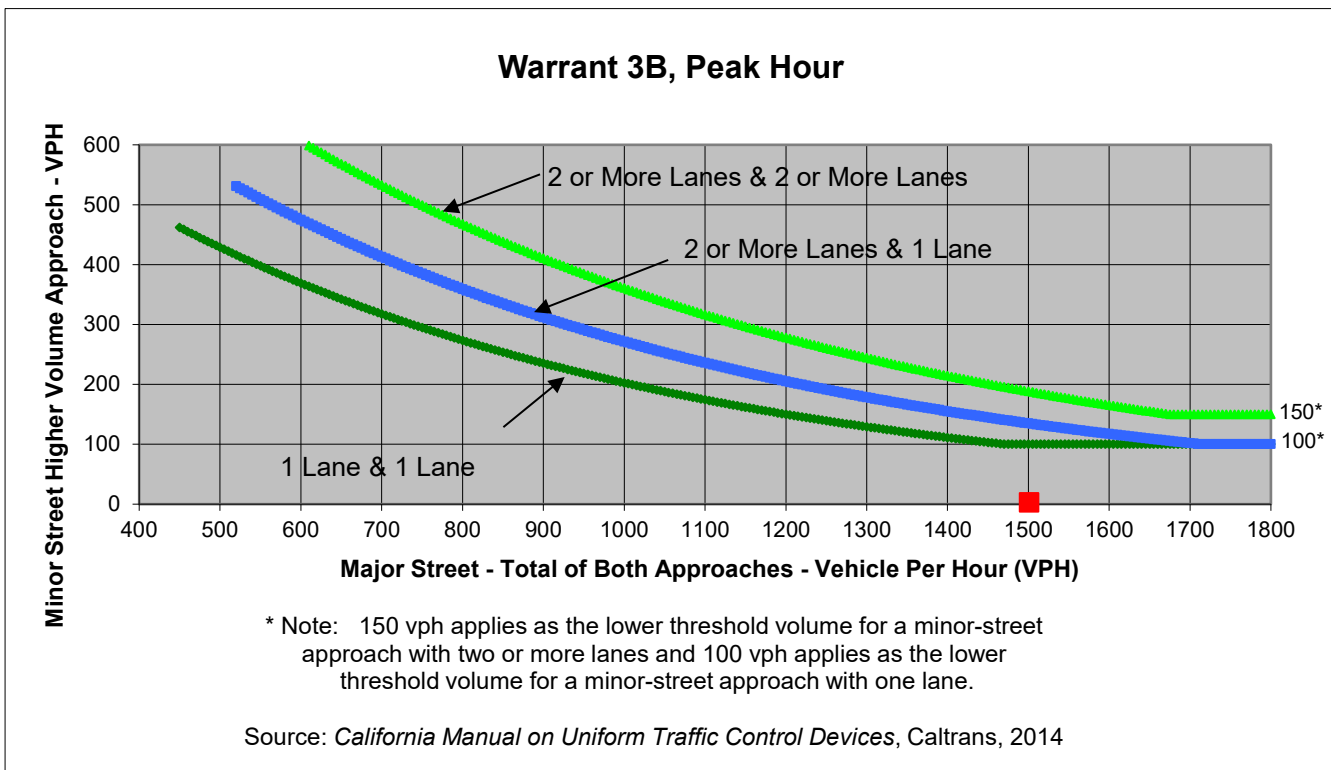
Project **LDS Yorba Linda**
 Scenario **Existing Conditions**
 Peak Hour **PM**

Turn Movement Volumes

	NB	SB	EB	WB
Left	1	0	1	0
Through	0	0	696	804
Right	2	1	0	0
Total	3	1	697	804

Major Street Direction

	North/South
x	East/West



	Major Street	Minor Street	Warrant Met
	Bastanchury Road	Osmond Street	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	1,501	3	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Bastanchury Road
 Minor Street Osmond Street

Project LDS Yorba Linda
 Scenario Existing Plus Project Conditions
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	1	0	1	0
Through	0	0	698	813
Right	2	1	0	0
Total	3	1	699	813

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	41.2
Approach with Worst Case Delay	NB
Total Vehicles on Approach	3

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Existing Plus Project Conditions	0	3	1,516
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Met
Warrant Met	<u>NO</u>		



Major Street **Bastanchury Road**
 Minor Street **Osmond Street**

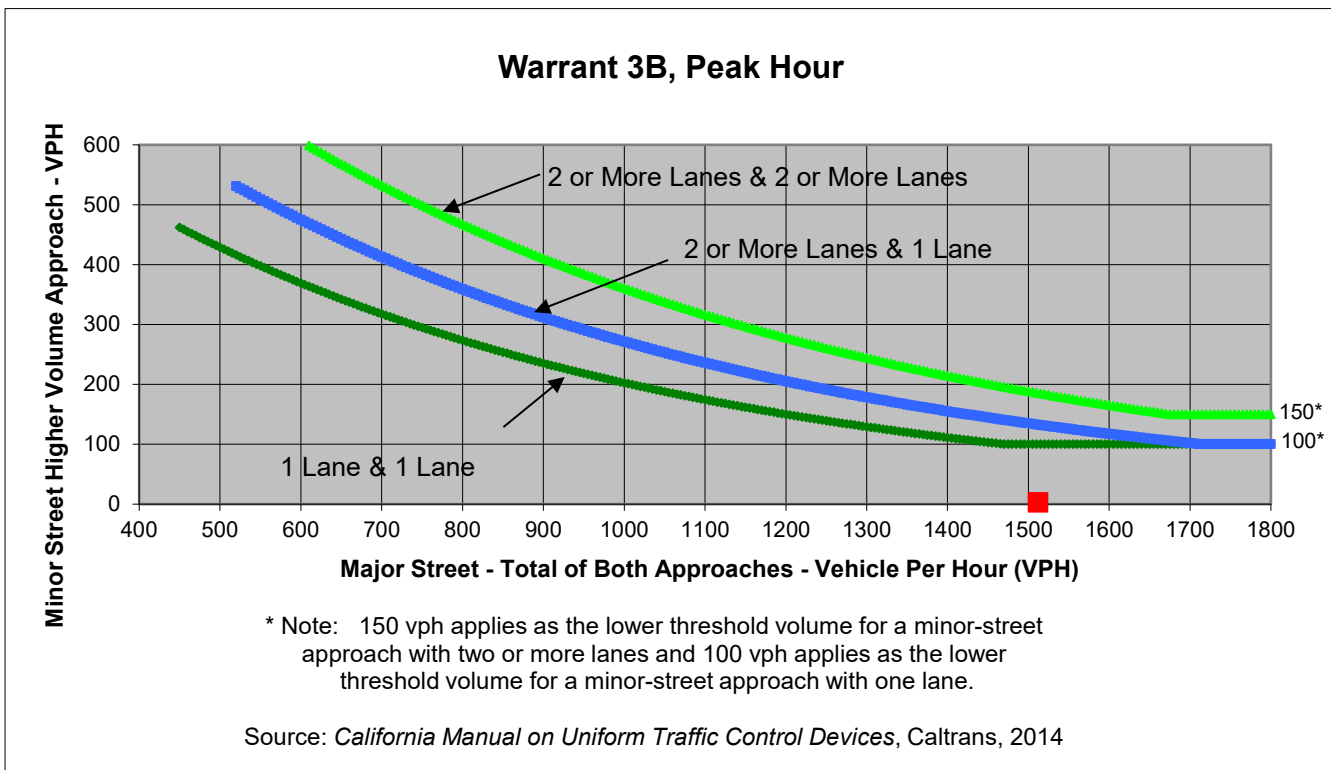
Project **LDS Yorba Linda**
 Scenario **Existing Plus Project Conditions**
 Peak Hour **AM**

Turn Movement Volumes

	NB	SB	EB	WB
Left	1	0	1	0
Through	0	0	698	813
Right	2	1	0	0
Total	3	1	699	813

Major Street Direction

	North/South
x	East/West



	Major Street	Minor Street	Warrant Met
	Bastanchury Road	Osmond Street	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	1,512	3	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Bastanchury Road
 Minor Street Osmond Street

Project LDS Yorba Linda
 Scenario Existing Plus Project Conditions
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	3	1	0	2
Through	0	0	808	555
Right	0	0	2	5
Total	3	1	810	562

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	29.2
Approach with Worst Case Delay	NB
Total Vehicles on Approach	3

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Existing Plus Project Conditions	0	3	1,376
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Met
Warrant Met	<u>NO</u>		



Major Street **Bastanchury Road**
 Minor Street **Osmond Street**

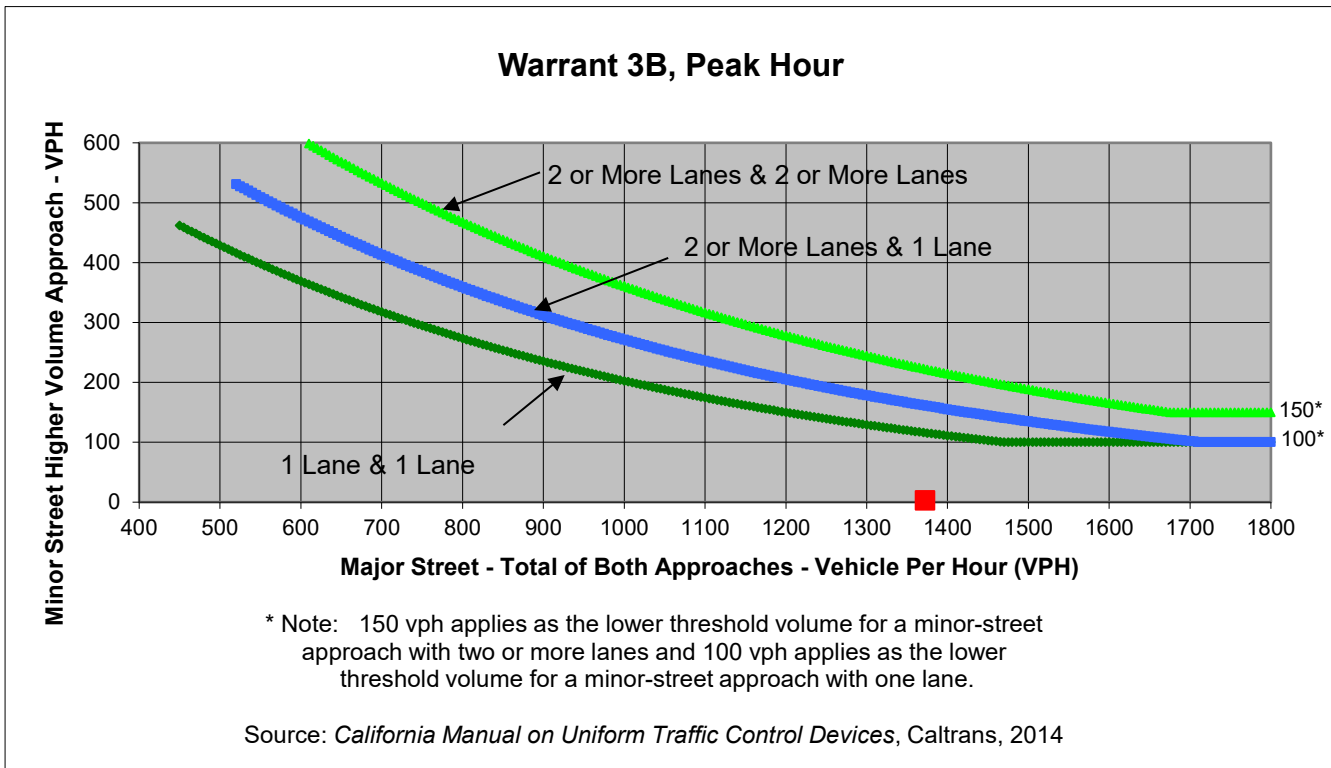
Project **LDS Yorba Linda**
 Scenario **Existing Plus Project Conditions**
 Peak Hour **PM**

Turn Movement Volumes

	NB	SB	EB	WB
Left	3	1	0	2
Through	0	0	808	555
Right	0	0	2	5
Total	3	1	810	562

Major Street Direction

	North/South
x	East/West



	Major Street Bastanchury Road	Minor Street Osmond Street	Warrant Met
Number of Approach Lanes	2	1	
Traffic Volume (VPH) *	1,372	3	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Bastanchury Road
 Minor Street Osmond Street

Project LDS Yorba Linda
 Scenario Future 2024 Background Conditions
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	2	0	2	0
Through	0	0	707	817
Right	3	2	0	0
Total	5	2	709	817

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	42.3
Approach with Worst Case Delay	NB
Total Vehicles on Approach	5

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Future 2024 Background Condition	0.1	5	1,533
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Met
Warrant Met	<u>NO</u>		



Major Street **Bastanchury Road**
 Minor Street **Osmond Street**

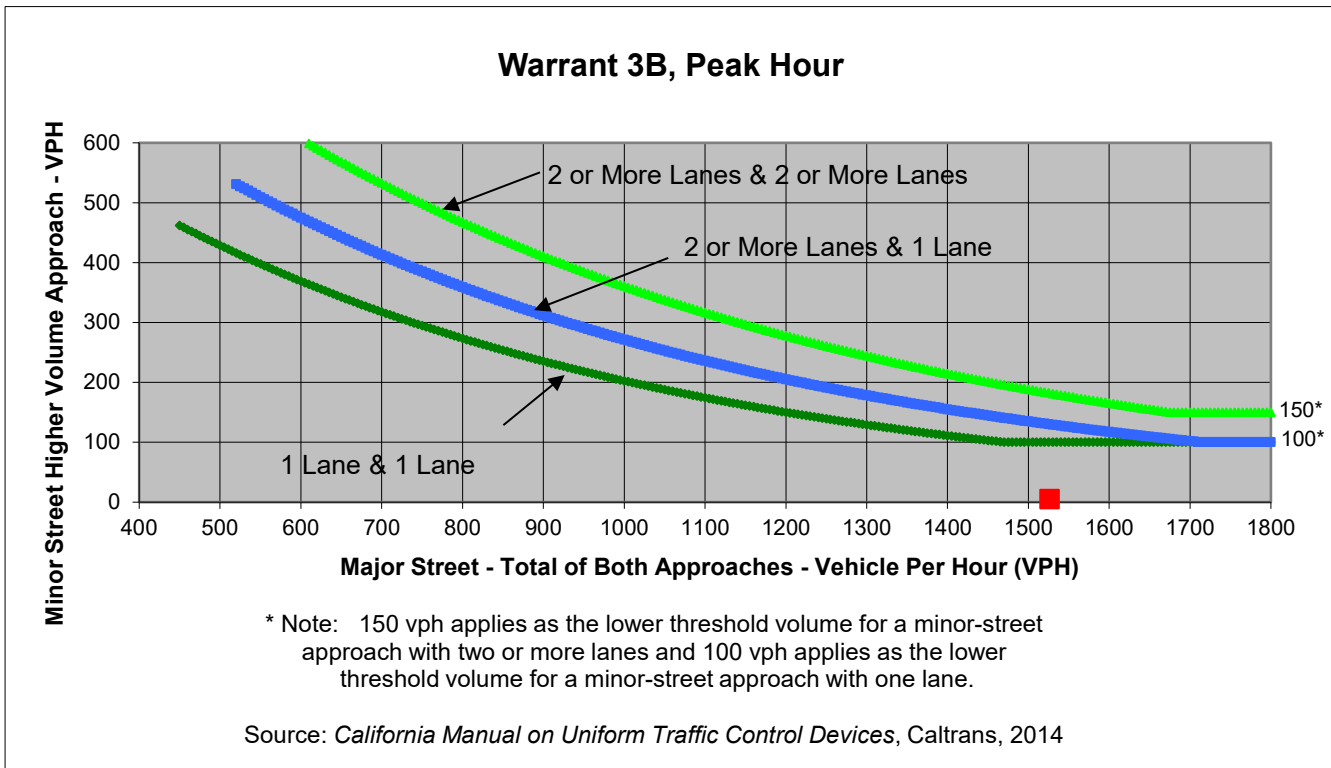
Project **LDS Yorba Linda**
 Scenario **Future 2024 Background Conditions**
 Peak Hour **AM**

Turn Movement Volumes

	NB	SB	EB	WB
Left	2	0	2	0
Through	0	0	707	817
Right	3	2	0	0
Total	5	2	709	817

Major Street Direction

	North/South
x	East/West



	Major Street	Minor Street	Warrant Met
	Bastanchury Road	Osmond Street	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	1,526	5	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Bastanchury Road
 Minor Street Osmond Street

Project LDS Yorba Linda
 Scenario Future 2024 Background Conditions
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	4	2	0	3
Through	0	0	815	557
Right	0	0	3	6
Total	4	2	818	566

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	29.5
Approach with Worst Case Delay	NB
Total Vehicles on Approach	4

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Future 2024 Background Condition	0	4	1,390
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Met
Warrant Met	<u>NO</u>		



Major Street **Bastanchury Road**
 Minor Street **Osmond Street**

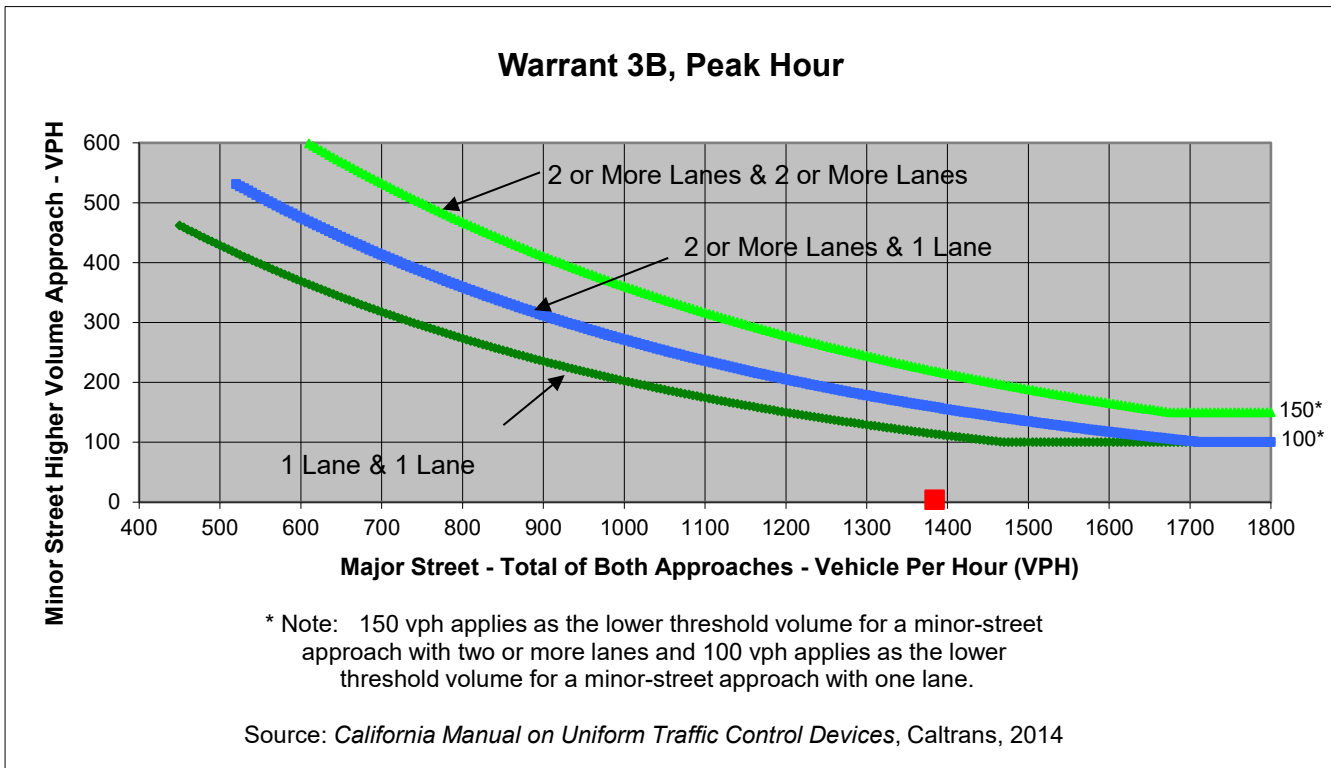
Project **LDS Yorba Linda**
 Scenario **Future 2024 Background Conditions**
 Peak Hour **PM**

Turn Movement Volumes

	NB	SB	EB	WB
Left	4	2	0	3
Through	0	0	815	557
Right	0	0	3	6
Total	4	2	818	566

Major Street Direction

	North/South
x	East/West



	Major Street	Minor Street	Warrant Met
	Bastanchury Road	Osmond Street	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	1,384	4	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Bastanchury Road
 Minor Street Osmond Street

Project LDS Yorba Linda
 Scenario Future 2024 Plus Project Conditions
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	2	0	2	0
Through	0	0	709	826
Right	3	2	0	0
Total	5	2	711	826

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	43.2
Approach with Worst Case Delay	NB
Total Vehicles on Approach	5

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Future 2024 Plus Project Condition	0.1	5	1,544
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Met
Warrant Met	<u>NO</u>		



Major Street **Bastanchury Road**
 Minor Street **Osmond Street**

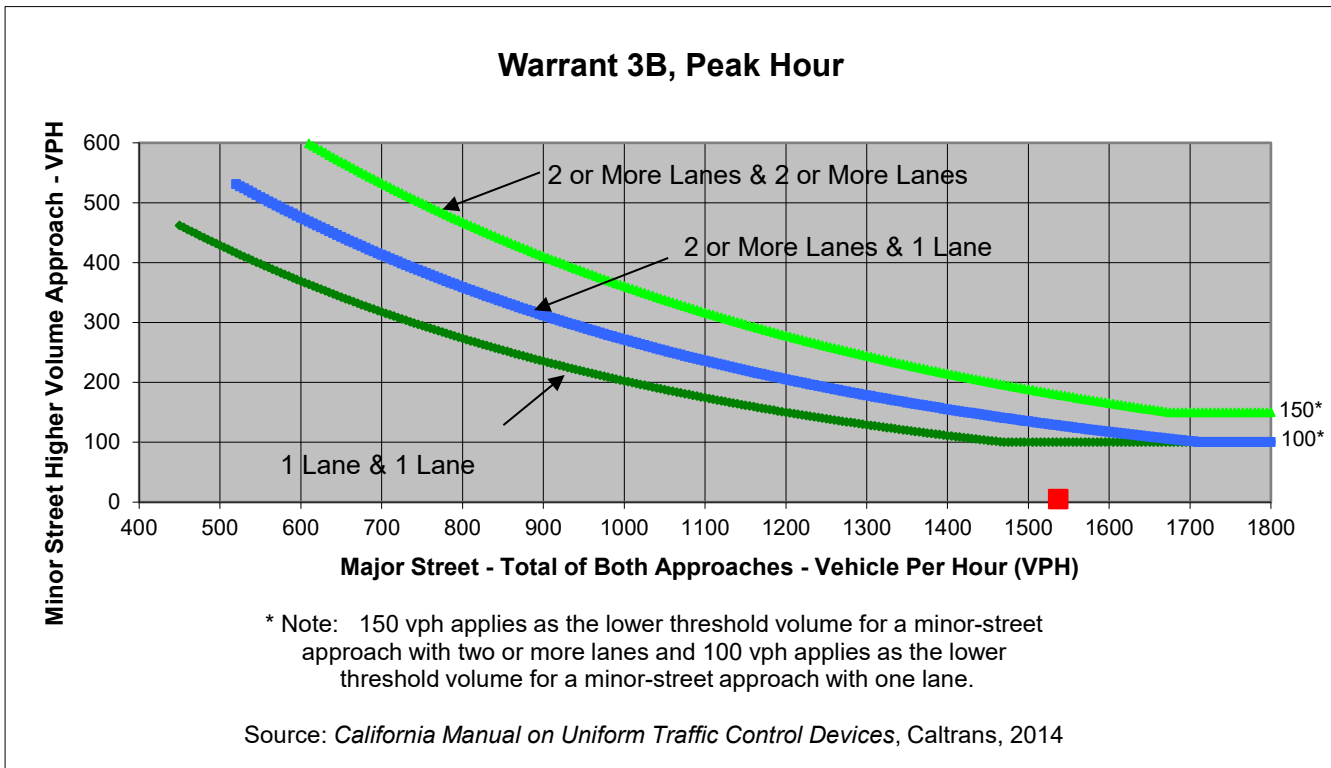
Project **LDS Yorba Linda**
 Scenario **Future 2024 Plus Project Conditions**
 Peak Hour **AM**

Turn Movement Volumes

	NB	SB	EB	WB
Left	2	0	2	0
Through	0	0	709	826
Right	3	2	0	0
Total	5	2	711	826

Major Street Direction

	North/South
x	East/West



	Major Street Bastanchury Road	Minor Street Osmond Street	Warrant Met
Number of Approach Lanes	2	1	
Traffic Volume (VPH) *	1,537	5	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Bastanchury Road
 Minor Street Osmond Street

Project LDS Yorba Linda
 Scenario Future 2024 Plus Project Conditions
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	4	2	0	3
Through	0	0	821	564
Right	0	0	3	6
Total	4	2	824	573

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	30.4
Approach with Worst Case Delay	NB
Total Vehicles on Approach	4

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Future 2024 Plus Project Condition	0	4	1,403
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Met
Warrant Met	<u>NO</u>		



Major Street **Bastanchury Road**
 Minor Street **Osmond Street**

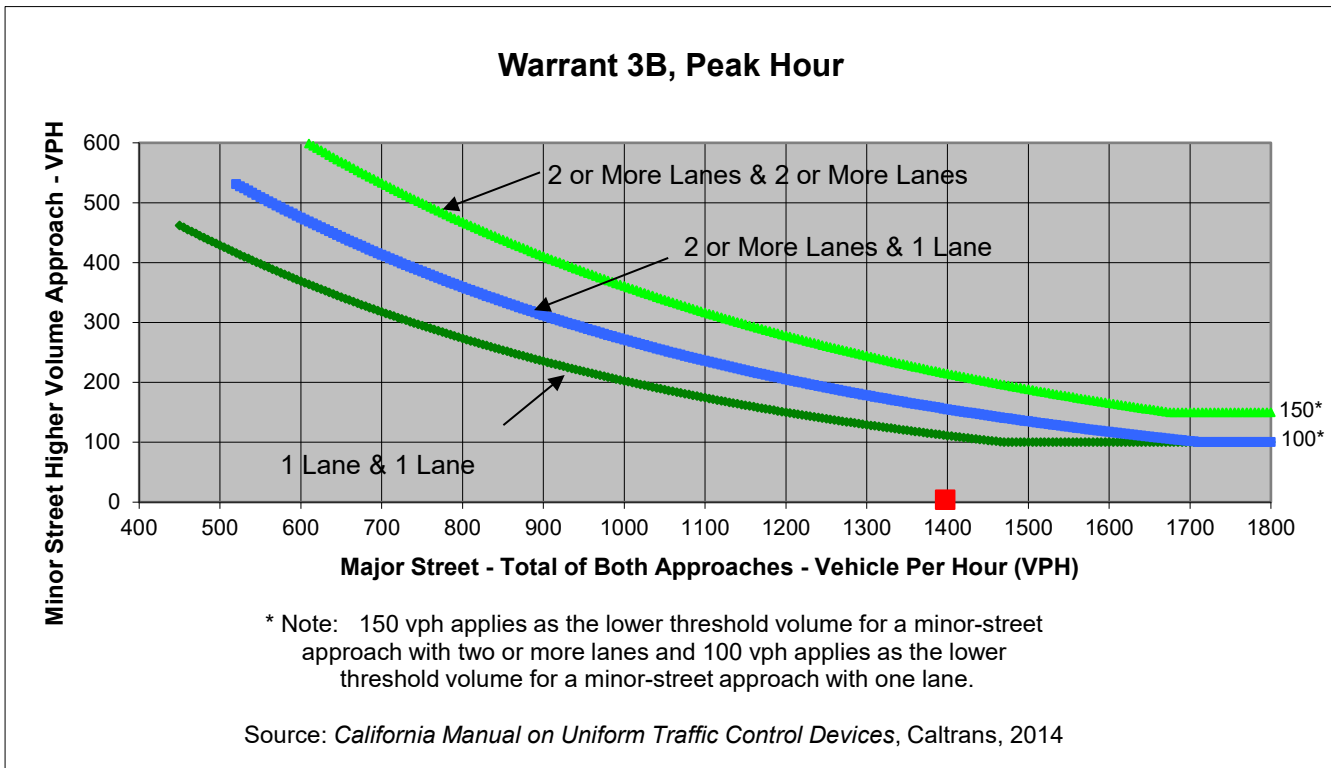
Project **LDS Yorba Linda**
 Scenario **Future 2024 Plus Project Conditions**
 Peak Hour **PM**

Turn Movement Volumes

	NB	SB	EB	WB
Left	4	2	0	3
Through	0	0	821	564
Right	0	0	3	6
Total	4	2	824	573

Major Street Direction

	North/South
x	East/West



	Major Street	Minor Street	Warrant Met
	Bastanchury Road	Osmond Street	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	1,397	4	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Bastanchury Road
 Minor Street Osmond Street

Project LDS Yorba Linda
 Scenario Future 2045 Background Conditions
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	5	0	5	0
Through	0	0	820	945
Right	5	5	0	0
Total	10	5	825	945

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	45.2
Approach with Worst Case Delay	NB
Total Vehicles on Approach	10

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Future 2045 Background Condition	0.1	10	1,785
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Met
Warrant Met	<u>NO</u>		



Major Street **Bastanchury Road**
 Minor Street **Osmond Street**

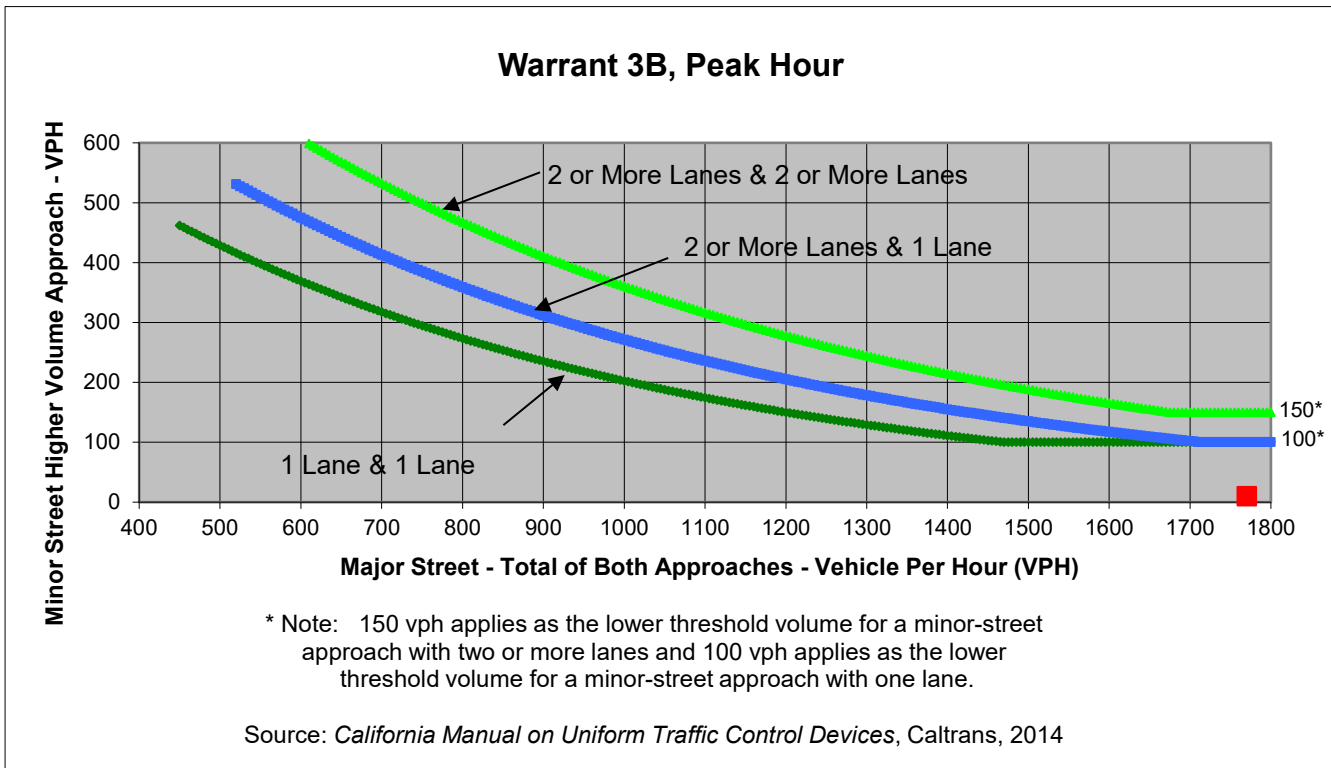
Project **LDS Yorba Linda**
 Scenario **Future 2045 Background Conditions**
 Peak Hour **AM**

Turn Movement Volumes

	NB	SB	EB	WB
Left	5	0	5	0
Through	0	0	820	945
Right	5	5	0	0
Total	10	5	825	945

Major Street Direction

	North/South
x	East/West



	Major Street	Minor Street	Warrant Met
	Bastanchury Road	Osmond Street	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	1,770	10	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Bastanchury Road
 Minor Street Osmond Street

Project LDS Yorba Linda
 Scenario Future 2045 Background Conditions
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	5	5	0	5
Through	0	0	945	645
Right	0	0	5	10
Total	5	5	950	660

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	35.9
Approach with Worst Case Delay	NB
Total Vehicles on Approach	5

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Future 2045 Background Condition	0	5	1,620
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Met
Warrant Met	<u>NO</u>		



Major Street **Bastanchury Road**
 Minor Street **Osmond Street**

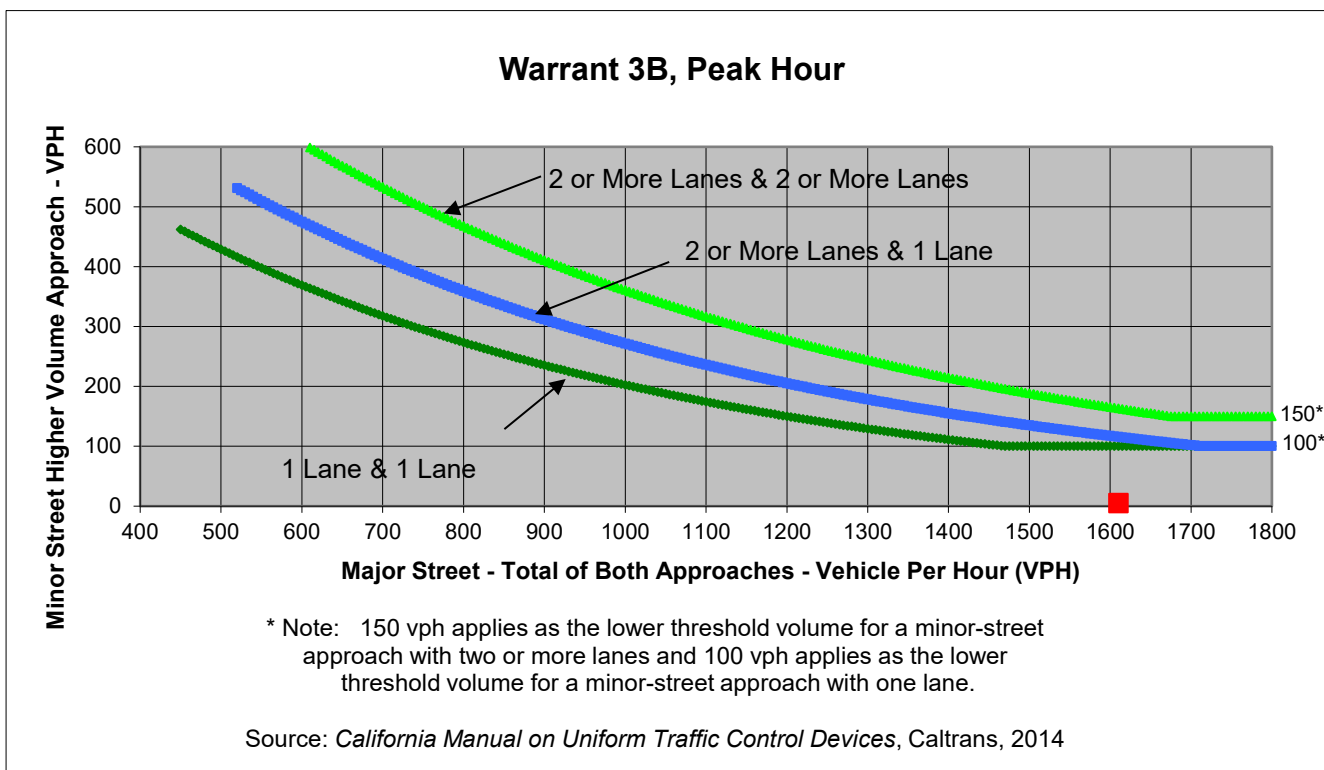
Project **LDS Yorba Linda**
 Scenario **Future 2045 Background Conditions**
 Peak Hour **PM**

Turn Movement Volumes

	NB	SB	EB	WB
Left	5	5	0	5
Through	0	0	945	645
Right	0	0	5	10
Total	5	5	950	660

Major Street Direction

	North/South
x	East/West



	Major Street Bastanchury Road	Minor Street Osmond Street	Warrant Met
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	1,610	5	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Bastanchury Road
 Minor Street Osmond Street

Project LDS Yorba Linda
 Scenario Future 2045 Plus Project Conditions
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	5	0	5	0
Through	0	0	822	954
Right	5	5	0	0
Total	10	5	827	954

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	45.7
Approach with Worst Case Delay	NB
Total Vehicles on Approach	10

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Future 2045 Plus Project Condition	0.1	10	1,796
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Met
Warrant Met	<u>NO</u>		



Major Street **Bastanchury Road**
 Minor Street **Osmond Street**

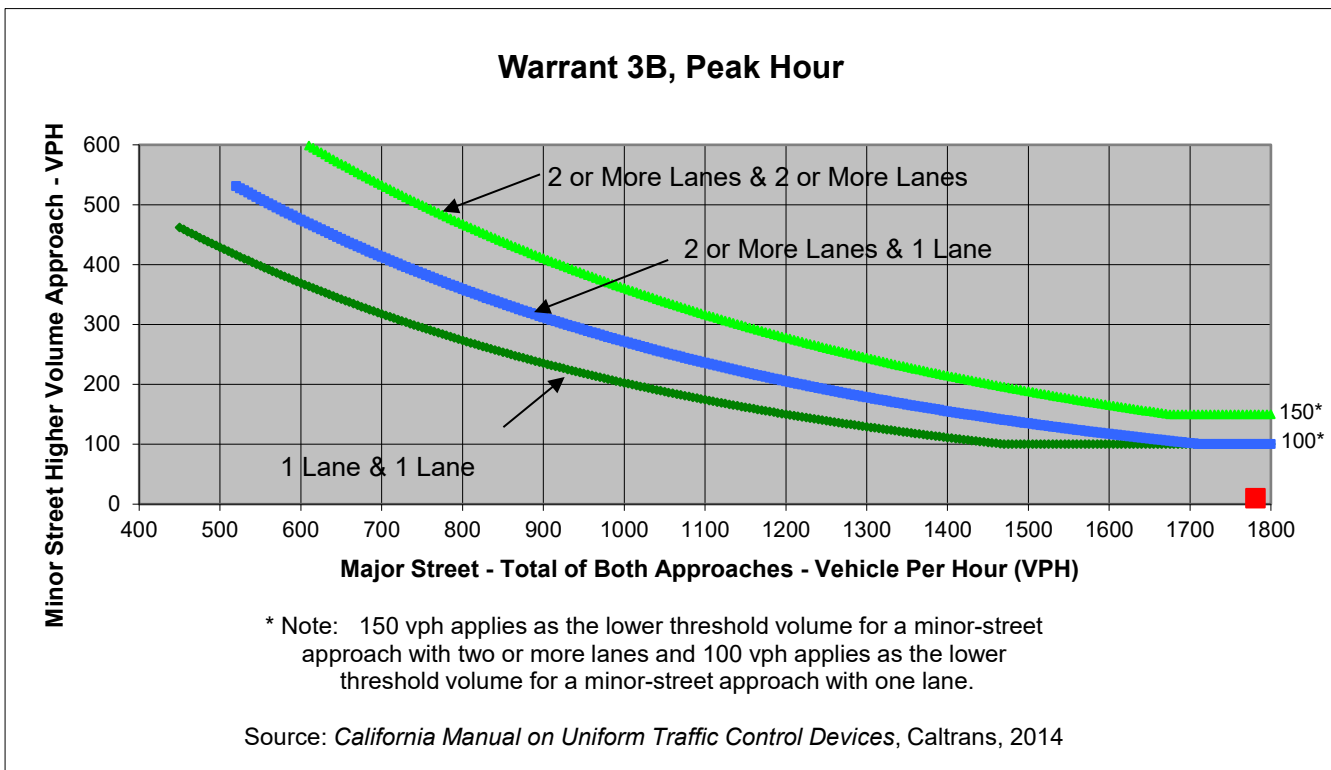
Project **LDS Yorba Linda**
 Scenario **Future 2045 Plus Project Conditions**
 Peak Hour **AM**

Turn Movement Volumes

	NB	SB	EB	WB
Left	5	0	5	0
Through	0	0	822	954
Right	5	5	0	0
Total	10	5	827	954

Major Street Direction

	North/South
x	East/West



	Major Street Bastanchury Road	Minor Street Osmond Street	Warrant Met
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	1,781	10	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Bastanchury Road
 Minor Street Osmond Street

Project LDS Yorba Linda
 Scenario Future 2045 Plus Project Conditions
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	5	5	0	5
Through	0	0	951	652
Right	0	0	5	10
Total	5	5	956	667

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	44.4
Approach with Worst Case Delay	NB
Total Vehicles on Approach	5

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Future 2045 Plus Project Condition	0.1	5	1,633
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Met
Warrant Met	<u>NO</u>		



Major Street **Bastanchury Road**
 Minor Street **Osmond Street**

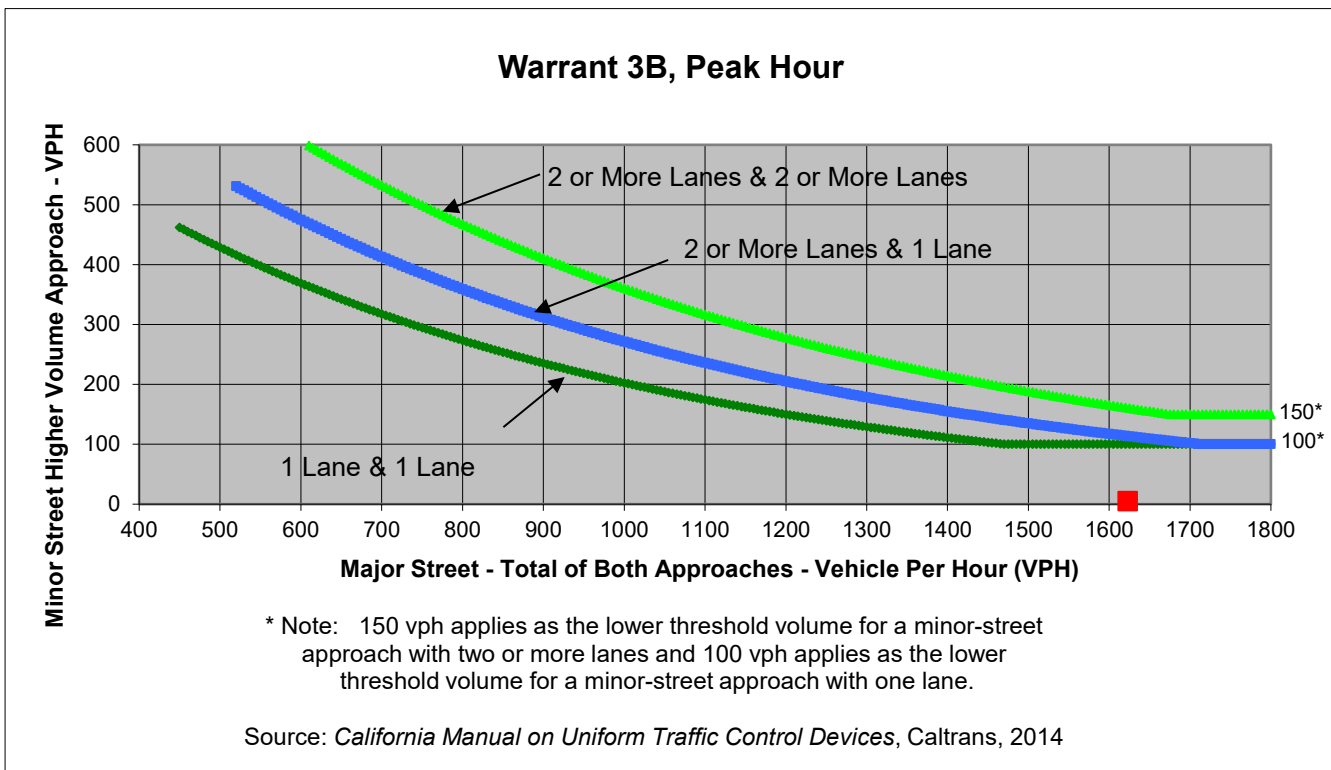
Project **LDS Yorba Linda**
 Scenario **Future 2045 Plus Project Conditions**
 Peak Hour **PM**

Turn Movement Volumes

	NB	SB	EB	WB
Left	5	5	0	5
Through	0	0	951	652
Right	0	0	5	10
Total	5	5	956	667

Major Street Direction

	North/South
x	East/West



	Major Street Bastanchury Road	Minor Street Osmond Street	Warrant Met
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	1,623	5	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.