

APPENDIX 1.1: APPROVED TRAFFIC STUDY SCOPING AGREEMENT

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DATE: March 8, 2024
TO: Tony Wang, City of Yorba Linda
FROM: Charlene So, Urban Crossroads
JOB NO: 15459-02 TA Scope

2021-2029 HOUSING ELEMENT UPDATE TRAFFIC STUDY SCOPING AGREEMENT (REVISION 1)

Urban Crossroads, Inc. is pleased to submit the following Traffic Study Scoping Agreement for the proposed Yorba Linda 2021-2029 Housing Element Update (**Project**). This letter describes the proposed analysis methodology, which has been used to establish the proposed Project study area and analysis locations. The following scope of work is based on the City of Yorba Linda’s Traffic Impact Analysis (TIA) Guidelines (dated May 2020) (**City Guidelines**).

PROPOSED PROJECT

The Yorba Linda Housing Element Update Traffic Study will analyze and identify potential traffic-related deficiencies resulting from the rezoning and revised General Plan land use development assumptions necessary to address the City of Yorba Linda’s regional housing needs assessment (RHNA) allocation. The Traffic Study will be used to support the proposed Addendum to the 2022 Housing Element Program Environmental Impact Report (PEIR). The Housing Element proposes a rezoning program of 18 vacant or underutilized sites for multi-family residential use at densities of 10 to 35 units per acre. The Yorba Linda 2021 – 2029 Housing Element will revise the General Plan land use and development intensities for the identified sites to accommodate approximately 1,747 additional dwelling units for a total of 1,929 dwelling units (including the existing zoning), which is an overall reduction of 481 units from the certified 2022 Housing Element PEIR.

The traffic study will evaluate the proposed development intensities expected for the changes to the sites and assess the potential traffic deficiencies that result from the implementation of the rezoning and changes to land use. Table 1 summarizes the changes to the Housing Element sites as proposed for the current Addendum, and Exhibit 1 shows the respective locations of each site. Exhibit 2 identifies the locations of each of the currently proposed Housing Element sites summarized in Table 2.

EXHIBIT 1: CHANGES TO HOUSING ELEMENT SITES

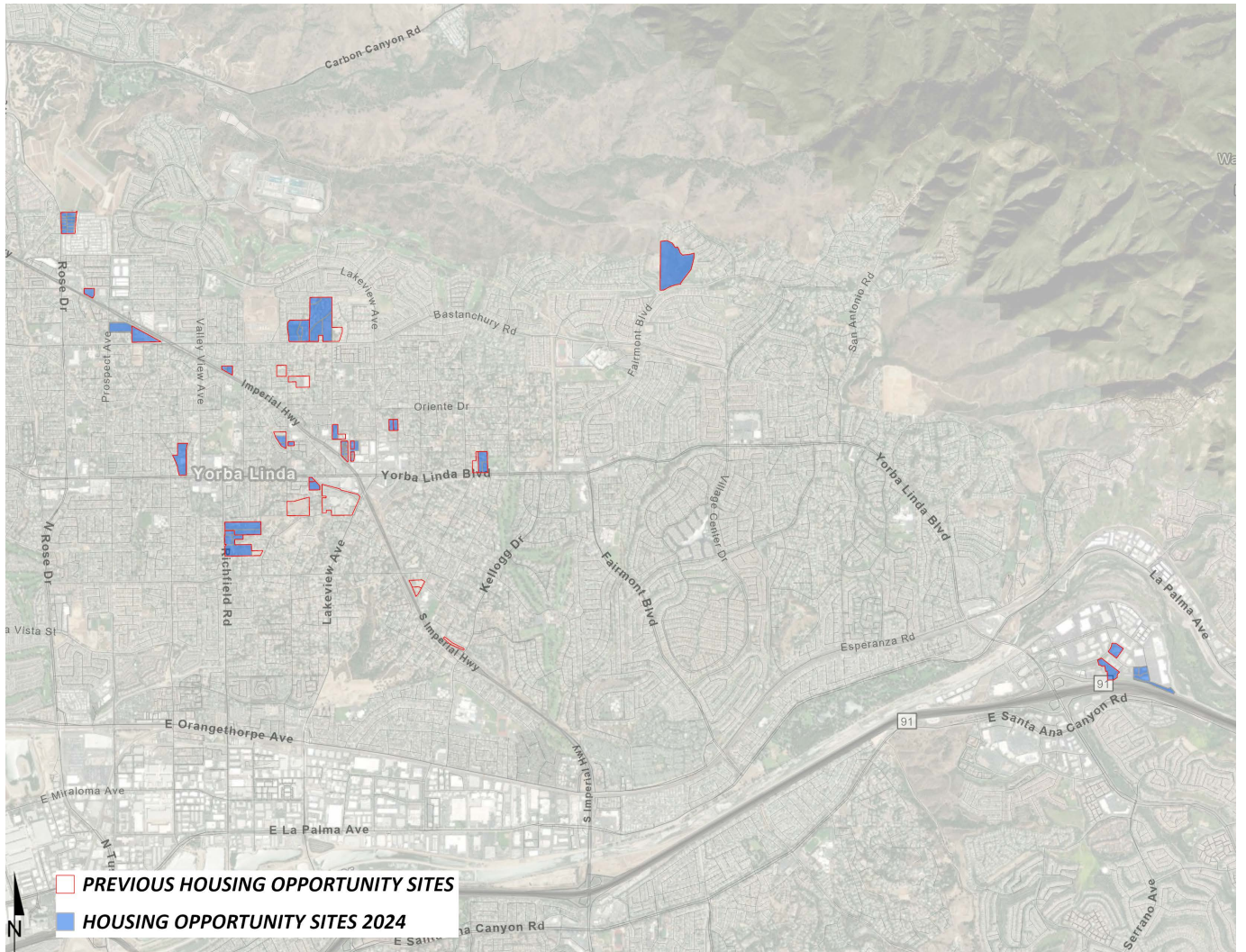


TABLE 1: PROPOSED CHANGES TO HOUSING ELEMENT SITES

HE Site ID	Site	Acres	Existing Current Zoning	Certified 2022 PEIR		Addendum to 2022 PEIR	
				2022 PEIR Proposed Zoning	Total Net Unit Potential	Proposed Zoning	Total Net Unit Potential
S1-021	W. of 16951 Imperial Highway	1.76	CG	Commercial Mixed Use Overlay	62	Commercial Mixed Use Overlay	62
S1-200	SEC Rose Dr. & Blake Rd.	5.94	RE	RM-20 w/ Affordable Overlay	208	RM-20 w/ Affordable Overlay	208
S2-008	17151 Bastanchury Rd.	4.92	RE	Congregational Land Overlay	60	Congregational Land Overlay	60
S3-012	5320 Richfield Rd.	9.48	RU	Congregational Land Overlay	55	Congregational Land Overlay	55
S3-207	5300-5392 Richfield Rd.	8.83	RU	RM-20 w/ Affordable Overlay	340	RM-10	88
S2-013	4861 Liverpool St.	6.2	RU	Congregational Land Overlay	40	Congregational Land Overlay	40
S3-074	18132 Yorba Linda Bl.	0.42	CG	RM-20 w/ Affordable Overlay	15	* Site Removed *	
S3-024	Friends Church Overflow Parking	17.45	RE	Congregational Land Overlay	48	Congregational Land Overlay	48
S3-033	4382 Eureka Av.	3.88	RS	Congregational Land Overlay	30	* Site Removed *	
S3-210	18111 Bastanchury Rd.	9.23	PD-26	Congregational Land Overlay	105	Congregational Land Overlay	105
S3-082	4791 & 4811 Eureka Av.	1.75	CG	RM-20 w/ Affordable Overlay	61	RM-20 w/ Affordable Overlay	61
S4-075	4742 Plumosa Dr.	1.62	CG	RM-20 w/ Affordable Overlay	57	RM-20 w/ Affordable Overlay	57
S6-015	22722 Old Canal Rd.	2.56	PD	Affordable Housing Overlay	89	PD RM-60	154
S6-020	22711 Oak Crest Circle	10.35	PD	RM-20 w/ Affordable Housing Overlay	143	PD RM-60	242
S7-001	Bryant Ranch Shopping Center	9.15	CG	Commercial Mixed Use Overlay	320	* Site Removed *	
S3-034	4341 Eureka Av.	2.19	RS	RM	22	* Site Removed *	
S3-203	18101-18251 Bastanchury Rd.	19.58	PD	PD	228	PD	98
S3-205A	5225 & 5227 Highland Av.	7.08	RE	RM	71	* Site Removed *	
S4-200	18597-18602 Altrudy Ln.	2.0	RS	RM-20	40	RM-20	40
S4-204A	19045 Yorba Linda Bl.	1.85	RE	Congregational Land Overlay	17	* Site Removed *	
S4-204B	19081-19111 Yorba Linda Bl.	3.9	RE	RM-20	78	RM-20	78
S3-211	17651 Imperial Highway	2.32	RS	RM	23	RM	23
S4-053	SWC of Kellogg Dr. & Grandview Av.	0.98	RE	RM	10	* Site Removed *	
S4-060	5541 S. Ohio St.	0.96	RE	RM	10	* Site Removed *	
S4-201	5531 S. Ohio St.	1.82	RE	RM	18	* Site Removed *	
S5-008	Fairmont Bl.	9.0	PD	RM	230	PD	30
S7-005	NEC of Camino del Bryant & Meadowland	3.06	RU	RM	30	* Site Removed *	
S6-025	Bac Tran Savi Ranch Site	23.0	PD	Not Evaluated		PD RM-60	480
		148.28		TOTAL	2,410	TOTAL	1,929

EXHIBIT 2: CURRENTLY PROPOSED HOUSING ELEMENT SITE LOCATION MAP

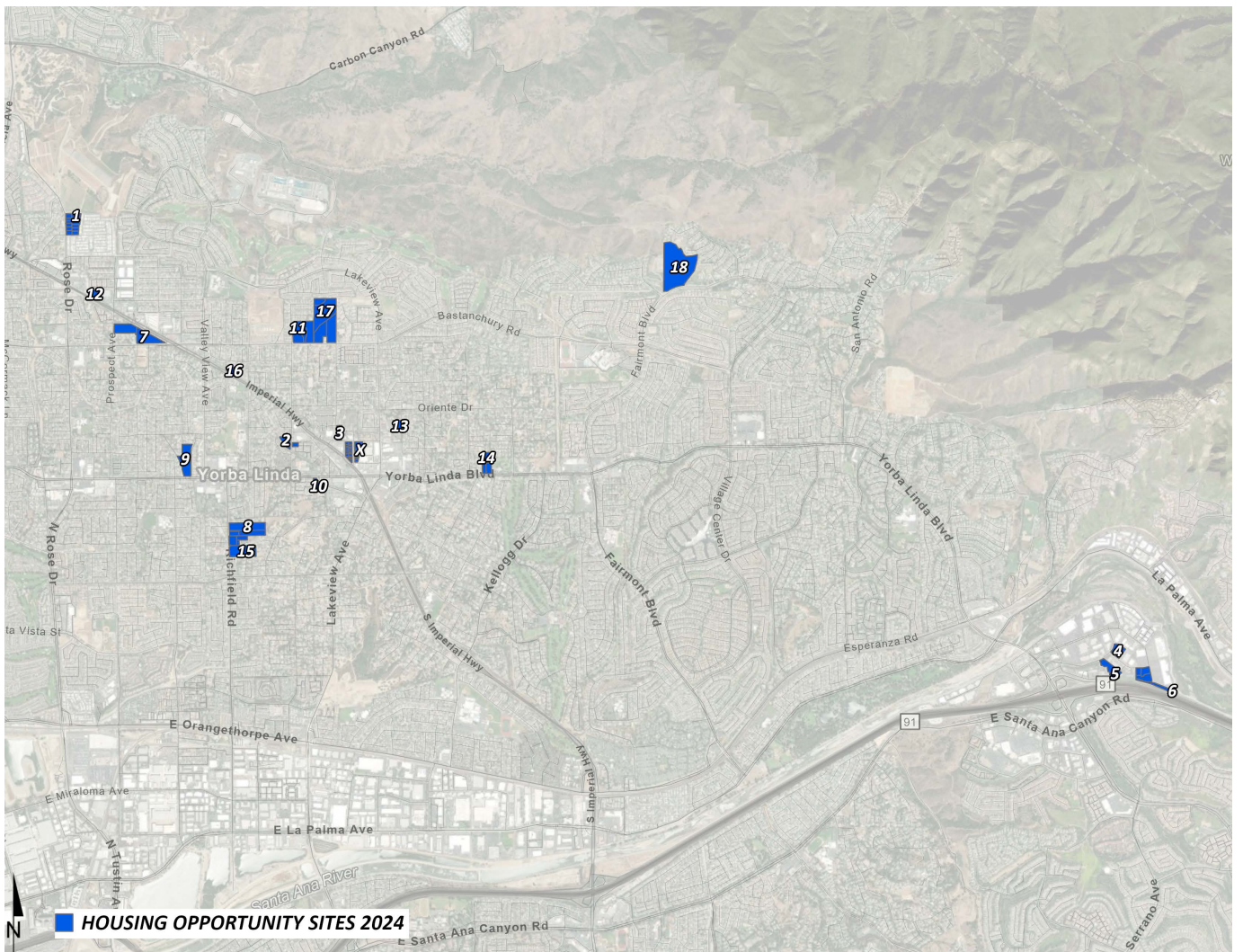


TABLE 2: SUMMARY OF HOUSING ELEMENT SITES

#	HE Site ID	Site	Acres	Proposed Zoning	Total Net Unit Potential
Affordable Housing Overlay (AHO) Sites (up to 35 units/acre):					
1	S1-200	SEC Rose Dr. & Blake Rd.	5.94	RM-20 w/ Affordable Overlay	208
2	S3-082	4791 & 4811 Eureka Av.	1.75	RM-20 w/ Affordable Overlay	61
3	S4-075	4742 Plumosa Dr.	1.62	RM-20 w/ Affordable Overlay	57
RM-60 Sites (between 20-60 units/acre):					
4	S6-015	22722 Old Canal Rd.	2.56	PD RM-60	154
5	S6-020	22711 Oak Crest Circle	10.35	PD RM-60	242
6	S6-025	Bac Tran Savi Ranch Site	23.0	PD RM-60	480
Congregational Land Overlay (CLO) Sites (up to 35 units/acre):					
7	S2-008	17151 Bastanchury Rd.	4.92	Congregational Land Overlay	60
8	S3-012	5320 Richfield Rd.	9.48	Congregational Land Overlay	55
9	S2-013	4861 Liverpool St.	6.2	Congregational Land Overlay	40
10	S3-024	Friends Church Overflow Parking	17.45	Congregational Land Overlay	48
11	S3-210	18111 Bastanchury Rd.	9.23	Congregational Land Overlay	105
Mixed Use Overlay (MUO) Sites (up to 35 units/acre):					
12	S1-021	W. of 16951 Imperial Highway	1.76	Commercial Mixed Use Overlay	62
RM-20 Sites (up to 20 units/acre):					
13	S4-200	18597-18602 Altrudy Ln.	2.0	RM-20	40
14	S4-204B	19081-19111 Yorba Linda Bl.	3.9	RM-20	78
RM Sites (up to 10 units/acre):					
15	S3-207	5300-5392 Richfield Rd.	8.83	RM-10	88
16	S3-211	17651 Imperial Highway	2.32	RM	23
Planned Development (PD) Sites:					
17	S3-203	18101-18251 Bastanchury Rd.	19.58	PD	98
18	S5-008	Fairmont Bl.	9.0	PD	30
TOTAL			139.89	TOTAL	1,929

ANALYSIS SCENARIOS

Consistent with the City's Guidelines, intersection analysis will be provided for the following analysis scenarios:

- Existing (2024) Conditions
- Horizon Year (2045) Without Project Conditions
- Horizon Year (2045) With Project Conditions

All study area intersections will be evaluated using the Highway Capacity Manual (HCM) 7th Edition and Intersection Capacity Utilization (ICU) methodologies. ICU calculations shall use 1,700 vehicles per hour as the capacity.

The Horizon Year Without Project scenario represents the currently adopted land use intensities based on the City of Yorba Linda General Plan as well as key cumulative development projects in the Cities of Yorba Linda and Brea. The With Project scenario reflects buildout of the proposed Draft Housing Element (i.e., rezoning of the 18 vacant or underutilized sites to multi-family residential use with densities ranging from 10 to 30 units per acre). Specifically, the latest version of the Orange County Transportation Analysis Model (OCTAM, Version 5.0) traffic model will be updated to include the proposed zoning changes (for the proposed Project). The proposed study area to be evaluated is shown on Exhibit 3 and listed in Table 3. The locations reflected are consistent with those evaluated previously.

EXHIBIT 3: STUDY AREA

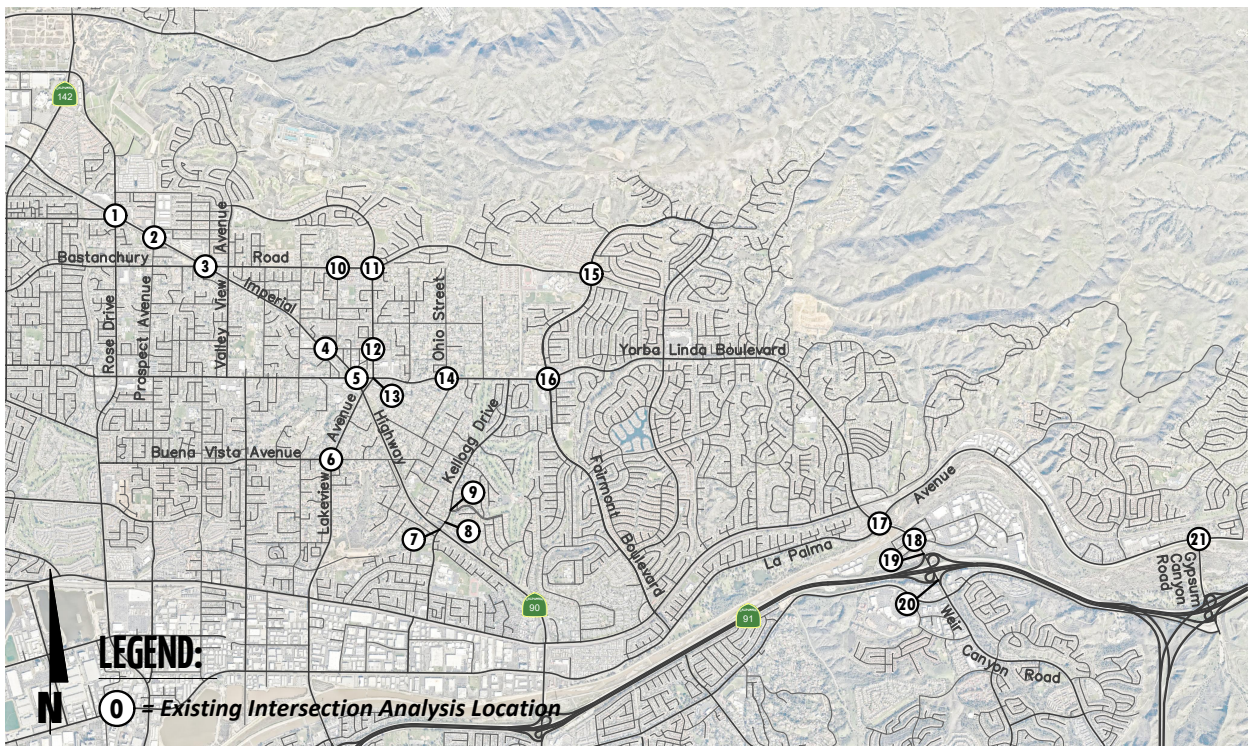


TABLE 3: LIST OF STUDY AREA INTERSECTIONS

#	Intersections	Jurisdiction
1	Rose Dr. & Imperial Highway	Placentia/Caltrans
2	Prospect Av. & Imperial Highway	Yorba Linda
3	Imperial Highway & Bastanchury Rd.	Yorba Linda
4	Imperial Highway & Lemon Dr.	Yorba Linda
5	Imperial Highway & Yorba Linda Bl.	Yorba Linda
6	Lakeview Av. & Buena Vista Av.	Yorba Linda
7	Imperial Highway EB Ramps & Kellogg Dr.	Anaheim/Caltrans
8	Imperial Highway NB Ramps & Kellogg Dr.	Yorba Linda/Caltrans
9	Grandview Av. & Kellogg Dr.	Yorba Linda
10	Plumosa Dr. & Bastanchury Rd.	Yorba Linda
11	Lakeview Av. & Bastanchury Rd.	Yorba Linda
12	Lakeview Av. & Lemon Dr.	Yorba Linda
13	Lakeview Av. & Yorba Linda Bl.	Yorba Linda
14	Ohio St. & Yorba Linda Bl.	Yorba Linda
15	Fairmont Bl. & Bastanchury Rd.	Yorba Linda
16	Fairmont Bl. & Yorba Linda Bl.	Yorba Linda
17	Yorba Linda Bl. & La Palma Av.	Yorba Linda
18	Yorba Linda Bl. & Savi Ranch Pkwy.	Yorba Linda/Anaheim
19	Weir Canyon Rd. & SR-91 WB Ramps	Yorba Linda/Anaheim/Caltrans
20	Weir Canyon Rd. & SR-91 EB Ramps	Anaheim/Caltrans
21	Gypsum Canyon Rd. & La Palma Av.	Yorba Linda

EXISTING COUNT DATA

New traffic counts have been collected in February 2024 on a typical weekday when local schools were open and operating on normal bell schedules. No additional adjustments are proposed for the purpose of establishing the existing baseline conditions (except for adjustments needed for volume balancing). The traffic counts were collected for the following peak hours based on the historic observed peak period within the study area:

- Weekday AM Peak Hour (7:00-9:00 AM)
- Weekday PM Peak Hour (4:00-6:15 PM)

TRANSPORTATION EFFECTS

Per the City Guidelines, Project traffic volumes resulting in a 1% increase in the volume-to-capacity ratio of a deficient intersection (LOS E or F) as compared to the No Project condition will require intersection improvements. Any study intersection that identifies a deficiency based on the City Guidelines will also identify intersection improvements needed to maintain acceptable LOS. The fair share cost for the identified improvements in the cumulative condition will also be calculated.

VEHICLE MILES TRAVELED (VMT)

Up to 18 housing element sites will be evaluated as part of a “project-level” VMT analysis comparing VMT per service population for the proposed Housing Element to the City’s adopted VMT impact thresholds as described in the City Guidelines. VMT per service population will be calculated for the following analysis scenarios:

- Baseline year (2024) With Project Conditions (using results from straight-line linear interpolation of OCTAM 2016 base year model and OCTAM 2045 cumulative year model)
- Cumulative Year (2045) (using OCTAM 2045 cumulative year model)

If potential impacts are identified, Urban Crossroads will provide a list of potential VMT reduction measures consistent with the Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (CAPCOA 2021). As this analysis is in support of a programmatic level environmental document, the list of mitigation measures will be provided that are applicable to residential development projects, however, future implementing projects will need to conduct their own project-level VMT analysis and if required VMT reduction mitigation as needed to achieve the City of Yorba Linda’s VMT impact thresholds.

SPECIAL ISSUES

The following special issues will also be addressed:

- *Traffic Signal Warrant Analysis*: Traffic signal warrant analysis will be performed for all full-access unsignalized study area intersections utilizing the California MUTCD peak-hour warrants for existing intersections, and the Caltrans daily (Planning level) warrant for new intersections.

If you have any questions or comments, I can be reached at cso@urbanxroads.com.

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APPENDIX 4.1: TRAFFIC COUNTS – FEBRUARY 2024

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

File Name : 01_YLA_Rose_Imp AM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 1

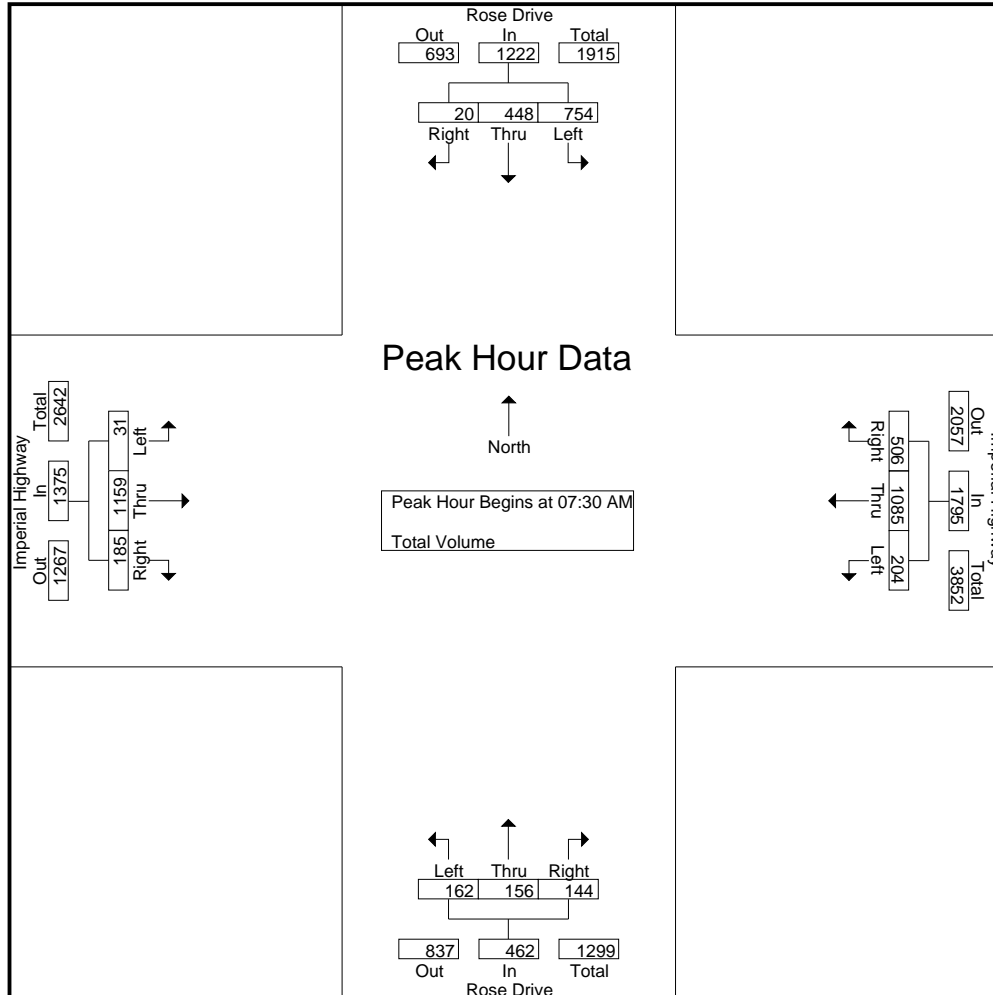
Groups Printed- Total Volume

Start Time	Rose Drive Southbound					Imperial Highway Westbound					Rose Drive Northbound					Imperial Highway Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	135	111	3	2	249	27	168	87	25	282	12	20	13	8	45	3	210	29	4	242	39	818	857
07:15 AM	156	113	2	1	271	44	206	97	44	347	23	21	29	19	73	5	244	43	8	292	72	983	1055
07:30 AM	206	97	6	3	309	63	257	111	50	431	38	26	38	11	102	7	298	54	3	359	67	1201	1268
07:45 AM	201	102	4	3	307	30	305	132	47	467	44	47	40	16	131	8	317	46	4	371	70	1276	1346
Total	698	423	15	9	1136	164	936	427	166	1527	117	114	120	54	351	23	1069	172	19	1264	248	4278	4526
08:00 AM	186	137	3	1	326	60	262	136	63	458	40	38	28	13	106	10	287	41	8	338	85	1228	1313
08:15 AM	161	112	7	0	280	51	261	127	69	439	40	45	38	20	123	6	257	44	4	307	93	1149	1242
08:30 AM	147	114	10	4	271	33	248	120	50	401	43	38	20	14	101	4	210	39	4	253	72	1026	1098
08:45 AM	160	99	3	1	262	34	245	149	61	428	38	30	28	11	96	9	241	53	3	303	76	1089	1165
Total	654	462	23	6	1139	178	1016	532	243	1726	161	151	114	58	426	29	995	177	19	1201	326	4492	4818
Grand Total	1352	885	38	15	2275	342	1952	959	409	3253	278	265	234	112	777	52	2064	349	38	2465	574	8770	9344
Apprch %	59.4	38.9	1.7			10.5	60	29.5			35.8	34.1	30.1			2.1	83.7	14.2					
Total %	15.4	10.1	0.4		25.9	3.9	22.3	10.9		37.1	3.2	3	2.7		8.9	0.6	23.5	4		28.1	6.1	93.9	

Start Time	Rose Drive Southbound				Imperial Highway Westbound				Rose Drive Northbound				Imperial Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	206	97	6	309	63	257	111	431	38	26	38	102	7	298	54	359	1201
07:45 AM	201	102	4	307	30	305	132	467	44	47	40	131	8	317	46	371	1276
08:00 AM	186	137	3	326	60	262	136	458	40	38	28	106	10	287	41	338	1228
08:15 AM	161	112	7	280	51	261	127	439	40	45	38	123	6	257	44	307	1149
Total Volume	754	448	20	1222	204	1085	506	1795	162	156	144	462	31	1159	185	1375	4854
% App. Total	61.7	36.7	1.6		11.4	60.4	28.2		35.1	33.8	31.2		2.3	84.3	13.5		
PHF	.915	.818	.714	.937	.810	.889	.930	.961	.920	.830	.900	.882	.775	.914	.856	.927	.951

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

File Name : 01_YLA_Rose_Imp AM
 Site Code : 05124172
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City of Yorba Linda
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 Page No : 3

Start Time	Rose Drive Southbound				Imperial Highway Westbound				Rose Drive Northbound				Imperial Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	206	97	6	309	63	257	111	431	38	26	38	102	7	298	54	359	
+15 mins.	201	102	4	307	30	305	132	467	44	47	40	131	8	317	46	371	
+30 mins.	186	137	3	326	60	262	136	458	40	38	28	106	10	287	41	338	
+45 mins.	161	112	7	280	51	261	127	439	40	45	38	123	6	257	44	307	
Total Volume	754	448	20	1222	204	1085	506	1795	162	156	144	462	31	1159	185	1375	
% App. Total	61.7	36.7	1.6		11.4	60.4	28.2		35.1	33.8	31.2		2.3	84.3	13.5		
PHF	.915	.818	.714	.937	.810	.889	.930	.961	.920	.830	.900	.882	.775	.914	.856	.927	

City of Yorba Linda
 N/S: Rose Drive
 E/W: Imperial Highway
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File Name : 01_YLA_Rose_Imp PM
 Site Code : 05124172
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 Page No : 1

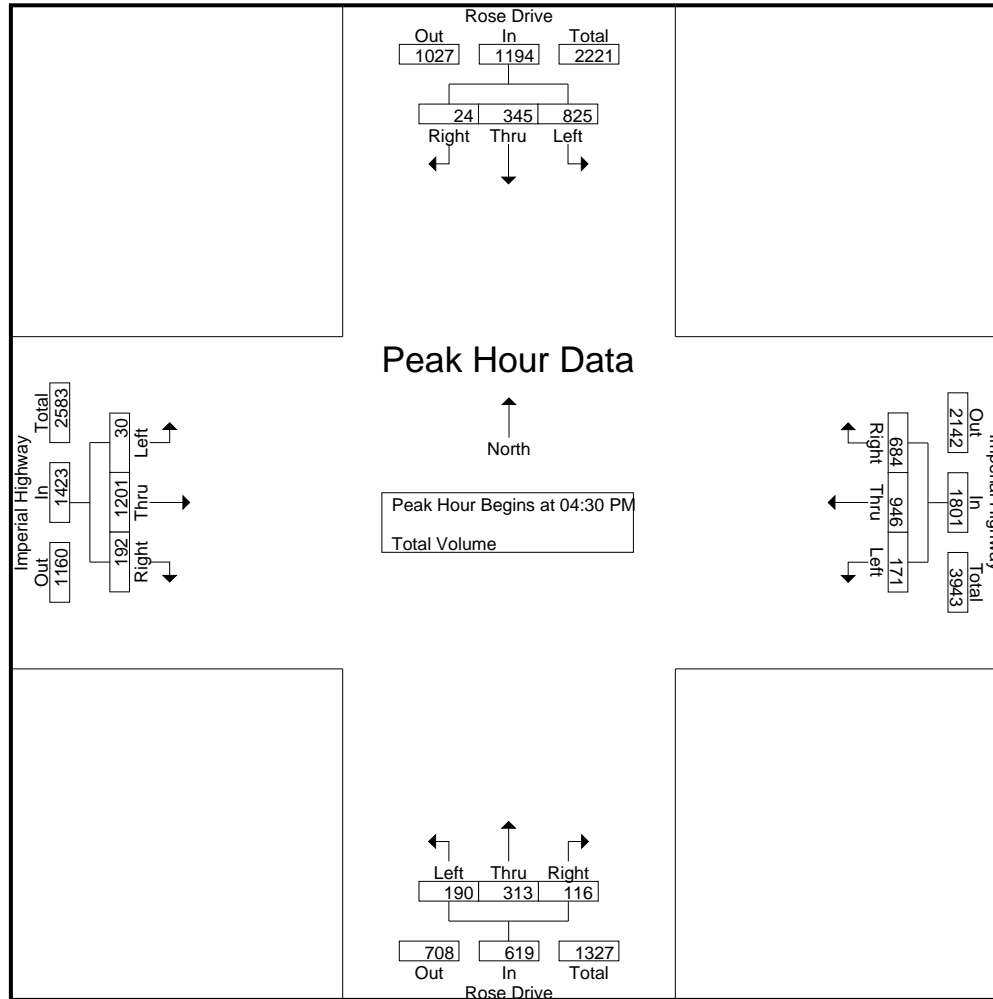
Groups Printed- Total Volume

Start Time	Rose Drive Southbound					Imperial Highway Westbound					Rose Drive Northbound					Imperial Highway Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	179	99	1	0	279	46	203	170	68	419	34	108	27	14	169	19	266	35	6	320	88	1187	1275
04:15 PM	201	84	7	6	292	23	188	136	77	347	44	105	39	11	188	9	296	51	10	356	104	1183	1287
04:30 PM	218	83	2	1	303	48	237	169	103	454	46	75	27	8	148	8	309	50	2	367	114	1272	1386
04:45 PM	204	76	7	4	287	41	227	164	85	432	53	74	27	15	154	3	330	52	6	385	110	1258	1368
Total	802	342	17	11	1161	158	855	639	333	1652	177	362	120	48	659	39	1201	188	24	1428	416	4900	5316
05:00 PM	191	84	8	3	283	36	227	174	84	437	41	94	30	16	165	10	267	48	6	325	109	1210	1319
05:15 PM	212	102	7	3	321	46	255	177	81	478	50	70	32	11	152	9	295	42	5	346	100	1297	1397
05:30 PM	194	79	4	1	277	39	230	150	65	419	45	95	18	13	158	10	296	37	10	343	89	1197	1286
05:45 PM	192	45	7	3	244	43	215	158	86	416	42	72	25	9	139	10	276	35	2	321	100	1120	1220
Total	789	310	26	10	1125	164	927	659	316	1750	178	331	105	49	614	39	1134	162	23	1335	398	4824	5222
06:00 PM	162	53	12	7	227	50	172	129	54	351	52	87	15	7	154	8	191	25	5	224	73	956	1029
Grand Total	1753	705	55	28	2513	372	1954	1427	703	3753	407	780	240	104	1427	86	2526	375	52	2987	887	10680	11567
Apprch %	69.8	28.1	2.2			9.9	52.1	38			28.5	54.7	16.8			2.9	84.6	12.6					
Total %	16.4	6.6	0.5		23.5	3.5	18.3	13.4		35.1	3.8	7.3	2.2		13.4	0.8	23.7	3.5		28	7.7	92.3	

Start Time	Rose Drive Southbound				Imperial Highway Westbound				Rose Drive Northbound				Imperial Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	218	83	2	303	48	237	169	454	46	75	27	148	8	309	50	367	1272
04:45 PM	204	76	7	287	41	227	164	432	53	74	27	154	3	330	52	385	1258
05:00 PM	191	84	8	283	36	227	174	437	41	94	30	165	10	267	48	325	1210
05:15 PM	212	102	7	321	46	255	177	478	50	70	32	152	9	295	42	346	1297
Total Volume	825	345	24	1194	171	946	684	1801	190	313	116	619	30	1201	192	1423	5037
% App. Total	69.1	28.9	2		9.5	52.5	38		30.7	50.6	18.7		2.1	84.4	13.5		
PHF	.946	.846	.750	.930	.891	.927	.966	.942	.896	.832	.906	.938	.750	.910	.923	.924	.971

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

File Name : 01_YLA_Rose_Imp PM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 2



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	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:00 PM				04:15 PM				
+0 mins.	218	83	2	303	48	237	169	454	34	108	27	169	9	296	51	356	
+15 mins.	204	76	7	287	41	227	164	432	44	105	39	188	8	309	50	367	
+30 mins.	191	84	8	283	36	227	174	437	46	75	27	148	3	330	52	385	
+45 mins.	212	102	7	321	46	255	177	478	53	74	27	154	10	267	48	325	
Total Volume	825	345	24	1194	171	946	684	1801	177	362	120	659	30	1202	201	1433	
% App. Total	69.1	28.9	2		9.5	52.5	38		26.9	54.9	18.2		2.1	83.9	14		
PHF	.946	.846	.750	.930	.891	.927	.966	.942	.835	.838	.769	.876	.750	.911	.966	.931	

Location: Yorba Linda
 N/S: Rose Drive
 E/W: Imperial Highway



Date: 2/27/2024
 Day: Tuesday

PEDESTRIANS

	North Leg Rose Drive	East Leg Imperial Highway	South Leg Rose Drive	West Leg Imperial Highway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	2	0	2
7:45 AM	1	0	0	4	5
8:00 AM	1	0	1	0	2
8:15 AM	0	0	0	1	1
8:30 AM	1	0	1	1	3
8:45 AM	0	1	5	1	7
TOTAL VOLUMES:	3	1	9	7	20

	North Leg Rose Drive	East Leg Imperial Highway	South Leg Rose Drive	West Leg Imperial Highway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	0	0	1
4:15 PM	0	0	1	1	2
4:30 PM	0	0	0	1	1
4:45 PM	0	0	0	2	2
5:00 PM	0	0	1	1	2
5:15 PM	1	2	1	0	4
5:30 PM	0	0	0	1	1
5:45 PM	1	0	0	1	2
6:00 PM	0	0	0	0	0
TOTAL VOLUMES:	3	2	3	7	15

Location: Yorba Linda
 N/S: Rose Drive
 E/W: Imperial Highway



Date: 2/27/2024
 Day: Tuesday

BICYCLES

	Southbound Rose Drive			Westbound Imperial Highway			Northbound Rose Drive			Eastbound Imperial Highway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1	0	0	0	0	0	0	0	2

	Southbound Rose Drive			Westbound Imperial Highway			Northbound Rose Drive			Eastbound Imperial Highway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	1	1	0	0	1	0	3
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	1	1	0	0	1	2	5

City of Yorba Linda
 N/S: Prospect Avenue
 E/W: Imperial Highway
 Weather: Clear

File Name : 02_YLA_Proc_Imp AM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 1

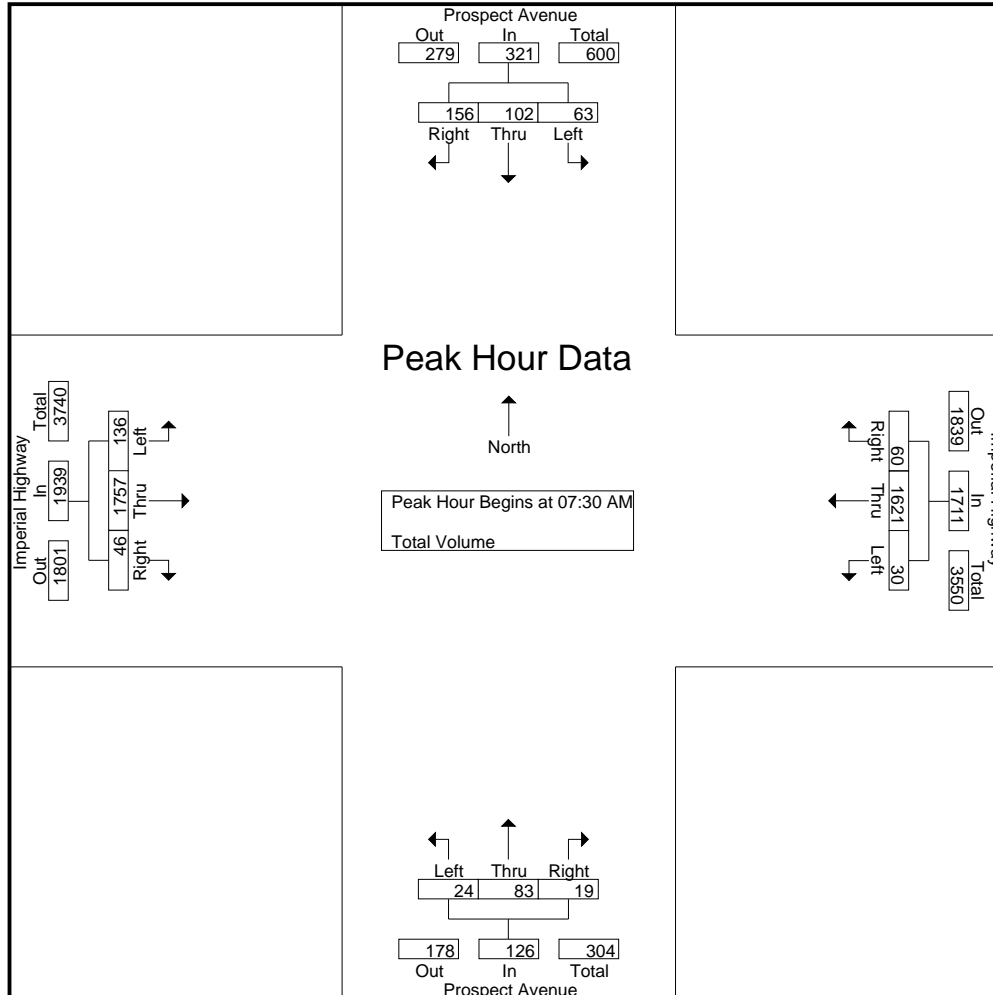
Groups Printed- Total Volume

Start Time	Prospect Avenue Southbound					Imperial Highway Westbound					Prospect Avenue Northbound					Imperial Highway Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	8	24	9	3	41	1	272	5	0	278	7	7	1	0	15	4	323	4	0	331	3	665	668
07:15 AM	7	19	9	6	35	4	332	13	0	349	5	16	3	1	24	22	372	10	0	404	7	812	819
07:30 AM	8	20	38	21	66	10	407	18	3	435	7	18	2	1	27	54	448	6	1	508	26	1036	1062
07:45 AM	18	26	43	28	87	12	398	23	2	433	6	32	9	3	47	55	446	19	0	520	33	1087	1120
Total	41	89	99	58	229	27	1409	59	5	1495	25	73	15	5	113	135	1589	39	1	1763	69	3600	3669
08:00 AM	22	30	50	28	102	7	416	9	0	432	4	16	5	0	25	17	441	11	0	469	28	1028	1056
08:15 AM	15	26	25	19	66	1	400	10	0	411	7	17	3	1	27	10	422	10	0	442	20	946	966
08:30 AM	13	18	25	15	56	8	369	18	2	395	10	20	1	0	31	13	320	10	0	343	17	825	842
08:45 AM	9	14	21	5	44	6	396	13	1	415	9	18	3	0	30	26	374	7	2	407	8	896	904
Total	59	88	121	67	268	22	1581	50	3	1653	30	71	12	1	113	66	1557	38	2	1661	73	3695	3768
Grand Total	100	177	220	125	497	49	2990	109	8	3148	55	144	27	6	226	201	3146	77	3	3424	142	7295	7437
Apprch %	20.1	35.6	44.3			1.6	95	3.5			24.3	63.7	11.9			5.9	91.9	2.2					
Total %	1.4	2.4	3		6.8	0.7	41	1.5		43.2	0.8	2	0.4		3.1	2.8	43.1	1.1		46.9	1.9	98.1	

Start Time	Prospect Avenue Southbound				Imperial Highway Westbound				Prospect Avenue Northbound				Imperial Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	8	20	38	66	10	407	18	435	7	18	2	27	54	448	6	508	1036
07:45 AM	18	26	43	87	12	398	23	433	6	32	9	47	55	446	19	520	1087
08:00 AM	22	30	50	102	7	416	9	432	4	16	5	25	17	441	11	469	1028
08:15 AM	15	26	25	66	1	400	10	411	7	17	3	27	10	422	10	442	946
Total Volume	63	102	156	321	30	1621	60	1711	24	83	19	126	136	1757	46	1939	4097
% App. Total	19.6	31.8	48.6		1.8	94.7	3.5		19	65.9	15.1		7	90.6	2.4		
PHF	.716	.850	.780	.787	.625	.974	.652	.983	.857	.648	.528	.670	.618	.980	.605	.932	.942

City of Yorba Linda
 N/S: Prospect Avenue
 E/W: Imperial Highway
 Weather: Clear

File Name : 02_YLA_Proc_Imp AM
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City of Yorba Linda
 N/S: Prospect Avenue
 E/W: Imperial Highway
 Weather: Clear

File Name : 02_YLA_Proc_Imp AM
 Site Code : 05124172
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Start Time	Prospect Avenue Southbound				Imperial Highway Westbound				Prospect Avenue Northbound				Imperial Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:45 AM				07:30 AM				
+0 mins.	8	20	38	66	10	407	18	435	6	32	9	47	54	448	6	508	
+15 mins.	18	26	43	87	12	398	23	433	4	16	5	25	55	446	19	520	
+30 mins.	22	30	50	102	7	416	9	432	7	17	3	27	17	441	11	469	
+45 mins.	15	26	25	66	1	400	10	411	10	20	1	31	10	422	10	442	
Total Volume	63	102	156	321	30	1621	60	1711	27	85	18	130	136	1757	46	1939	
% App. Total	19.6	31.8	48.6		1.8	94.7	3.5		20.8	65.4	13.8		7	90.6	2.4		
PHF	.716	.850	.780	.787	.625	.974	.652	.983	.675	.664	.500	.691	.618	.980	.605	.932	

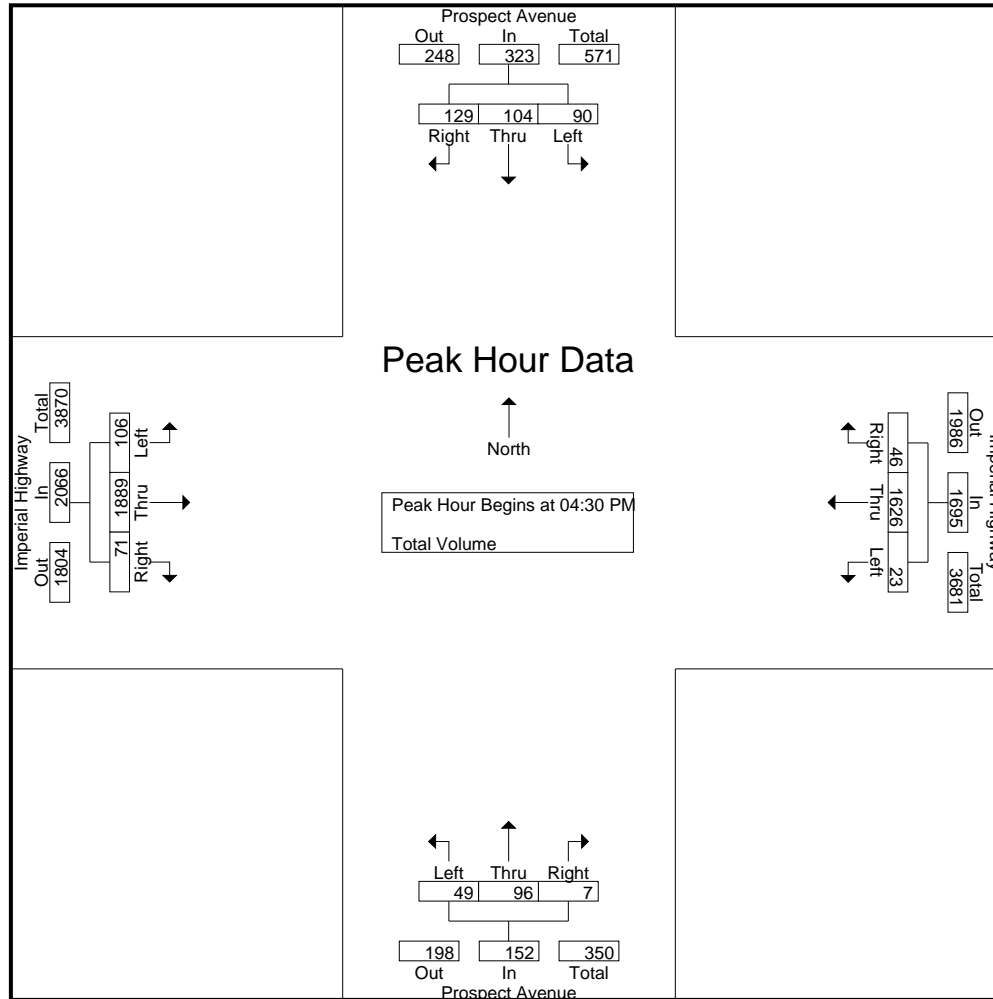
City of Yorba Linda
 N/S: Prospect Avenue
 E/W: Imperial Highway
 Weather: Clear

File Name : 02_YLA_Proc_Imp PM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 1

Groups Printed- Total Volume

Start Time	Prospect Avenue Southbound					Imperial Highway Westbound					Prospect Avenue Northbound					Imperial Highway Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	19	15	25	14	59	9	383	14	0	406	13	19	2	0	34	16	471	17	2	504	16	1003	1019
04:15 PM	27	29	18	8	74	12	313	17	0	342	9	37	3	0	49	23	434	14	1	471	9	936	945
04:30 PM	24	35	43	10	102	9	382	13	2	404	10	25	0	0	35	25	489	17	2	531	14	1072	1086
04:45 PM	28	21	35	14	84	7	385	10	1	402	13	25	4	1	42	29	490	19	4	538	20	1066	1086
Total	98	100	121	46	319	37	1463	54	3	1554	45	106	9	1	160	93	1884	67	9	2044	59	4077	4136
05:00 PM	22	25	26	13	73	3	411	10	0	424	6	26	1	0	33	26	440	10	0	476	13	1006	1019
05:15 PM	16	23	25	8	64	4	448	13	3	465	20	20	2	1	42	26	470	25	3	521	15	1092	1107
05:30 PM	24	24	33	10	81	10	370	14	3	394	13	19	5	2	37	24	444	19	2	487	17	999	1016
05:45 PM	13	19	22	7	54	6	382	20	0	408	15	25	2	0	42	21	438	15	0	474	7	978	985
Total	75	91	106	38	272	23	1611	57	6	1691	54	90	10	3	154	97	1792	69	5	1958	52	4075	4127
06:00 PM	24	18	21	7	63	6	305	9	2	320	8	17	2	0	27	16	383	10	2	409	11	819	830
Grand Total	197	209	248	91	654	66	3379	120	11	3565	107	213	21	4	341	206	4059	146	16	4411	122	8971	9093
Apprch %	30.1	32	37.9			1.9	94.8	3.4			31.4	62.5	6.2			4.7	92	3.3					
Total %	2.2	2.3	2.8		7.3	0.7	37.7	1.3		39.7	1.2	2.4	0.2		3.8	2.3	45.2	1.6		49.2	1.3	98.7	

Start Time	Prospect Avenue Southbound				Imperial Highway Westbound				Prospect Avenue Northbound				Imperial Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	24	35	43	102	9	382	13	404	10	25	0	35	25	489	17	531	1072
04:45 PM	28	21	35	84	7	385	10	402	13	25	4	42	29	490	19	538	1066
05:00 PM	22	25	26	73	3	411	10	424	6	26	1	33	26	440	10	476	1006
05:15 PM	16	23	25	64	4	448	13	465	20	20	2	42	26	470	25	521	1092
Total Volume	90	104	129	323	23	1626	46	1695	49	96	7	152	106	1889	71	2066	4236
% App. Total	27.9	32.2	39.9		1.4	95.9	2.7		32.2	63.2	4.6		5.1	91.4	3.4		
PHF	.804	.743	.750	.792	.639	.907	.885	.911	.613	.923	.438	.905	.914	.964	.710	.960	.970



City of Yorba Linda
 N/S: Prospect Avenue
 E/W: Imperial Highway
 Weather: Clear

File Name : 02_YLA_Proc_Imp PM
 Site Code : 05124172
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Start Time	Prospect Avenue Southbound				Imperial Highway Westbound				Prospect Avenue Northbound				Imperial Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:30 PM				04:00 PM				04:30 PM				
+0 mins.	27	29	18	74	9	382	13	404	13	19	2	34	25	489	17	531	
+15 mins.	24	35	43	102	7	385	10	402	9	37	3	49	29	490	19	538	
+30 mins.	28	21	35	84	3	411	10	424	10	25	0	35	26	440	10	476	
+45 mins.	22	25	26	73	4	448	13	465	13	25	4	42	26	470	25	521	
Total Volume	101	110	122	333	23	1626	46	1695	45	106	9	160	106	1889	71	2066	
% App. Total	30.3	33	36.6		1.4	95.9	2.7		28.1	66.2	5.6		5.1	91.4	3.4		
PHF	.902	.786	.709	.816	.639	.907	.885	.911	.865	.716	.563	.816	.914	.964	.710	.960	

Location: Yorba Linda
 N/S: Prospect Avenue
 E/W: Imperial Highway



Date: 2/27/2024
 Day: Tuesday

PEDESTRIANS

	North Leg Prospect Avenue Pedestrians	East Leg Imperial Highway Pedestrians	South Leg Prospect Avenue Pedestrians	West Leg Imperial Highway Pedestrians	
7:00 AM	0	1	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	1	0	0	0	1
7:45 AM	0	0	0	1	1
8:00 AM	1	0	0	1	2
8:15 AM	1	1	0	0	2
8:30 AM	3	0	2	0	5
8:45 AM	0	1	4	0	5
TOTAL VOLUMES:	6	3	6	2	17

	North Leg Prospect Avenue Pedestrians	East Leg Imperial Highway Pedestrians	South Leg Prospect Avenue Pedestrians	West Leg Imperial Highway Pedestrians	
4:00 PM	0	1	0	1	2
4:15 PM	0	0	0	2	2
4:30 PM	1	0	0	0	1
4:45 PM	0	0	1	0	1
5:00 PM	0	0	0	0	0
5:15 PM	1	0	0	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0
TOTAL VOLUMES:	2	1	1	3	7

Location: Yorba Linda
 N/S: Prospect Avenue
 E/W: Imperial Highway



Date: 2/27/2024
 Day: Tuesday

BICYCLES

	Southbound Prospect Avenue			Westbound Imperial Highway			Northbound Prospect Avenue			Eastbound Imperial Highway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1	0	0	0	0	0	0	0	2

	Southbound Prospect Avenue			Westbound Imperial Highway			Northbound Prospect Avenue			Eastbound Imperial Highway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
TOTAL VOLUMES:	0	4	0	0	0	0	0	1	0	0	0	0	5

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

File Name : 03_YLA_Imp_Bas AM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 1

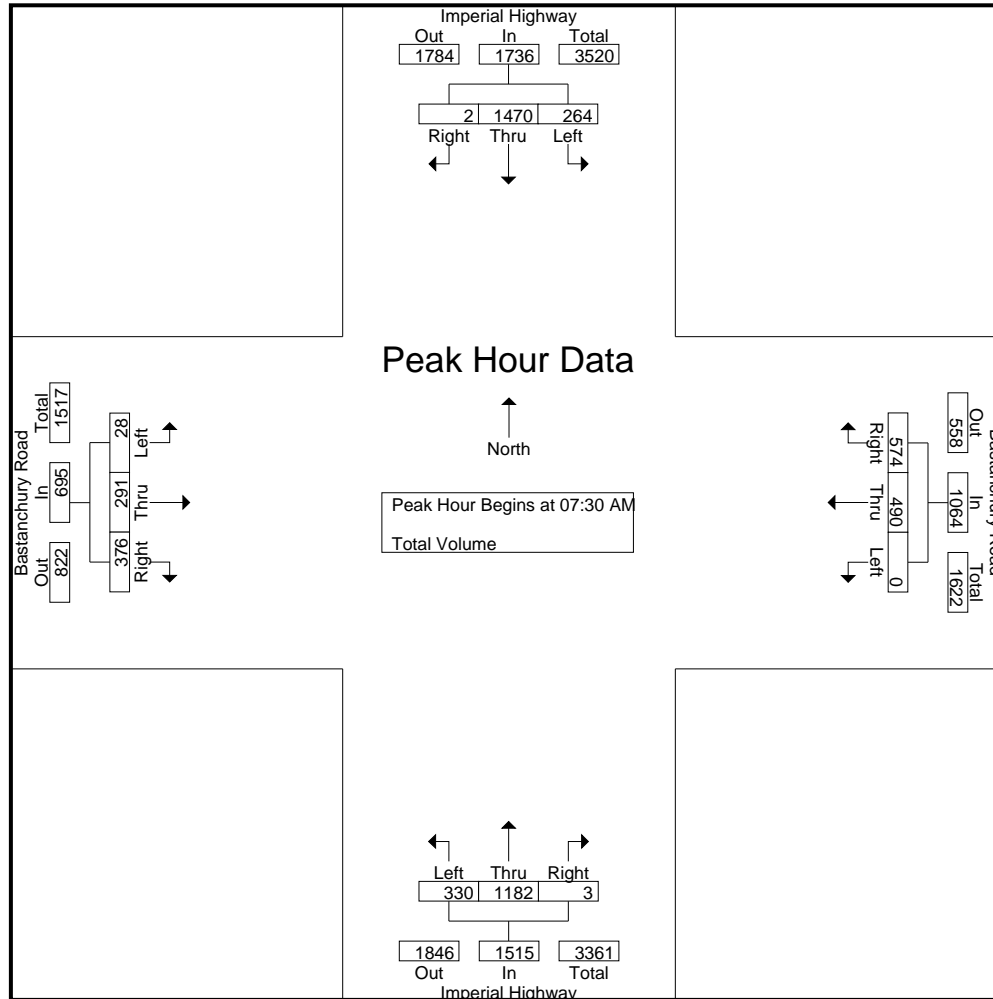
Groups Printed- Total Volume

Start Time	Imperial Highway Southbound					Bastanchury Road Westbound					Imperial Highway Northbound					Bastanchury Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	37	334	0	0	371	1	138	87	38	226	38	164	0	0	202	1	42	38	10	81	48	880	928
07:15 AM	38	340	0	0	378	0	88	101	44	189	58	245	0	0	303	1	73	59	21	133	65	1003	1068
07:30 AM	58	355	0	0	413	0	104	176	68	280	63	271	1	0	335	8	68	70	20	146	88	1174	1262
07:45 AM	60	376	0	0	436	0	117	157	42	274	81	281	0	0	362	12	87	85	24	184	66	1256	1322
Total	193	1405	0	0	1598	1	447	521	192	969	240	961	1	0	1202	22	270	252	75	544	267	4313	4580
08:00 AM	74	385	2	0	461	0	175	133	48	308	105	320	2	0	427	5	66	87	29	158	77	1354	1431
08:15 AM	72	354	0	0	426	0	94	108	43	202	81	310	0	0	391	3	70	134	34	207	77	1226	1303
08:30 AM	58	275	0	0	333	1	67	110	47	178	62	288	0	0	350	5	46	87	31	138	78	999	1077
08:45 AM	48	317	4	0	369	2	82	124	54	208	53	280	0	0	333	8	38	46	22	92	76	1002	1078
Total	252	1331	6	0	1589	3	418	475	192	896	301	1198	2	0	1501	21	220	354	116	595	308	4581	4889
Grand Total	445	2736	6	0	3187	4	865	996	384	1865	541	2159	3	0	2703	43	490	606	191	1139	575	8894	9469
Apprch %	14	85.8	0.2			0.2	46.4	53.4			20	79.9	0.1			3.8	43	53.2					
Total %	5	30.8	0.1		35.8	0	9.7	11.2		21	6.1	24.3	0		30.4	0.5	5.5	6.8		12.8	6.1	93.9	

Start Time	Imperial Highway Southbound				Bastanchury Road Westbound				Imperial Highway Northbound				Bastanchury Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	58	355	0	413	0	104	176	280	63	271	1	335	8	68	70	146	1174
07:45 AM	60	376	0	436	0	117	157	274	81	281	0	362	12	87	85	184	1256
08:00 AM	74	385	2	461	0	175	133	308	105	320	2	427	5	66	87	158	1354
08:15 AM	72	354	0	426	0	94	108	202	81	310	0	391	3	70	134	207	1226
Total Volume	264	1470	2	1736	0	490	574	1064	330	1182	3	1515	28	291	376	695	5010
% App. Total	15.2	84.7	0.1		0	46.1	53.9		21.8	78	0.2		4	41.9	54.1		
PHF	.892	.955	.250	.941	.000	.700	.815	.864	.786	.923	.375	.887	.583	.836	.701	.839	.925

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

File Name : 03_YLA_Imp_Bas AM
 Site Code : 05124172
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City of Yorba Linda
 N/S: Imperial Highway
 E/W: Bastanchury Road
 Weather: Clear

File Name : 03_YLA_Imp_Bas AM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 3

Start Time	Imperial Highway Southbound				Bastanchury Road Westbound				Imperial Highway Northbound				Bastanchury Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:45 AM				07:30 AM				
+0 mins.	58	355	0	413	0	104	176	280	81	281	0	362	8	68	70	146	
+15 mins.	60	376	0	436	0	117	157	274	105	320	2	427	12	87	85	184	
+30 mins.	74	385	2	461	0	175	133	308	81	310	0	391	5	66	87	158	
+45 mins.	72	354	0	426	0	94	108	202	62	288	0	350	3	70	134	207	
Total Volume	264	1470	2	1736	0	490	574	1064	329	1199	2	1530	28	291	376	695	
% App. Total	15.2	84.7	0.1		0	46.1	53.9		21.5	78.4	0.1		4	41.9	54.1		
PHF	.892	.955	.250	.941	.000	.700	.815	.864	.783	.937	.250	.896	.583	.836	.701	.839	

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

File Name : 03_YLA_Imp_Bas PM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 1

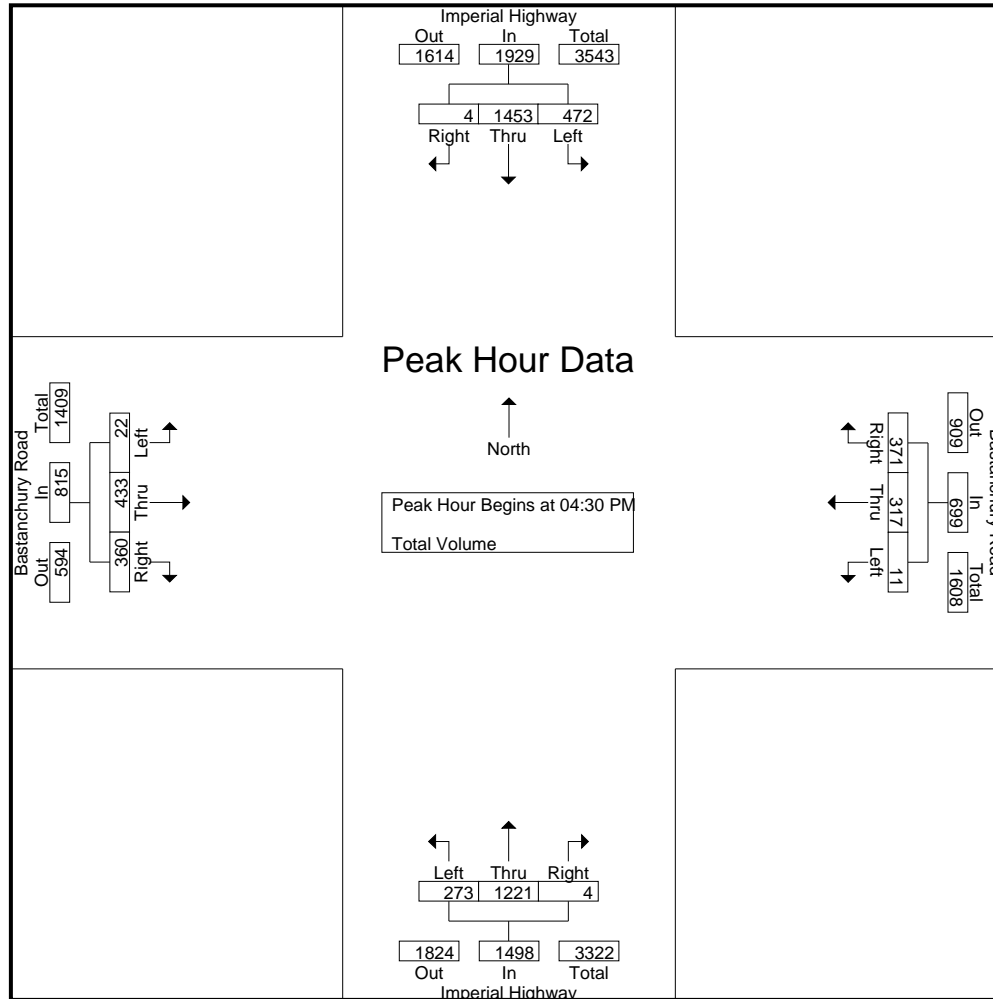
Groups Printed- Total Volume

Start Time	Imperial Highway Southbound					Bastanchury Road Westbound					Imperial Highway Northbound					Bastanchury Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	111	375	2	0	488	3	71	80	34	154	60	310	0	0	370	2	100	76	18	178	52	1190	1242
04:15 PM	96	374	1	0	471	2	98	74	36	174	44	275	0	0	319	8	109	105	23	222	59	1186	1245
04:30 PM	116	398	2	0	516	1	76	81	33	158	69	272	0	0	341	8	90	79	10	177	43	1192	1235
04:45 PM	120	381	2	0	503	3	85	103	31	191	72	294	1	0	367	5	106	89	30	200	61	1261	1322
Total	443	1528	7	0	1978	9	330	338	134	677	245	1151	1	0	1397	23	405	349	81	777	215	4829	5044
05:00 PM	121	340	0	0	461	3	68	94	31	165	61	315	1	0	377	5	120	105	28	230	59	1233	1292
05:15 PM	115	334	0	0	449	4	88	93	19	185	71	340	2	0	413	4	117	87	20	208	39	1255	1294
05:30 PM	109	342	1	0	452	6	70	87	28	163	60	292	2	0	354	4	109	95	25	208	53	1177	1230
05:45 PM	118	345	0	0	463	0	75	106	33	181	71	293	1	0	365	4	109	82	22	195	55	1204	1259
Total	463	1361	1	0	1825	13	301	380	111	694	263	1240	6	0	1509	17	455	369	95	841	206	4869	5075
06:00 PM	99	281	0	0	380	6	64	66	26	136	57	232	2	0	291	1	77	63	13	141	39	948	987
Grand Total	1005	3170	8	0	4183	28	695	784	271	1507	565	2623	9	0	3197	41	937	781	189	1759	460	10646	11106
Apprch %	24	75.8	0.2			1.9	46.1	52			17.7	82	0.3			2.3	53.3	44.4					
Total %	9.4	29.8	0.1		39.3	0.3	6.5	7.4		14.2	5.3	24.6	0.1		30	0.4	8.8	7.3		16.5	4.1	95.9	

Start Time	Imperial Highway Southbound				Bastanchury Road Westbound				Imperial Highway Northbound				Bastanchury Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	116	398	2	516	1	76	81	158	69	272	0	341	8	90	79	177	1192
04:45 PM	120	381	2	503	3	85	103	191	72	294	1	367	5	106	89	200	1261
05:00 PM	121	340	0	461	3	68	94	165	61	315	1	377	5	120	105	230	1233
05:15 PM	115	334	0	449	4	88	93	185	71	340	2	413	4	117	87	208	1255
Total Volume	472	1453	4	1929	11	317	371	699	273	1221	4	1498	22	433	360	815	4941
% App. Total	24.5	75.3	0.2		1.6	45.4	53.1		18.2	81.5	0.3		2.7	53.1	44.2		
PHF	.975	.913	.500	.935	.688	.901	.900	.915	.948	.898	.500	.907	.688	.902	.857	.886	.980

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

File Name : 03_YLA_Imp_Bas PM
 Site Code : 05124172
 Start Date : 2/27/2024
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City of Yorba Linda
 N/S: Imperial Highway
 E/W: Bastanchury Road
 Weather: Clear

File Name : 03_YLA_Imp_Bas PM
 Site Code : 05124172
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Start Time	Imperial Highway Southbound				Bastanchury Road Westbound				Imperial Highway Northbound				Bastanchury Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	111	375	2	488	3	85	103	191	72	294	1	367	5	106	89	200	
+15 mins.	96	374	1	471	3	68	94	165	61	315	1	377	5	120	105	230	
+30 mins.	116	398	2	516	4	88	93	185	71	340	2	413	4	117	87	208	
+45 mins.	120	381	2	503	6	70	87	163	60	292	2	354	4	109	95	208	
Total Volume	443	1528	7	1978	16	311	377	704	264	1241	6	1511	18	452	376	846	
% App. Total	22.4	77.2	0.4		2.3	44.2	53.6		17.5	82.1	0.4		2.1	53.4	44.4		
PHF	.923	.960	.875	.958	.667	.884	.915	.921	.917	.913	.750	.915	.900	.942	.895	.920	

Location: Yorba Linda
 N/S: Imperial Highway
 E/W: Bastanchury Road



Date: 2/27/2024
 Day: Tuesday

PEDESTRIANS

	North Leg Imperial Highway Pedestrians	East Leg Bastanchury Road Pedestrians	South Leg Imperial Highway Pedestrians	West Leg Bastanchury Road Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	1	0	0	1
7:45 AM	0	1	0	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	1	1
TOTAL VOLUMES:	0	2	0	1	3

	North Leg Imperial Highway Pedestrians	East Leg Bastanchury Road Pedestrians	South Leg Imperial Highway Pedestrians	West Leg Bastanchury Road Pedestrians	
4:00 PM	0	0	0	1	1
4:15 PM	0	0	0	0	0
4:30 PM	0	1	0	0	1
4:45 PM	0	2	0	1	3
5:00 PM	0	0	0	0	0
5:15 PM	0	1	1	0	2
5:30 PM	1	0	0	0	1
5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0
TOTAL VOLUMES:	1	4	1	2	8

Location: Yorba Linda
 N/S: Imperial Highway
 E/W: Bastanchury Road



Date: 2/27/2024
 Day: Tuesday

BICYCLES

	Southbound Imperial Highway			Westbound Bastanchury Road			Northbound Imperial Highway			Eastbound Bastanchury Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	0	0	0	0	1

	Southbound Imperial Highway			Westbound Bastanchury Road			Northbound Imperial Highway			Eastbound Bastanchury Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES:	1	1	0	0	0	0	0	0	0	0	0	0	2

City of Yorba Linda
 N/S: Imperial Highway
 E/W: Lemon Drive
 Weather: Clear

File Name : 04_YLA_Imp_Lem AM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 1

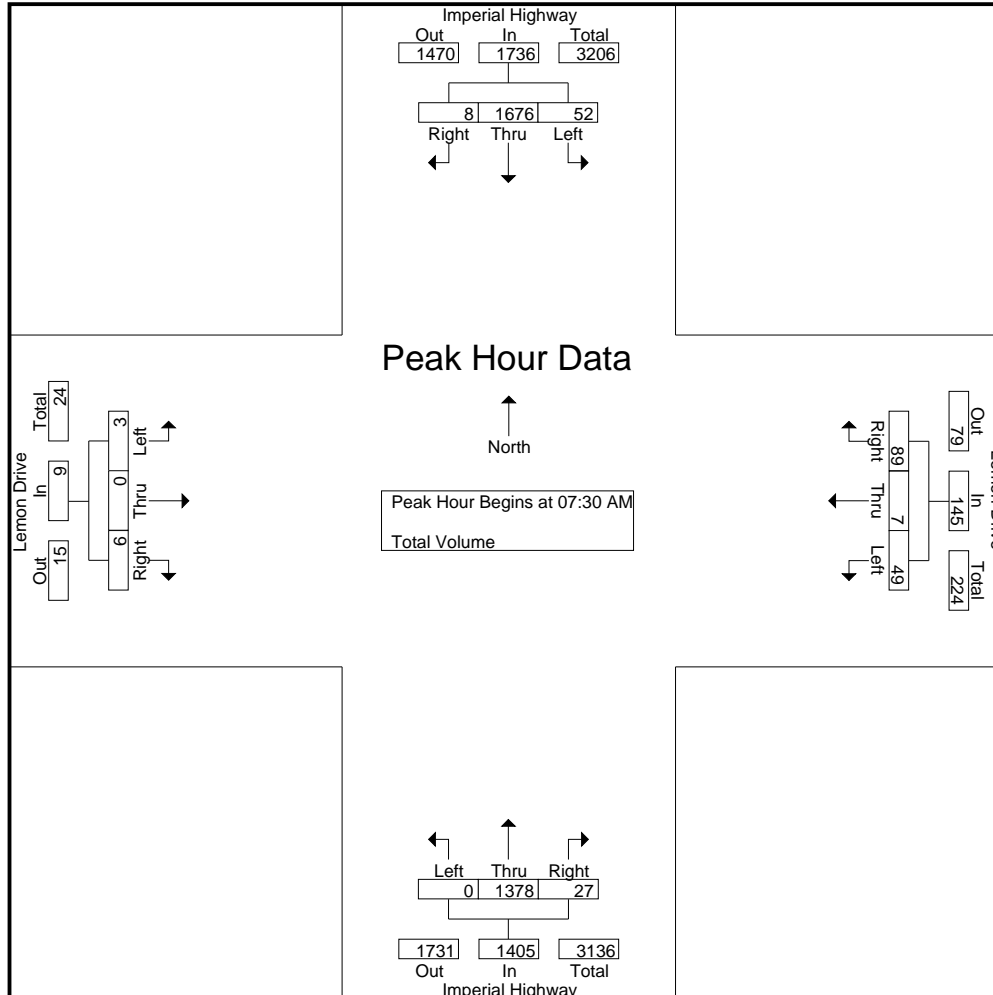
Groups Printed- Total Volume

Start Time	Imperial Highway Southbound					Lemon Drive Westbound					Imperial Highway Northbound					Lemon Drive Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	3	313	1	0	317	5	0	16	14	21	0	199	5	0	204	0	0	0	0	0	14	542	556
07:15 AM	4	345	1	0	350	7	0	13	11	20	0	266	7	0	273	0	0	2	0	2	11	645	656
07:30 AM	12	433	1	0	446	20	2	20	13	42	0	304	9	0	313	0	0	1	0	1	13	802	815
07:45 AM	8	428	3	0	439	8	1	25	17	34	0	350	6	0	356	0	0	3	2	3	19	832	851
Total	27	1519	6	0	1552	40	3	74	55	117	0	1119	27	0	1146	0	0	6	2	6	57	2821	2878
08:00 AM	11	413	1	0	425	11	2	21	18	34	0	369	5	0	374	1	0	1	0	2	18	835	853
08:15 AM	21	402	3	0	426	10	2	23	17	35	0	355	7	0	362	2	0	1	0	3	17	826	843
08:30 AM	24	308	1	0	333	19	2	34	27	55	0	349	5	1	354	0	2	0	0	2	28	744	772
08:45 AM	26	288	2	0	316	15	1	26	21	42	0	275	10	1	285	1	1	2	1	4	23	647	670
Total	82	1411	7	0	1500	55	7	104	83	166	0	1348	27	2	1375	4	3	4	1	11	86	3052	3138
Grand Total	109	2930	13	0	3052	95	10	178	138	283	0	2467	54	2	2521	4	3	10	3	17	143	5873	6016
Apprch %	3.6	96	0.4			33.6	3.5	62.9			0	97.9	2.1			23.5	17.6	58.8					
Total %	1.9	49.9	0.2		52	1.6	0.2	3		4.8	0	42	0.9		42.9	0.1	0.1	0.2		0.3	2.4	97.6	

Start Time	Imperial Highway Southbound				Lemon Drive Westbound				Imperial Highway Northbound				Lemon Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	12	433	1	446	20	2	20	42	0	304	9	313	0	0	1	1	802
07:45 AM	8	428	3	439	8	1	25	34	0	350	6	356	0	0	3	3	832
08:00 AM	11	413	1	425	11	2	21	34	0	369	5	374	1	0	1	2	835
08:15 AM	21	402	3	426	10	2	23	35	0	355	7	362	2	0	1	3	826
Total Volume	52	1676	8	1736	49	7	89	145	0	1378	27	1405	3	0	6	9	3295
% App. Total	3	96.5	0.5		33.8	4.8	61.4		0	98.1	1.9		33.3	0	66.7		
PHF	.619	.968	.667	.973	.613	.875	.890	.863	.000	.934	.750	.939	.375	.000	.500	.750	.987

City of Yorba Linda
 N/S: Imperial Highway
 E/W: Lemon Drive
 Weather: Clear

File Name : 04_YLA_Imp_Lem AM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 2



City of Yorba Linda
 N/S: Imperial Highway
 E/W: Lemon Drive
 Weather: Clear

File Name : 04_YLA_Imp_Lem AM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 3

Start Time	Imperial Highway Southbound				Lemon Drive Westbound				Imperial Highway Northbound				Lemon Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				08:00 AM				07:45 AM				08:00 AM				
+0 mins.	12	433	1	446	11	2	21	34	0	350	6	356	1	0	1	2	
+15 mins.	8	428	3	439	10	2	23	35	0	369	5	374	2	0	1	3	
+30 mins.	11	413	1	425	19	2	34	55	0	355	7	362	0	2	0	2	
+45 mins.	21	402	3	426	15	1	26	42	0	349	5	354	1	1	2	4	
Total Volume	52	1676	8	1736	55	7	104	166	0	1423	23	1446	4	3	4	11	
% App. Total	3	96.5	0.5		33.1	4.2	62.7		0	98.4	1.6		36.4	27.3	36.4		
PHF	.619	.968	.667	.973	.724	.875	.765	.755	.000	.964	.821	.967	.500	.375	.500	.688	

City of Yorba Linda
 N/S: Imperial Highway
 E/W: Lemon Drive
 Weather: Clear

File Name : 04_YLA_Imp_Lem PM
 Site Code : 05124172
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 Page No : 1

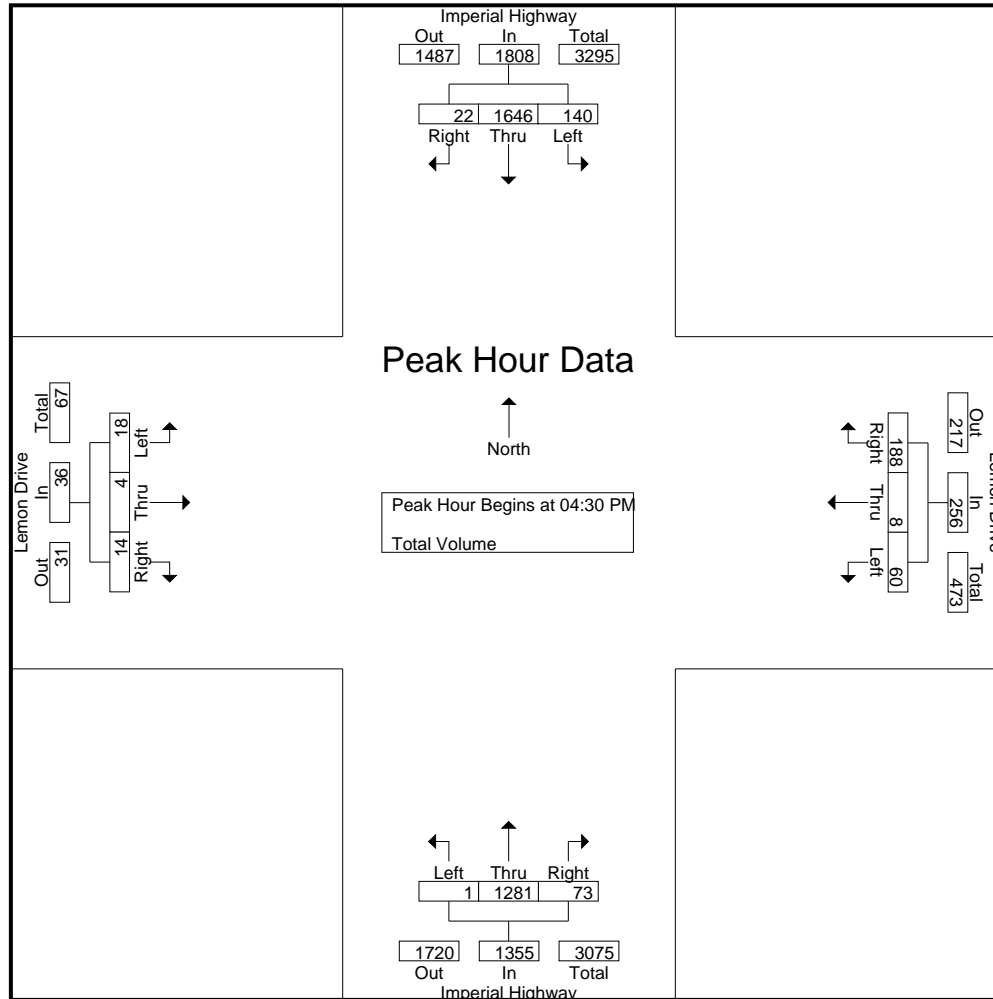
Groups Printed- Total Volume

Start Time	Imperial Highway Southbound					Lemon Drive Westbound					Imperial Highway Northbound					Lemon Drive Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	35	357	6	0	398	10	1	38	26	49	0	318	14	0	332	6	0	2	0	8	26	787	813
04:15 PM	35	439	3	0	477	16	2	33	26	51	1	274	17	4	292	1	0	2	0	3	30	823	853
04:30 PM	37	431	3	1	471	16	1	45	30	62	0	290	18	0	308	9	0	4	0	13	31	854	885
04:45 PM	34	406	5	0	445	14	1	45	26	60	0	322	17	0	339	5	1	3	1	9	27	853	880
Total	141	1633	17	1	1791	56	5	161	108	222	1	1204	66	4	1271	21	1	11	1	33	114	3317	3431
05:00 PM	41	387	8	2	436	8	3	47	32	58	1	327	21	2	349	1	2	1	1	4	37	847	884
05:15 PM	28	422	6	1	456	22	3	51	30	76	0	342	17	2	359	3	1	6	2	10	35	901	936
05:30 PM	41	372	4	1	417	13	1	39	23	53	0	327	24	0	351	4	2	4	1	10	25	831	856
05:45 PM	34	398	5	1	437	19	3	45	30	67	0	304	25	1	329	4	2	0	0	6	32	839	871
Total	144	1579	23	5	1746	62	10	182	115	254	1	1300	87	5	1388	12	7	11	4	30	129	3418	3547
06:00 PM	45	320	3	0	368	24	2	40	24	66	0	250	23	0	273	2	3	2	2	7	26	714	740
Grand Total	330	3532	43	6	3905	142	17	383	247	542	2	2754	176	9	2932	35	11	24	7	70	269	7449	7718
Apprch %	8.5	90.4	1.1			26.2	3.1	70.7			0.1	93.9	6			50	15.7	34.3					
Total %	4.4	47.4	0.6		52.4	1.9	0.2	5.1		7.3	0	37	2.4		39.4	0.5	0.1	0.3		0.9	3.5	96.5	

Start Time	Imperial Highway Southbound				Lemon Drive Westbound				Imperial Highway Northbound				Lemon Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	37	431	3	471	16	1	45	62	0	290	18	308	9	0	4	13	854
04:45 PM	34	406	5	445	14	1	45	60	0	322	17	339	5	1	3	9	853
05:00 PM	41	387	8	436	8	3	47	58	1	327	21	349	1	2	1	4	847
05:15 PM	28	422	6	456	22	3	51	76	0	342	17	359	3	1	6	10	901
Total Volume	140	1646	22	1808	60	8	188	256	1	1281	73	1355	18	4	14	36	3455
% App. Total	7.7	91	1.2		23.4	3.1	73.4		0.1	94.5	5.4		50	11.1	38.9		
PHF	.854	.955	.688	.960	.682	.667	.922	.842	.250	.936	.869	.944	.500	.500	.583	.692	.959

City of Yorba Linda
 N/S: Imperial Highway
 E/W: Lemon Drive
 Weather: Clear

File Name : 04_YLA_Imp_Lem PM
 Site Code : 05124172
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City of Yorba Linda
 N/S: Imperial Highway
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 Weather: Clear

File Name : 04_YLA_Imp_Lem PM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 3

Start Time	Imperial Highway Southbound				Lemon Drive Westbound				Imperial Highway Northbound				Lemon Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				05:15 PM				04:45 PM				04:30 PM				
+0 mins.	35	439	3	477	22	3	51	76	0	322	17	339	9	0	4	13	
+15 mins.	37	431	3	471	13	1	39	53	1	327	21	349	5	1	3	9	
+30 mins.	34	406	5	445	19	3	45	67	0	342	17	359	1	2	1	4	
+45 mins.	41	387	8	436	24	2	40	66	0	327	24	351	3	1	6	10	
Total Volume	147	1663	19	1829	78	9	175	262	1	1318	79	1398	18	4	14	36	
% App. Total	8	90.9	1		29.8	3.4	66.8		0.1	94.3	5.7		50	11.1	38.9		
PHF	.896	.947	.594	.959	.813	.750	.858	.862	.250	.963	.823	.974	.500	.500	.583	.692	

Location: Yorba Linda
 N/S: Imperial Highway
 E/W: Lemon Drive



Date: 2/27/2024
 Day: Tuesday

PEDESTRIANS

	North Leg Imperial Highway Pedestrians	East Leg Lemon Drive Pedestrians	South Leg Imperial Highway Pedestrians	West Leg Lemon Drive Pedestrians	
7:00 AM	0	0	0	2	2
7:15 AM	0	0	0	3	3
7:30 AM	0	0	0	1	1
7:45 AM	0	0	0	2	2
8:00 AM	0	0	0	3	3
8:15 AM	0	1	0	4	5
8:30 AM	0	0	1	5	6
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	1	1	20	22

	North Leg Imperial Highway Pedestrians	East Leg Lemon Drive Pedestrians	South Leg Imperial Highway Pedestrians	West Leg Lemon Drive Pedestrians	
4:00 PM	0	1	0	1	2
4:15 PM	0	0	0	4	4
4:30 PM	0	0	0	3	3
4:45 PM	0	4	4	2	10
5:00 PM	0	0	0	4	4
5:15 PM	0	1	0	5	6
5:30 PM	0	1	0	7	8
5:45 PM	0	0	0	1	1
6:00 PM	0	1	0	0	1
TOTAL VOLUMES:	0	8	4	27	39

Location: Yorba Linda
 N/S: Imperial Highway
 E/W: Lemon Drive



Date: 2/27/2024
 Day: Tuesday

BICYCLES

	Southbound Imperial Highway			Westbound Lemon Drive			Northbound Imperial Highway			Eastbound Lemon Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	1	0	0	0	0	0	0	1

	Southbound Imperial Highway			Westbound Lemon Drive			Northbound Imperial Highway			Eastbound Lemon Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	1	2	0	0	0	1	0	0	0	0	0	4
TOTAL VOLUMES:	0	1	2	0	0	0	1	1	1	0	0	0	6

City of Yorba Linda
 N/S: Imperial Highway
 E/W: Yorba Linda Boulevard
 Weather: Clear

File Name : 05_YLA_Imp_YLB AM
 Site Code : 05124172
 Start Date : 2/27/2024
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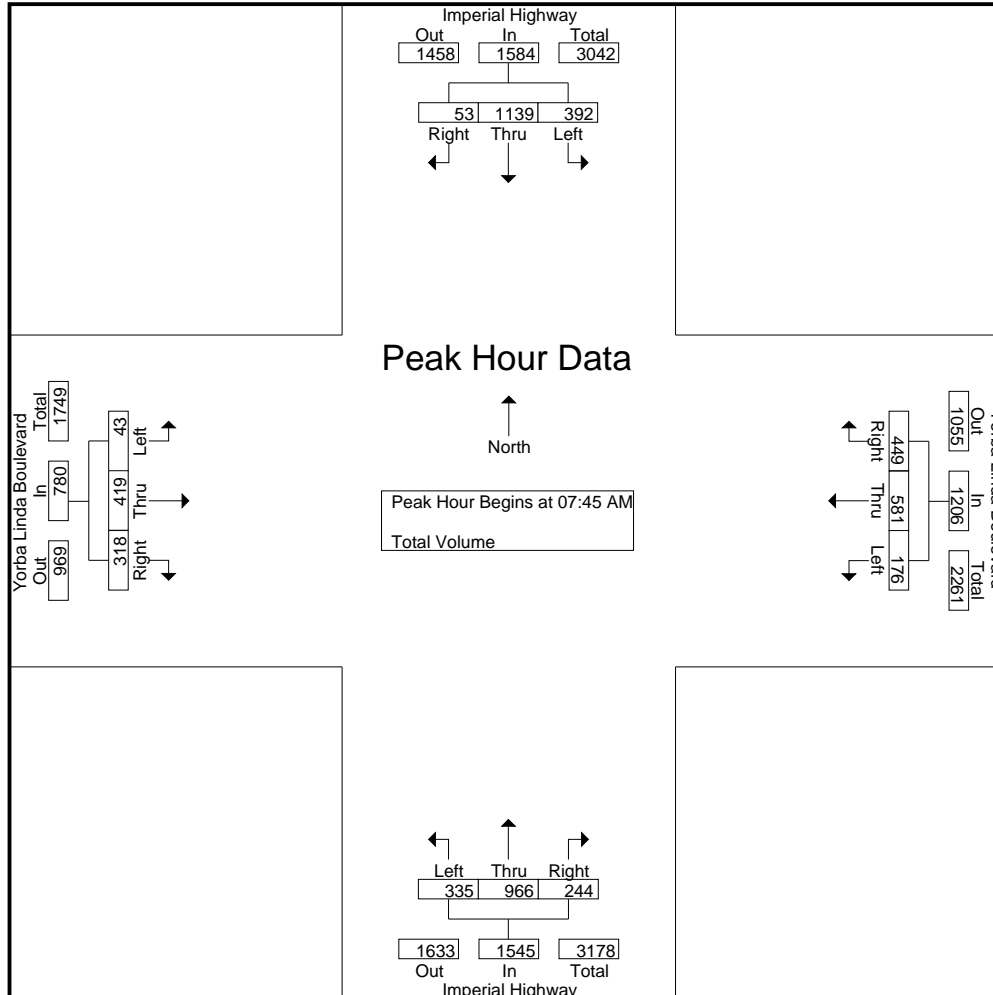
Groups Printed- Total Volume

Start Time	Imperial Highway Southbound					Yorba Linda Boulevard Westbound					Imperial Highway Northbound					Yorba Linda Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	65	238	5	1	308	32	87	62	19	181	50	136	34	9	220	3	39	67	22	109	51	818	869
07:15 AM	72	277	5	0	354	31	99	81	18	211	58	189	32	9	279	10	44	66	18	120	45	964	1009
07:30 AM	80	283	11	3	374	32	101	108	44	241	75	210	33	6	318	8	73	85	21	166	74	1099	1173
07:45 AM	117	312	15	1	444	48	138	108	25	294	86	246	47	12	379	15	94	80	26	189	64	1306	1370
Total	334	1110	36	5	1480	143	425	359	106	927	269	781	146	36	1196	36	250	298	87	584	234	4187	4421
08:00 AM	94	301	13	1	408	46	132	110	62	288	77	226	71	29	374	5	98	81	26	184	118	1254	1372
08:15 AM	94	318	16	2	428	46	140	107	57	293	82	253	66	18	401	6	103	79	25	188	102	1310	1412
08:30 AM	87	208	9	0	304	36	171	124	84	331	90	241	60	15	391	17	124	78	14	219	113	1245	1358
08:45 AM	75	205	11	1	291	27	167	102	45	296	76	172	56	8	304	19	112	63	21	194	75	1085	1160
Total	350	1032	49	4	1431	155	610	443	248	1208	325	892	253	70	1470	47	437	301	86	785	408	4894	5302
Grand Total	684	2142	85	9	2911	298	1035	802	354	2135	594	1673	399	106	2666	83	687	599	173	1369	642	9081	9723
Apprch %	23.5	73.6	2.9			14	48.5	37.6			22.3	62.8	15			6.1	50.2	43.8					
Total %	7.5	23.6	0.9		32.1	3.3	11.4	8.8		23.5	6.5	18.4	4.4		29.4	0.9	7.6	6.6		15.1	6.6	93.4	

Start Time	Imperial Highway Southbound				Yorba Linda Boulevard Westbound				Imperial Highway Northbound				Yorba Linda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	117	312	15	444	48	138	108	294	86	246	47	379	15	94	80	189	1306
08:00 AM	94	301	13	408	46	132	110	288	77	226	71	374	5	98	81	184	1254
08:15 AM	94	318	16	428	46	140	107	293	82	253	66	401	6	103	79	188	1310
08:30 AM	87	208	9	304	36	171	124	331	90	241	60	391	17	124	78	219	1245
Total Volume	392	1139	53	1584	176	581	449	1206	335	966	244	1545	43	419	318	780	5115
% App. Total	24.7	71.9	3.3		14.6	48.2	37.2		21.7	62.5	15.8		5.5	53.7	40.8		
PHF	.838	.895	.828	.892	.917	.849	.905	.911	.931	.955	.859	.963	.632	.845	.981	.890	.976

City of Yorba Linda
 N/S: Imperial Highway
 E/W: Yorba Linda Boulevard
 Weather: Clear

File Name : 05_YLA_Imp_YLB AM
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City of Yorba Linda
 N/S: Imperial Highway
 E/W: Yorba Linda Boulevard
 Weather: Clear

File Name : 05_YLA_Imp_YLB AM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 3

Start Time	Imperial Highway Southbound				Yorba Linda Boulevard Westbound				Imperial Highway Northbound				Yorba Linda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				08:00 AM				07:45 AM				08:00 AM				
+0 mins.	80	283	11	374	46	132	110	288	86	246	47	379	5	98	81	184	
+15 mins.	117	312	15	444	46	140	107	293	77	226	71	374	6	103	79	188	
+30 mins.	94	301	13	408	36	171	124	331	82	253	66	401	17	124	78	219	
+45 mins.	94	318	16	428	27	167	102	296	90	241	60	391	19	112	63	194	
Total Volume	385	1214	55	1654	155	610	443	1208	335	966	244	1545	47	437	301	785	
% App. Total	23.3	73.4	3.3		12.8	50.5	36.7		21.7	62.5	15.8		6	55.7	38.3		
PHF	.823	.954	.859	.931	.842	.892	.893	.912	.931	.955	.859	.963	.618	.881	.929	.896	

City of Yorba Linda
 N/S: Imperial Highway
 E/W: Yorba Linda Boulevard
 Weather: Clear

File Name : 05_YLA_Imp_YLB PM
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 Page No : 1

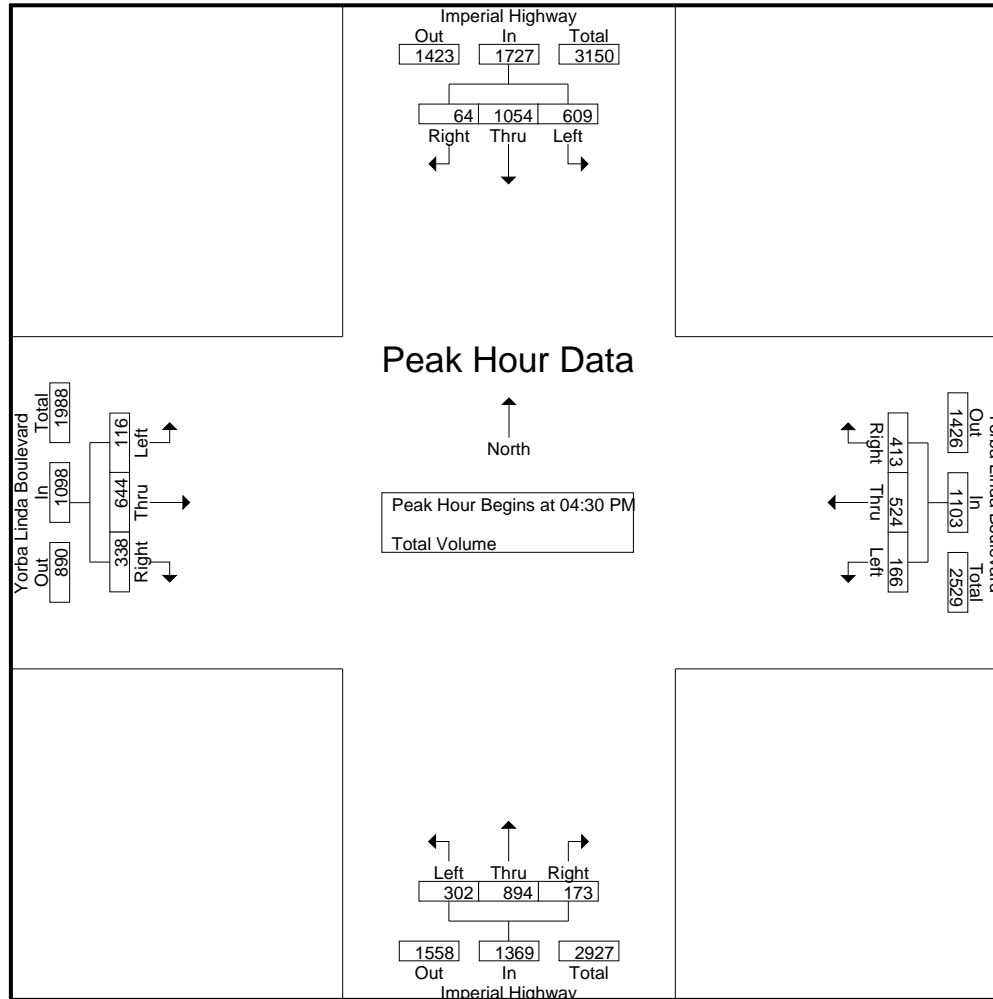
Groups Printed- Total Volume

Start Time	Imperial Highway Southbound					Yorba Linda Boulevard Westbound					Imperial Highway Northbound					Yorba Linda Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	148	210	10	1	368	36	141	111	45	288	69	207	39	13	315	29	150	88	23	267	82	1238	1320
04:15 PM	157	225	13	4	395	35	171	95	49	301	88	196	47	9	331	26	148	88	22	262	84	1289	1373
04:30 PM	150	287	18	0	455	39	124	110	48	273	68	205	45	10	318	24	169	78	27	271	85	1317	1402
04:45 PM	149	259	12	1	420	39	143	102	44	284	74	221	44	6	339	34	164	71	16	269	67	1312	1379
Total	604	981	53	6	1638	149	579	418	186	1146	299	829	175	38	1303	113	631	325	88	1069	318	5156	5474
05:00 PM	146	242	12	0	400	52	130	108	26	290	84	225	51	8	360	36	156	91	27	283	61	1333	1394
05:15 PM	164	266	22	0	452	36	127	93	29	256	76	243	33	12	352	22	155	98	25	275	66	1335	1401
05:30 PM	146	242	15	5	403	50	137	118	35	305	59	223	41	7	323	38	151	84	13	273	60	1304	1364
05:45 PM	125	259	22	0	406	31	126	105	42	262	79	208	47	15	334	26	153	79	18	258	75	1260	1335
Total	581	1009	71	5	1661	169	520	424	132	1113	298	899	172	42	1369	122	615	352	83	1089	262	5232	5494
06:00 PM	121	226	13	1	360	41	115	85	25	241	66	192	52	5	310	27	144	72	13	243	44	1154	1198
Grand Total	1306	2216	137	12	3659	359	1214	927	343	2500	663	1920	399	85	2982	262	1390	749	184	2401	624	11542	12166
Apprch %	35.7	60.6	3.7			14.4	48.6	37.1			22.2	64.4	13.4			10.9	57.9	31.2					
Total %	11.3	19.2	1.2		31.7	3.1	10.5	8		21.7	5.7	16.6	3.5		25.8	2.3	12	6.5		20.8	5.1	94.9	

Start Time	Imperial Highway Southbound				Yorba Linda Boulevard Westbound				Imperial Highway Northbound				Yorba Linda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	150	287	18	455	39	124	110	273	68	205	45	318	24	169	78	271	1317
04:45 PM	149	259	12	420	39	143	102	284	74	221	44	339	34	164	71	269	1312
05:00 PM	146	242	12	400	52	130	108	290	84	225	51	360	36	156	91	283	1333
05:15 PM	164	266	22	452	36	127	93	256	76	243	33	352	22	155	98	275	1335
Total Volume	609	1054	64	1727	166	524	413	1103	302	894	173	1369	116	644	338	1098	5297
% App. Total	35.3	61	3.7		15	47.5	37.4		22.1	65.3	12.6		10.6	58.7	30.8		
PHF	.928	.918	.727	.949	.798	.916	.939	.951	.899	.920	.848	.951	.806	.953	.862	.970	.992

City of Yorba Linda
 N/S: Imperial Highway
 E/W: Yorba Linda Boulevard
 Weather: Clear

File Name : 05_YLA_Imp_YLB PM
 Site Code : 05124172
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City of Yorba Linda
 N/S: Imperial Highway
 E/W: Yorba Linda Boulevard
 Weather: Clear

File Name : 05_YLA_Imp_YLB PM
 Site Code : 05124172
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Start Time	Imperial Highway Southbound				Yorba Linda Boulevard Westbound				Imperial Highway Northbound				Yorba Linda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:15 PM				04:45 PM				04:45 PM				
+0 mins.	150	287	18	455	35	171	95	301	74	221	44	339	34	164	71	269	
+15 mins.	149	259	12	420	39	124	110	273	84	225	51	360	36	156	91	283	
+30 mins.	146	242	12	400	39	143	102	284	76	243	33	352	22	155	98	275	
+45 mins.	164	266	22	452	52	130	108	290	59	223	41	323	38	151	84	273	
Total Volume	609	1054	64	1727	165	568	415	1148	293	912	169	1374	130	626	344	1100	
% App. Total	35.3	61	3.7		14.4	49.5	36.1		21.3	66.4	12.3		11.8	56.9	31.3		
PHF	.928	.918	.727	.949	.793	.830	.943	.953	.872	.938	.828	.954	.855	.954	.878	.972	

Location: Yorba Linda
 N/S: Imperial Highway
 E/W: Yorba Linda Boulevard



Date: 2/27/2024
 Day: Tuesday

PEDESTRIANS

	North Leg Imperial Highway Pedestrians	East Leg Yorba Linda Boulevard Pedestrians	South Leg Imperial Highway Pedestrians	West Leg Yorba Linda Boulevard Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	1	0	0	1	2
8:00 AM	0	0	0	0	0
8:15 AM	0	1	1	1	3
8:30 AM	0	0	0	1	1
8:45 AM	2	0	0	0	2
TOTAL VOLUMES:	3	1	1	3	8

	North Leg Imperial Highway Pedestrians	East Leg Yorba Linda Boulevard Pedestrians	South Leg Imperial Highway Pedestrians	West Leg Yorba Linda Boulevard Pedestrians	
4:00 PM	0	1	0	2	3
4:15 PM	1	0	0	0	1
4:30 PM	1	0	1	0	2
4:45 PM	2	0	2	1	5
5:00 PM	2	0	1	0	3
5:15 PM	1	1	4	2	8
5:30 PM	6	0	2	0	8
5:45 PM	0	1	0	0	1
6:00 PM	0	0	0	0	0
TOTAL VOLUMES:	13	3	10	5	31

Location: Yorba Linda
 N/S: Imperial Highway
 E/W: Yorba Linda Boulevard



Date: 2/27/2024
 Day: Tuesday

BICYCLES

	Southbound Imperial Highway			Westbound Yorba Linda Boulevard			Northbound Imperial Highway			Eastbound Yorba Linda Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Imperial Highway			Westbound Yorba Linda Boulevard			Northbound Imperial Highway			Eastbound Yorba Linda Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	3	1	0	0	1	1	0	0	0	2	0	8
TOTAL VOLUMES:	0	3	1	0	0	1	1	0	0	0	2	0	8

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

File Name : 06_YLA_Lake_BV AM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 1

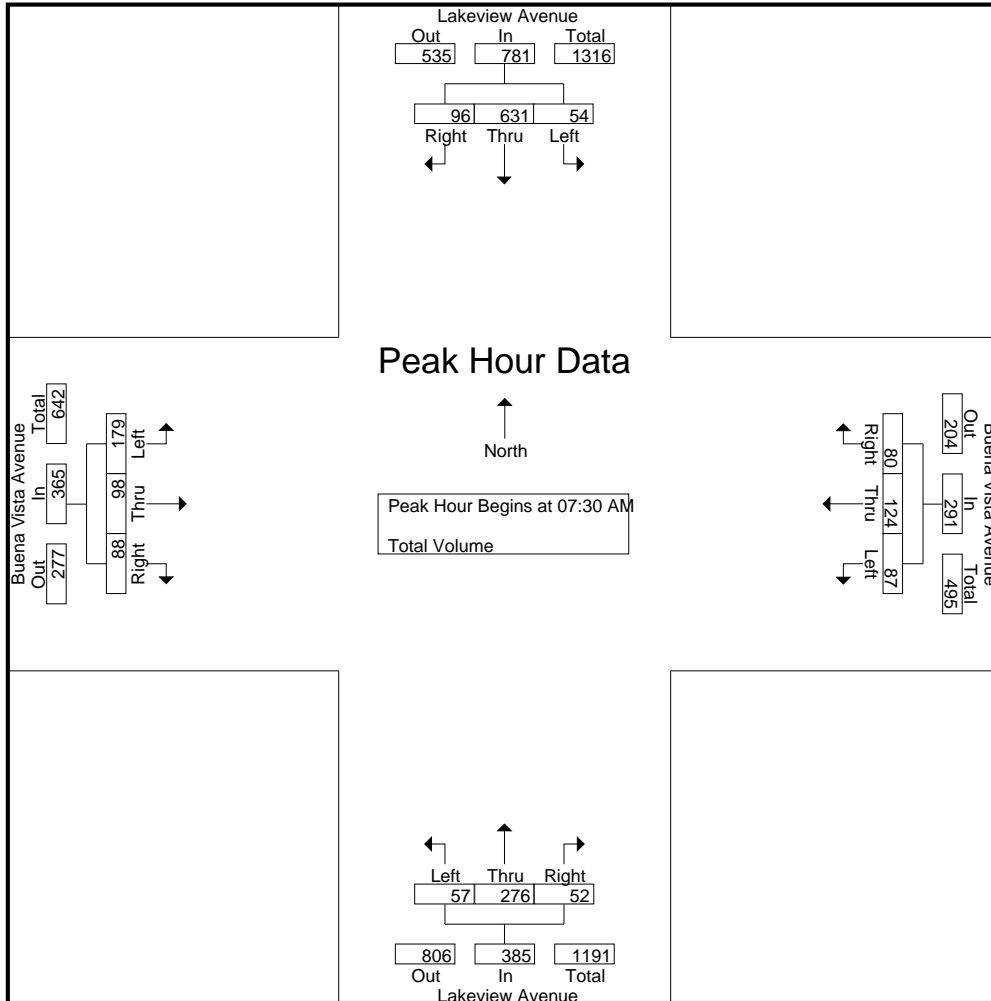
Groups Printed- Total Volume

Start Time	Lakeview Avenue Southbound				Buena Vista Avenue Westbound				Lakeview Avenue Northbound				Buena Vista Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	7	163	18	188	15	12	6	33	5	34	8	47	16	16	19	51	319
07:15 AM	9	146	34	189	18	9	4	31	11	45	6	62	36	19	20	75	357
07:30 AM	23	178	15	216	26	35	16	77	9	71	28	108	52	56	18	126	527
07:45 AM	16	161	24	201	34	52	42	128	15	60	14	89	35	12	26	73	491
Total	55	648	91	794	93	108	68	269	40	210	56	306	139	103	83	325	1694
08:00 AM	3	152	21	176	15	17	9	41	19	67	5	91	39	10	20	69	377
08:15 AM	12	140	36	188	12	20	13	45	14	78	5	97	53	20	24	97	427
08:30 AM	10	166	34	210	7	12	13	32	15	94	12	121	38	17	17	72	435
08:45 AM	7	142	24	173	7	11	13	31	13	95	5	113	36	13	16	65	382
Total	32	600	115	747	41	60	48	149	61	334	27	422	166	60	77	303	1621
Grand Total	87	1248	206	1541	134	168	116	418	101	544	83	728	305	163	160	628	3315
Apprch %	5.6	81	13.4		32.1	40.2	27.8		13.9	74.7	11.4		48.6	26	25.5		
Total %	2.6	37.6	6.2	46.5	4	5.1	3.5	12.6	3	16.4	2.5	22	9.2	4.9	4.8	18.9	

Start Time	Lakeview Avenue Southbound				Buena Vista Avenue Westbound				Lakeview Avenue Northbound				Buena Vista Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	23	178	15	216	26	35	16	77	9	71	28	108	52	56	18	126	527
07:45 AM	16	161	24	201	34	52	42	128	15	60	14	89	35	12	26	73	491
08:00 AM	3	152	21	176	15	17	9	41	19	67	5	91	39	10	20	69	377
08:15 AM	12	140	36	188	12	20	13	45	14	78	5	97	53	20	24	97	427
Total Volume	54	631	96	781	87	124	80	291	57	276	52	385	179	98	88	365	1822
% App. Total	6.9	80.8	12.3		29.9	42.6	27.5		14.8	71.7	13.5		49	26.8	24.1		
PHF	.587	.886	.667	.904	.640	.596	.476	.568	.750	.885	.464	.891	.844	.438	.846	.724	.864

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

File Name : 06_YLA_Lake_BV AM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 2



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

	07:00 AM				07:30 AM				08:00 AM				07:30 AM			
+0 mins.	7	163	18	188	26	35	16	77	19	67	5	91	52	56	18	126
+15 mins.	9	146	34	189	34	52	42	128	14	78	5	97	35	12	26	73
+30 mins.	23	178	15	216	15	17	9	41	15	94	12	121	39	10	20	69
+45 mins.	16	161	24	201	12	20	13	45	13	95	5	113	53	20	24	97
Total Volume	55	648	91	794	87	124	80	291	61	334	27	422	179	98	88	365
% App. Total	6.9	81.6	11.5		29.9	42.6	27.5		14.5	79.1	6.4		49	26.8	24.1	
PHF	.598	.910	.669	.919	.640	.596	.476	.568	.803	.879	.563	.872	.844	.438	.846	.724

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

File Name : 06_YLA_Lake_BV PM
 Site Code : 05124172
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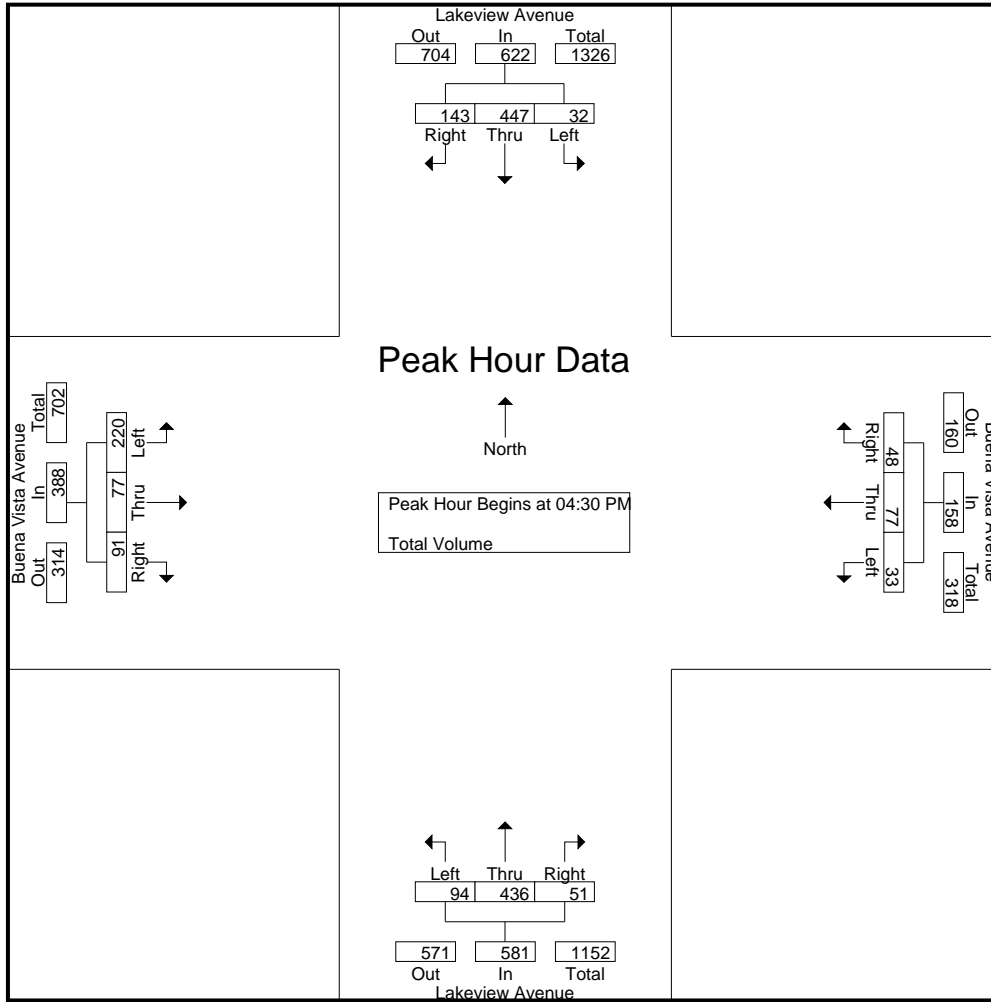
Groups Printed- Total Volume

Start Time	Lakeview Avenue Southbound				Buena Vista Avenue Westbound				Lakeview Avenue Northbound				Buena Vista Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	15	105	21	141	9	14	3	26	19	101	14	134	45	24	21	90	391
04:15 PM	8	116	28	152	9	24	23	56	21	98	9	128	55	23	17	95	431
04:30 PM	5	128	32	165	13	20	14	47	20	108	11	139	61	22	26	109	460
04:45 PM	6	96	34	136	7	15	11	33	23	122	12	157	45	18	21	84	410
Total	34	445	115	594	38	73	51	162	83	429	46	558	206	87	85	378	1692
05:00 PM	10	117	42	169	4	23	12	39	25	90	13	128	59	22	20	101	437
05:15 PM	11	106	35	152	9	19	11	39	26	116	15	157	55	15	24	94	442
05:30 PM	12	96	25	133	7	14	12	33	16	115	18	149	52	24	26	102	417
05:45 PM	6	94	34	134	11	10	9	30	20	123	18	161	59	15	28	102	427
Total	39	413	136	588	31	66	44	141	87	444	64	595	225	76	98	399	1723
06:00 PM	7	86	32	125	14	21	3	38	20	108	10	138	40	9	24	73	374
Grand Total	80	944	283	1307	83	160	98	341	190	981	120	1291	471	172	207	850	3789
Apprch %	6.1	72.2	21.7		24.3	46.9	28.7		14.7	76	9.3		55.4	20.2	24.4		
Total %	2.1	24.9	7.5	34.5	2.2	4.2	2.6	9	5	25.9	3.2	34.1	12.4	4.5	5.5	22.4	

Start Time	Lakeview Avenue Southbound				Buena Vista Avenue Westbound				Lakeview Avenue Northbound				Buena Vista Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	5	128	32	165	13	20	14	47	20	108	11	139	61	22	26	109	460
04:45 PM	6	96	34	136	7	15	11	33	23	122	12	157	45	18	21	84	410
05:00 PM	10	117	42	169	4	23	12	39	25	90	13	128	59	22	20	101	437
05:15 PM	11	106	35	152	9	19	11	39	26	116	15	157	55	15	24	94	442
Total Volume	32	447	143	622	33	77	48	158	94	436	51	581	220	77	91	388	1749
% App. Total	5.1	71.9	23		20.9	48.7	30.4		16.2	75	8.8		56.7	19.8	23.5		
PHF	.727	.873	.851	.920	.635	.837	.857	.840	.904	.893	.850	.925	.902	.875	.875	.890	.951

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

File Name : 06_YLA_Lake_BV PM
 Site Code : 05124172
 Start Date : 2/27/2024
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Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				05:15 PM				05:00 PM			
+0 mins.	8	116	28	152	9	24	23	56	26	116	15	157	59	22	20	101
+15 mins.	5	128	32	165	13	20	14	47	16	115	18	149	55	15	24	94
+30 mins.	6	96	34	136	7	15	11	33	20	123	18	161	52	24	26	102
+45 mins.	10	117	42	169	4	23	12	39	20	108	10	138	59	15	28	102
Total Volume	29	457	136	622	33	82	60	175	82	462	61	605	225	76	98	399
% App. Total	4.7	73.5	21.9		18.9	46.9	34.3		13.6	76.4	10.1		56.4	19	24.6	
PHF	.725	.893	.810	.920	.635	.854	.652	.781	.788	.939	.847	.939	.953	.792	.875	.978

Location: Yorba Linda
 N/S: Lakeview Avenue
 E/W: Buena Vista Avenue



Date: 2/27/2024
 Day: Tuesday

PEDESTRIANS

	North Leg Lakeview Avenue	East Leg Buena Vista Avenue	South Leg Lakeview Avenue	West Leg Buena Vista Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	1	0	1
7:15 AM	0	2	0	0	2
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	1	1
8:00 AM	0	0	3	2	5
8:15 AM	0	1	0	0	1
8:30 AM	1	1	0	0	2
8:45 AM	0	1	0	0	1
TOTAL VOLUMES:	1	5	4	3	13

	North Leg Lakeview Avenue	East Leg Buena Vista Avenue	South Leg Lakeview Avenue	West Leg Buena Vista Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	2	1	0	3
4:15 PM	0	0	1	0	1
4:30 PM	0	0	0	0	0
4:45 PM	1	1	2	0	4
5:00 PM	0	0	1	1	2
5:15 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1
5:45 PM	0	0	3	0	3
6:00 PM	0	0	0	0	0
TOTAL VOLUMES:	2	3	8	1	14

Location: Yorba Linda
 N/S: Lakeview Avenue
 E/W: Buena Vista Avenue



Date: 2/27/2024
 Day: Tuesday

BICYCLES

	Southbound Lakeview Avenue			Westbound Buena Vista Avenue			Northbound Lakeview Avenue			Eastbound Buena Vista Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Lakeview Avenue			Westbound Buena Vista Avenue			Northbound Lakeview Avenue			Eastbound Buena Vista Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	2
TOTAL VOLUMES:	0	1	0	0	0	0	1	0	2	0	0	0	4

City of Yorba Linda
 N/S: Kellogg Drive
 E/W: Imperial Highway Eastbound Ramps
 Weather: Clear

File Name : 07_YLA_Kel_Imp EB AM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 1

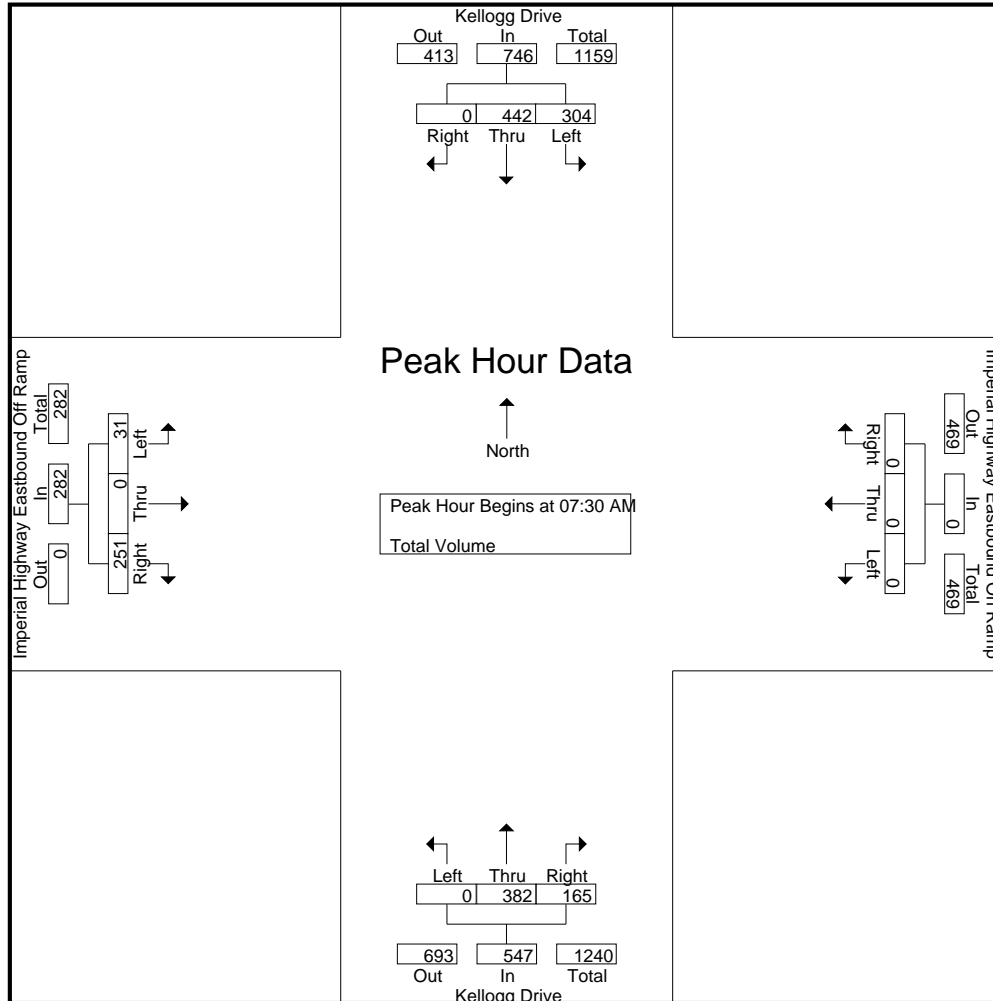
Groups Printed- Total Volume

Start Time	Kellogg Drive Southbound				Imperial Highway Eastbound On Ramp Westbound				Kellogg Drive Northbound				Imperial Highway Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	51	80	0	131	0	0	0	0	0	62	44	106	2	0	52	54	291
07:15 AM	77	55	0	132	0	0	0	0	0	59	27	86	7	0	31	38	256
07:30 AM	86	79	0	165	0	0	0	0	0	74	36	110	13	0	48	61	336
07:45 AM	79	98	0	177	0	0	0	0	0	86	29	115	7	0	62	69	361
Total	293	312	0	605	0	0	0	0	0	281	136	417	29	0	193	222	1244
08:00 AM	80	108	0	188	0	0	0	0	0	85	41	126	7	0	61	68	382
08:15 AM	59	157	0	216	0	0	0	0	0	137	59	196	4	0	80	84	496
08:30 AM	72	67	0	139	0	0	0	0	0	90	22	112	7	0	37	44	295
08:45 AM	51	50	0	101	0	0	0	0	0	36	17	53	13	0	24	37	191
Total	262	382	0	644	0	0	0	0	0	348	139	487	31	0	202	233	1364
Grand Total	555	694	0	1249	0	0	0	0	0	629	275	904	60	0	395	455	2608
Apprch %	44.4	55.6	0		0	0	0		0	69.6	30.4		13.2	0	86.8		
Total %	21.3	26.6	0	47.9	0	0	0	0	0	24.1	10.5	34.7	2.3	0	15.1	17.4	

Start Time	Kellogg Drive Southbound				Imperial Highway Eastbound On Ramp Westbound				Kellogg Drive Northbound				Imperial Highway Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	86	79	0	165	0	0	0	0	0	74	36	110	13	0	48	61	336
07:45 AM	79	98	0	177	0	0	0	0	0	86	29	115	7	0	62	69	361
08:00 AM	80	108	0	188	0	0	0	0	0	85	41	126	7	0	61	68	382
08:15 AM	59	157	0	216	0	0	0	0	0	137	59	196	4	0	80	84	496
Total Volume	304	442	0	746	0	0	0	0	0	382	165	547	31	0	251	282	1575
% App. Total	40.8	59.2	0		0	0	0		0	69.8	30.2		11	0	89		
PHF	.884	.704	.000	.863	.000	.000	.000	.000	.000	.697	.699	.698	.596	.000	.784	.839	.794

City of Yorba Linda
 N/S: Kellogg Drive
 E/W: Imperial Highway Eastbound Ramps
 Weather: Clear

File Name : 07_YLA_Kel_Imp EB AM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 2



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

	07:30 AM				07:00 AM				07:45 AM				07:30 AM			
+0 mins.	86	79	0	165	0	0	0	0	0	86	29	115	13	0	48	61
+15 mins.	79	98	0	177	0	0	0	0	0	85	41	126	7	0	62	69
+30 mins.	80	108	0	188	0	0	0	0	0	137	59	196	7	0	61	68
+45 mins.	59	157	0	216	0	0	0	0	0	90	22	112	4	0	80	84
Total Volume	304	442	0	746	0	0	0	0	0	398	151	549	31	0	251	282
% App. Total	40.8	59.2	0		0	0	0		0	72.5	27.5		11	0	89	
PHF	.884	.704	.000	.863	.000	.000	.000	.000	.000	.726	.640	.700	.596	.000	.784	.839

City of Yorba Linda
 N/S: Kellogg Drive
 E/W: Imperial Highway Eastbound Ramps
 Weather: Clear

File Name : 07_YLA_Kel_Imp EB PM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 1

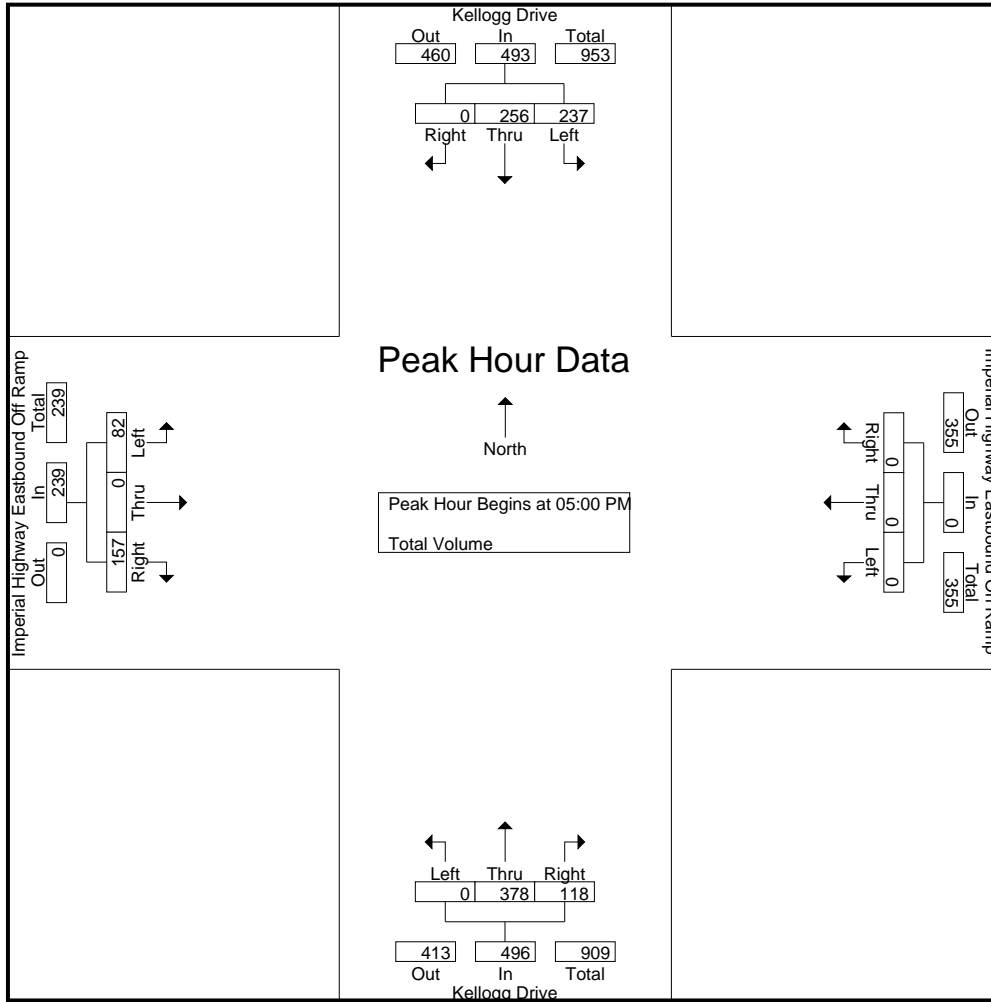
Groups Printed- Total Volume

Start Time	Kellogg Drive Southbound				Imperial Highway Eastbound On Ramp Westbound				Kellogg Drive Northbound				Imperial Highway Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	47	67	0	114	0	0	0	0	0	95	21	116	13	0	48	61	291
04:15 PM	43	66	0	109	0	0	0	0	0	96	22	118	9	0	46	55	282
04:30 PM	64	54	0	118	0	0	0	0	0	94	17	111	17	0	49	66	295
04:45 PM	47	58	0	105	0	0	0	0	0	103	34	137	17	0	37	54	296
Total	201	245	0	446	0	0	0	0	0	388	94	482	56	0	180	236	1164
05:00 PM	58	79	0	137	0	0	0	0	0	109	15	124	15	0	38	53	314
05:15 PM	49	54	0	103	0	0	0	0	0	100	49	149	27	0	41	68	320
05:30 PM	61	58	0	119	0	0	0	0	0	87	17	104	27	0	42	69	292
05:45 PM	69	65	0	134	0	0	0	0	0	82	37	119	13	0	36	49	302
Total	237	256	0	493	0	0	0	0	0	378	118	496	82	0	157	239	1228
06:00 PM	51	60	0	111	0	0	0	0	0	72	21	93	15	0	39	54	258
Grand Total	489	561	0	1050	0	0	0	0	0	838	233	1071	153	0	376	529	2650
Apprch %	46.6	53.4	0		0	0	0		0	78.2	21.8		28.9	0	71.1		
Total %	18.5	21.2	0	39.6	0	0	0	0	0	31.6	8.8	40.4	5.8	0	14.2	20	

Start Time	Kellogg Drive Southbound				Imperial Highway Eastbound On Ramp Westbound				Kellogg Drive Northbound				Imperial Highway Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	58	79	0	137	0	0	0	0	0	109	15	124	15	0	38	53	314
05:15 PM	49	54	0	103	0	0	0	0	0	100	49	149	27	0	41	68	320
05:30 PM	61	58	0	119	0	0	0	0	0	87	17	104	27	0	42	69	292
05:45 PM	69	65	0	134	0	0	0	0	0	82	37	119	13	0	36	49	302
Total Volume	237	256	0	493	0	0	0	0	0	378	118	496	82	0	157	239	1228
% App. Total	48.1	51.9	0		0	0	0		0	76.2	23.8		34.3	0	65.7		
PHF	.859	.810	.000	.900	.000	.000	.000	.000	.000	.867	.602	.832	.759	.000	.935	.866	.959

City of Yorba Linda
 N/S: Kellogg Drive
 E/W: Imperial Highway Eastbound Ramps
 Weather: Clear

File Name : 07_YLA_Kel_Imp EB PM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 2



Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:30 PM				04:45 PM			
+0 mins.	58	79	0	137	0	0	0	0	0	94	17	111	17	0	37	54
+15 mins.	49	54	0	103	0	0	0	0	0	103	34	137	15	0	38	53
+30 mins.	61	58	0	119	0	0	0	0	0	109	15	124	27	0	41	68
+45 mins.	69	65	0	134	0	0	0	0	0	100	49	149	27	0	42	69
Total Volume	237	256	0	493	0	0	0	0	0	406	115	521	86	0	158	244
% App. Total	48.1	51.9	0		0	0	0	0	0	77.9	22.1		35.2	0	64.8	
PHF	.859	.810	.000	.900	.000	.000	.000	.000	.000	.931	.587	.874	.796	.000	.940	.884

Location: Yorba Linda
 N/S: Kellogg Drive
 E/W: Imperial Hwy EB Ramps



Date: 2/27/2024
 Day: Tuesday

PEDESTRIANS

	North Leg Kellogg Drive	East Leg Imperial Hwy EB Ramps	South Leg Kellogg Drive	West Leg Imperial Hwy EB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	2	2
7:45 AM	0	0	0	0	0
8:00 AM	0	1	0	1	2
8:15 AM	0	1	0	1	2
8:30 AM	0	1	0	0	1
8:45 AM	0	0	0	1	1
TOTAL VOLUMES:	0	3	0	5	8

	North Leg Kellogg Drive	East Leg Imperial Hwy EB Ramps	South Leg Kellogg Drive	West Leg Imperial Hwy EB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	1	0	1	2
4:15 PM	0	1	0	0	1
4:30 PM	0	1	0	1	2
4:45 PM	0	3	0	1	4
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	1	1
5:45 PM	0	0	0	1	1
6:00 PM	0	0	0	0	0
TOTAL VOLUMES:	0	6	0	5	11

Location: Yorba Linda
 N/S: Kellogg Drive
 E/W: Imperial Hwy EB Ramps



Date: 2/27/2024
 Day: Tuesday

BICYCLES

	Southbound Kellogg Drive			Westbound Imperial Hwy EB Ramps			Northbound Kellogg Drive			Eastbound Imperial Hwy EB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	0	0	0	0	0	0	0	0	2

	Southbound Kellogg Drive			Westbound Imperial Hwy EB Ramps			Northbound Kellogg Drive			Eastbound Imperial Hwy EB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES:	2	1	0	0	0	0	0	2	0	0	0	0	5

City of Yorba Linda
 N/S: Kellogg Drive
 E/W: Imperial Highway Westbound Ramps
 Weather: Clear

File Name : 08_YLA_Kel_Imp WB AM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 1

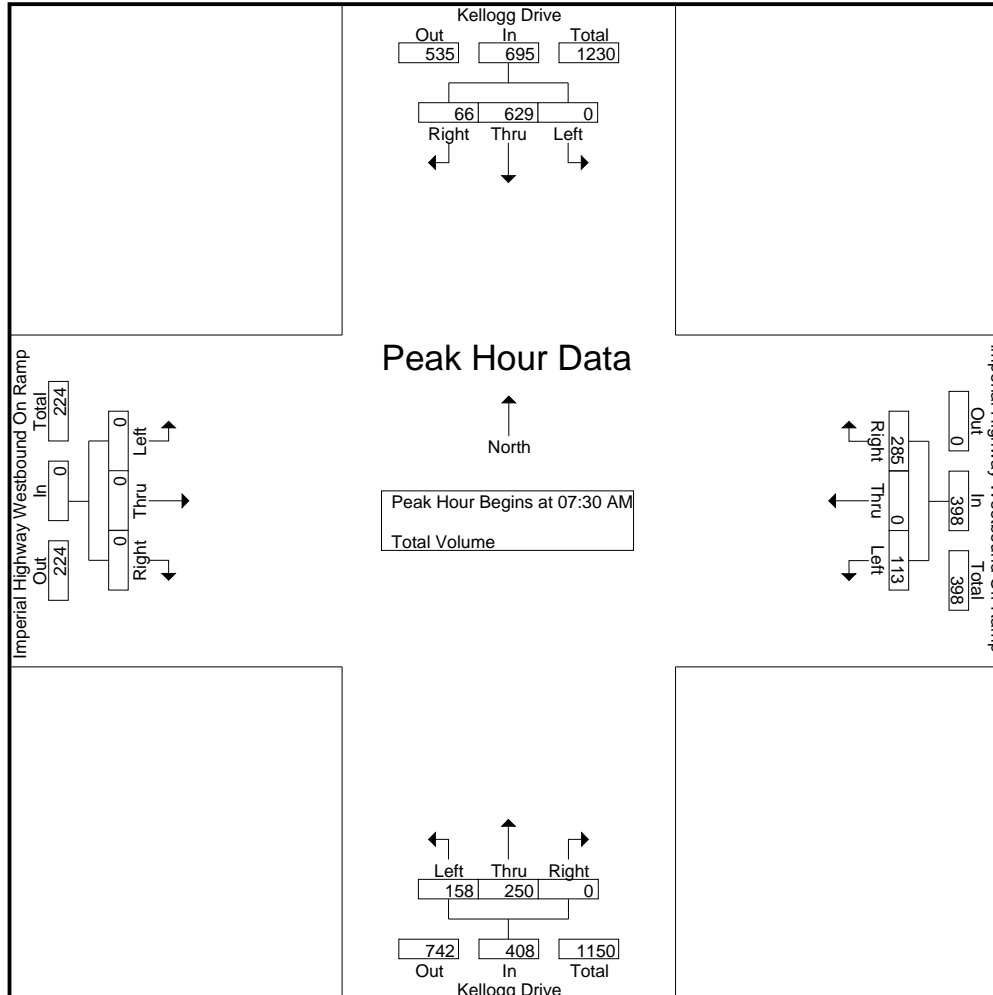
Groups Printed- Total Volume

Start Time	Kellogg Drive Southbound					Imperial Highway Westbound Off Ramp Westbound					Kellogg Drive Northbound					Imperial Highway Westbound On Ramp Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	109	11	2	120	21	0	37	33	58	26	37	0	0	63	0	0	0	0	0	35	241	276
07:15 AM	0	127	13	0	140	10	0	67	52	77	24	42	0	0	66	0	0	0	0	0	52	283	335
07:30 AM	0	140	18	2	158	19	0	62	47	81	17	66	0	0	83	0	0	0	0	0	49	322	371
07:45 AM	0	161	15	2	176	19	0	82	60	101	36	57	0	0	93	0	0	0	0	0	62	370	432
Total	0	537	57	6	594	69	0	248	192	317	103	202	0	0	305	0	0	0	0	0	198	1216	1414
08:00 AM	0	170	20	1	190	18	0	70	49	88	40	50	0	0	90	0	0	0	0	0	50	368	418
08:15 AM	0	158	13	2	171	57	0	71	34	128	65	77	0	0	142	0	0	0	0	0	36	441	477
08:30 AM	0	118	16	1	134	16	0	61	47	77	42	54	0	0	96	0	0	0	0	0	48	307	355
08:45 AM	0	89	13	1	102	11	0	63	50	74	17	30	0	0	47	0	0	0	0	0	51	223	274
Total	0	535	62	5	597	102	0	265	180	367	164	211	0	0	375	0	0	0	0	0	185	1339	1524
Grand Total	0	1072	119	11	1191	171	0	513	372	684	267	413	0	0	680	0	0	0	0	0	383	2555	2938
Apprch %	0	90	10			25	0	75			39.3	60.7	0			0	0	0					
Total %	0	42	4.7		46.6	6.7	0	20.1		26.8	10.5	16.2	0		26.6	0	0	0			13	87	

Start Time	Kellogg Drive Southbound				Imperial Highway Westbound Off Ramp Westbound				Kellogg Drive Northbound				Imperial Highway Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	140	18	158	19	0	62	81	17	66	0	83	0	0	0	0	322
07:45 AM	0	161	15	176	19	0	82	101	36	57	0	93	0	0	0	0	370
08:00 AM	0	170	20	190	18	0	70	88	40	50	0	90	0	0	0	0	368
08:15 AM	0	158	13	171	57	0	71	128	65	77	0	142	0	0	0	0	441
Total Volume	0	629	66	695	113	0	285	398	158	250	0	408	0	0	0	0	1501
% App. Total	0	90.5	9.5		28.4	0	71.6		38.7	61.3	0		0	0	0		
PHF	.000	.925	.825	.914	.496	.000	.869	.777	.608	.812	.000	.718	.000	.000	.000	.000	.851

City of Yorba Linda
 N/S: Kellogg Drive
 E/W: Imperial Highway Westbound Ramps
 Weather: Clear

File Name : 08_YLA_Kel_Imp WB AM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 2



City of Yorba Linda
 N/S: Kellogg Drive
 E/W: Imperial Highway Westbound Ramps
 Weather: Clear

File Name : 08_YLA_Kel_Imp WB AM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 3

Start Time	Kellogg Drive Southbound				Imperial Highway Westbound Off Ramp Westbound				Kellogg Drive Northbound				Imperial Highway Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:45 AM				07:00 AM				
+0 mins.	0	140	18	158	19	0	62	81	36	57	0	93	0	0	0	0	
+15 mins.	0	161	15	176	19	0	82	101	40	50	0	90	0	0	0	0	
+30 mins.	0	170	20	190	18	0	70	88	65	77	0	142	0	0	0	0	
+45 mins.	0	158	13	171	57	0	71	128	42	54	0	96	0	0	0	0	
Total Volume	0	629	66	695	113	0	285	398	183	238	0	421	0	0	0	0	
% App. Total	0	90.5	9.5		28.4	0	71.6		43.5	56.5	0		0	0	0		
PHF	.000	.925	.825	.914	.496	.000	.869	.777	.704	.773	.000	.741	.000	.000	.000	.000	

City of Yorba Linda
 N/S: Kellogg Drive
 E/W: Imperial Highway Westbound Ramps
 Weather: Clear

File Name : 08_YLA_Kel_Imp WB PM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 1

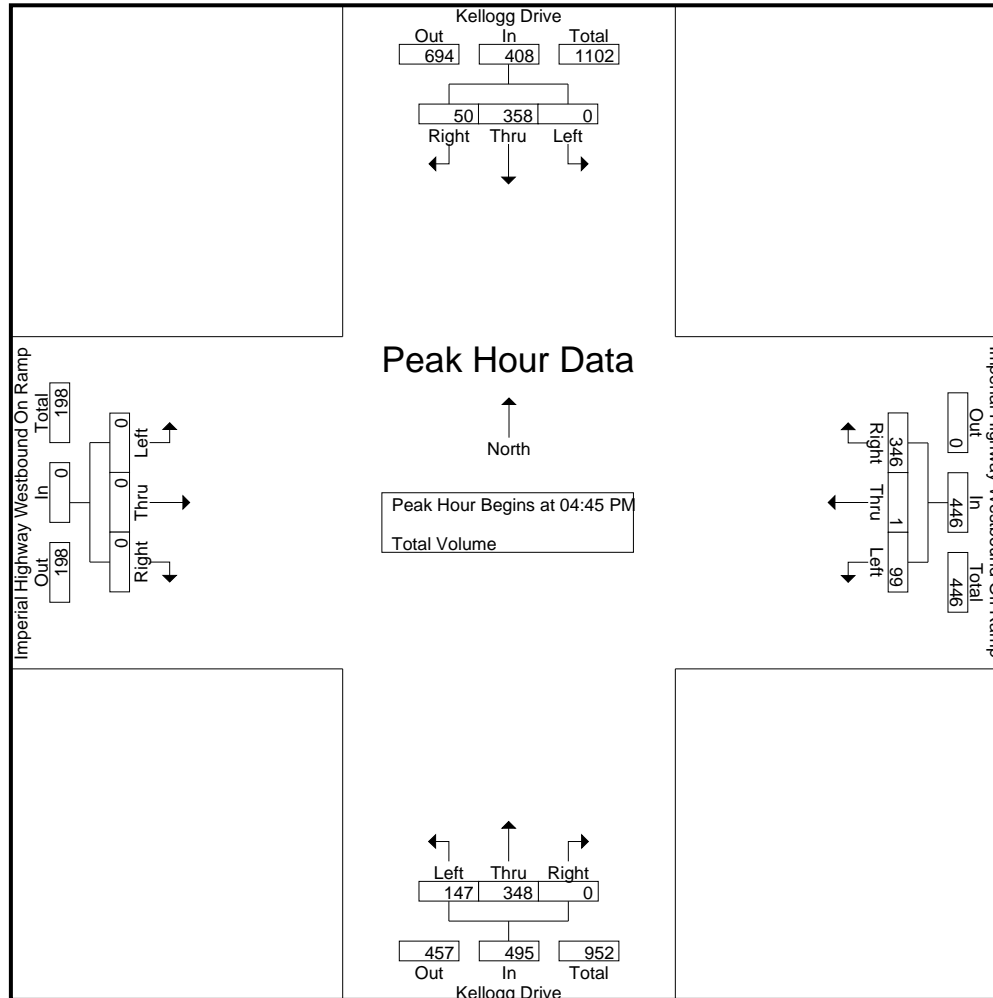
Groups Printed- Total Volume

Start Time	Kellogg Drive Southbound					Imperial Highway Westbound Off Ramp Westbound					Kellogg Drive Northbound					Imperial Highway Westbound On Ramp Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	90	11	2	101	23	0	53	37	76	35	71	0	0	106	0	0	0	0	0	39	283	322
04:15 PM	0	104	5	0	109	9	0	61	44	70	38	69	0	0	107	0	0	0	0	0	44	286	330
04:30 PM	0	91	3	0	94	27	0	74	41	101	30	73	0	0	103	0	0	0	0	0	41	298	339
04:45 PM	0	83	21	2	104	17	0	80	57	97	44	86	0	0	130	0	0	0	0	0	59	331	390
Total	0	368	40	4	408	76	0	268	179	344	147	299	0	0	446	0	0	0	0	0	183	1198	1381
05:00 PM	0	106	8	2	114	32	1	76	43	109	49	75	0	0	124	0	0	0	0	0	45	347	392
05:15 PM	0	71	8	2	79	28	0	105	53	133	35	93	0	0	128	0	0	0	0	0	55	340	395
05:30 PM	0	98	13	0	111	22	0	85	36	107	19	94	0	0	113	0	0	0	0	0	36	331	367
05:45 PM	0	106	12	3	118	26	0	68	41	94	29	64	0	0	93	0	0	0	0	0	44	305	349
Total	0	381	41	7	422	108	1	334	173	443	132	326	0	0	458	0	0	0	0	0	180	1323	1503
06:00 PM	0	86	11	4	97	28	0	60	27	88	22	67	0	0	89	0	0	0	0	0	31	274	305
Grand Total	0	835	92	15	927	212	1	662	379	875	301	692	0	0	993	0	0	0	0	0	394	2795	3189
Apprch %	0	90.1	9.9			24.2	0.1	75.7			30.3	69.7	0			0	0	0					
Total %	0	29.9	3.3		33.2	7.6	0	23.7		31.3	10.8	24.8	0		35.5	0	0	0		0	12.4	87.6	

Start Time	Kellogg Drive Southbound				Imperial Highway Westbound Off Ramp Westbound				Kellogg Drive Northbound				Imperial Highway Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	83	21	104	17	0	80	97	44	86	0	130	0	0	0	0	331
05:00 PM	0	106	8	114	32	1	76	109	49	75	0	124	0	0	0	0	347
05:15 PM	0	71	8	79	28	0	105	133	35	93	0	128	0	0	0	0	340
05:30 PM	0	98	13	111	22	0	85	107	19	94	0	113	0	0	0	0	331
Total Volume	0	358	50	408	99	1	346	446	147	348	0	495	0	0	0	0	1349
% App. Total	0	87.7	12.3		22.2	0.2	77.6		29.7	70.3	0		0	0	0		
PHF	.000	.844	.595	.895	.773	.250	.824	.838	.750	.926	.000	.952	.000	.000	.000	.000	.972

City of Yorba Linda
 N/S: Kellogg Drive
 E/W: Imperial Highway Westbound Ramps
 Weather: Clear

File Name : 08_YLA_Kel_Imp WB PM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 2



City of Yorba Linda
 N/S: Kellogg Drive
 E/W: Imperial Highway Westbound Ramps
 Weather: Clear

File Name : 08_YLA_Kel_Imp WB PM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 3

Start Time	Kellogg Drive Southbound				Imperial Highway Westbound Off Ramp Westbound				Kellogg Drive Northbound				Imperial Highway Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				04:45 PM				04:45 PM				04:00 PM				
+0 mins.	0	106	8	114	17	0	80	97	44	86	0	130	0	0	0	0	
+15 mins.	0	71	8	79	32	1	76	109	49	75	0	124	0	0	0	0	
+30 mins.	0	98	13	111	28	0	105	133	35	93	0	128	0	0	0	0	
+45 mins.	0	106	12	118	22	0	85	107	19	94	0	113	0	0	0	0	
Total Volume	0	381	41	422	99	1	346	446	147	348	0	495	0	0	0	0	
% App. Total	0	90.3	9.7		22.2	0.2	77.6		29.7	70.3	0		0	0	0		
PHF	.000	.899	.788	.894	.773	.250	.824	.838	.750	.926	.000	.952	.000	.000	.000	.000	

Location: Yorba Linda
 N/S: Kellogg Drive
 E/W: Imperial Hwy WB Ramps



Date: 2/27/2024
 Day: Tuesday

PEDESTRIANS

	North Leg Kellogg Drive	East Leg Imperial Hwy WB Ramps	South Leg Kellogg Drive	West Leg Imperial Hwy WB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	1	1
7:30 AM	0	0	0	2	2
7:45 AM	0	0	0	0	0
8:00 AM	0	1	0	0	1
8:15 AM	0	1	0	1	2
8:30 AM	0	1	0	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	3	0	4	7

	North Leg Kellogg Drive	East Leg Imperial Hwy WB Ramps	South Leg Kellogg Drive	West Leg Imperial Hwy WB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	1	1
4:15 PM	0	0	0	1	1
4:30 PM	0	1	0	1	2
4:45 PM	0	3	0	0	3
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	1	1
5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0
TOTAL VOLUMES:	0	4	0	4	8

Location: Yorba Linda
 N/S: Kellogg Drive
 E/W: Imperial Hwy WB Ramps



Date: 2/27/2024
 Day: Tuesday

BICYCLES

	Southbound Kellogg Drive			Westbound Imperial Hwy WB Ramps			Northbound Kellogg Drive			Eastbound Imperial Hwy WB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

	Southbound Kellogg Drive			Westbound Imperial Hwy WB Ramps			Northbound Kellogg Drive			Eastbound Imperial Hwy WB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES:	2	1	0	0	0	0	0	4	0	0	0	0	7

City of Yorba Linda
 N/S: Kellogg Drive
 E/W: Grandview Avenue
 Weather: Clear

File Name : 21_YLA_Kel_Grand AM
 Site Code : 05124172
 Start Date : 2/29/2024
 Page No : 1

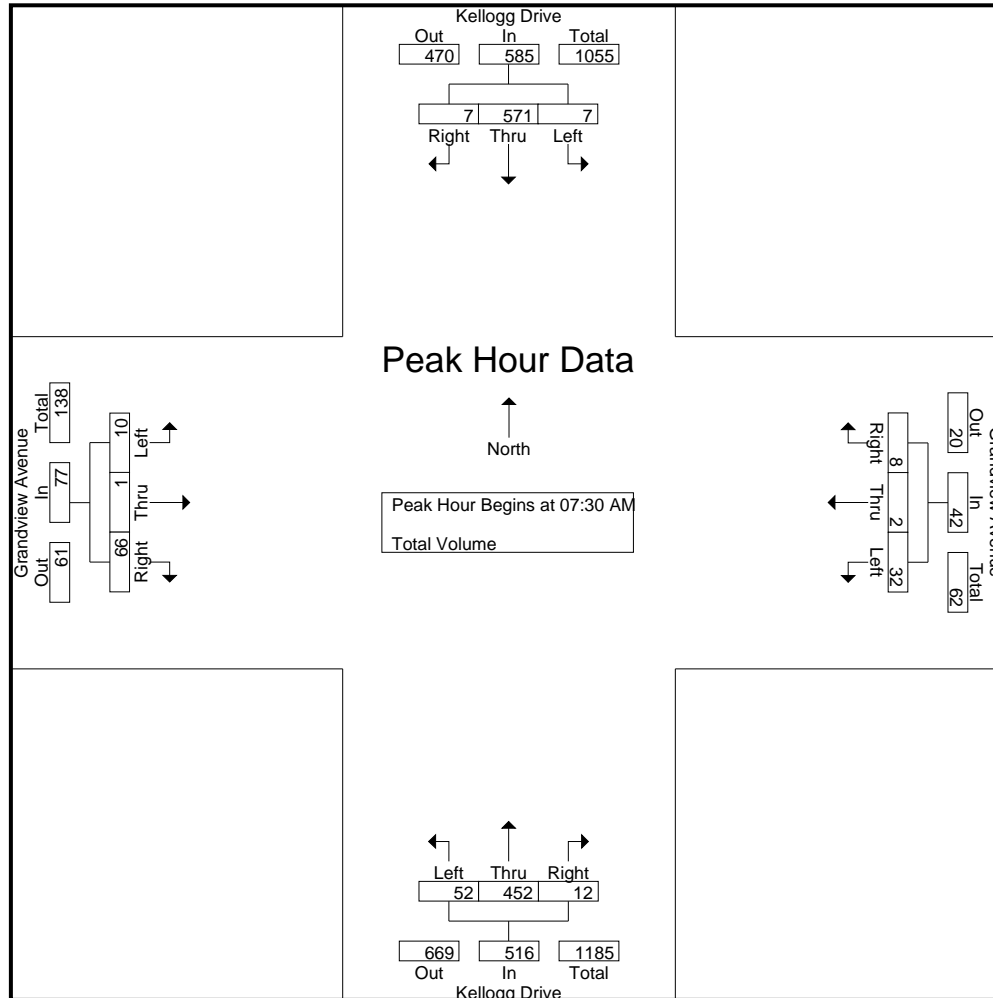
Groups Printed- Total Volume

Start Time	Kellogg Drive Southbound					Grandview Avenue Westbound					Kellogg Drive Northbound					Grandview Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	1	126	1	0	128	12	0	0	0	12	0	78	1	0	79	0	0	7	5	7	5	226	231
07:15 AM	0	94	0	0	94	14	1	1	1	16	13	73	3	0	89	1	1	4	3	6	4	205	209
07:30 AM	3	141	5	0	149	12	1	4	2	17	22	84	1	0	107	0	0	17	12	17	14	290	304
07:45 AM	1	130	2	0	133	8	1	1	1	10	14	105	6	0	125	6	1	29	22	36	23	304	327
Total	5	491	8	0	504	46	3	6	4	55	49	340	11	0	400	7	2	57	42	66	46	1025	1071
08:00 AM	3	154	0	0	157	5	0	0	0	5	7	122	3	0	132	2	0	16	12	18	12	312	324
08:15 AM	0	146	0	0	146	7	0	3	3	10	9	141	2	0	152	2	0	4	4	6	7	314	321
08:30 AM	3	121	2	0	126	6	0	1	1	7	4	114	2	0	120	0	0	7	7	7	8	260	268
08:45 AM	2	97	4	1	103	2	2	0	0	4	12	92	2	0	106	0	1	7	6	8	7	221	228
Total	8	518	6	1	532	20	2	4	4	26	32	469	9	0	510	4	1	34	29	39	34	1107	1141
Grand Total	13	1009	14	1	1036	66	5	10	8	81	81	809	20	0	910	11	3	91	71	105	80	2132	2212
Apprch %	1.3	97.4	1.4			81.5	6.2	12.3			8.9	88.9	2.2			10.5	2.9	86.7					
Total %	0.6	47.3	0.7		48.6	3.1	0.2	0.5		3.8	3.8	37.9	0.9		42.7	0.5	0.1	4.3		4.9	3.6	96.4	

Start Time	Kellogg Drive Southbound				Grandview Avenue Westbound				Kellogg Drive Northbound				Grandview Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	3	141	5	149	12	1	4	17	22	84	1	107	0	0	17	17	290
07:45 AM	1	130	2	133	8	1	1	10	14	105	6	125	6	1	29	36	304
08:00 AM	3	154	0	157	5	0	0	5	7	122	3	132	2	0	16	18	312
08:15 AM	0	146	0	146	7	0	3	10	9	141	2	152	2	0	4	6	314
Total Volume	7	571	7	585	32	2	8	42	52	452	12	516	10	1	66	77	1220
% App. Total	1.2	97.6	1.2		76.2	4.8	19		10.1	87.6	2.3		13	1.3	85.7		
PHF	.583	.927	.350	.932	.667	.500	.500	.618	.591	.801	.500	.849	.417	.250	.569	.535	.971

City of Yorba Linda
 N/S: Kellogg Drive
 E/W: Grandview Avenue
 Weather: Clear

File Name : 21_YLA_Kel_Grand AM
 Site Code : 05124172
 Start Date : 2/29/2024
 Page No : 2



City of Yorba Linda
 N/S: Kellogg Drive
 E/W: Grandview Avenue
 Weather: Clear

File Name : 21_YLA_Kel_Grand AM
 Site Code : 05124172
 Start Date : 2/29/2024
 Page No : 3

Start Time	Kellogg Drive Southbound				Grandview Avenue Westbound				Kellogg Drive Northbound				Grandview Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:00 AM				07:45 AM				07:15 AM				
+0 mins.	3	141	5	149	12	0	0	12	14	105	6	125	1	1	4	6	
+15 mins.	1	130	2	133	14	1	1	16	7	122	3	132	0	0	17	17	
+30 mins.	3	154	0	157	12	1	4	17	9	141	2	152	6	1	29	36	
+45 mins.	0	146	0	146	8	1	1	10	4	114	2	120	2	0	16	18	
Total Volume	7	571	7	585	46	3	6	55	34	482	13	529	9	2	66	77	
% App. Total	1.2	97.6	1.2		83.6	5.5	10.9		6.4	91.1	2.5		11.7	2.6	85.7		
PHF	.583	.927	.350	.932	.821	.750	.375	.809	.607	.855	.542	.870	.375	.500	.569	.535	

City of Yorba Linda
 N/S: Kellogg Drive
 E/W: Grandview Avenue
 Weather: Clear

File Name : 21_YLA_Kel_Grand PM
 Site Code : 05124172
 Start Date : 2/29/2024
 Page No : 1

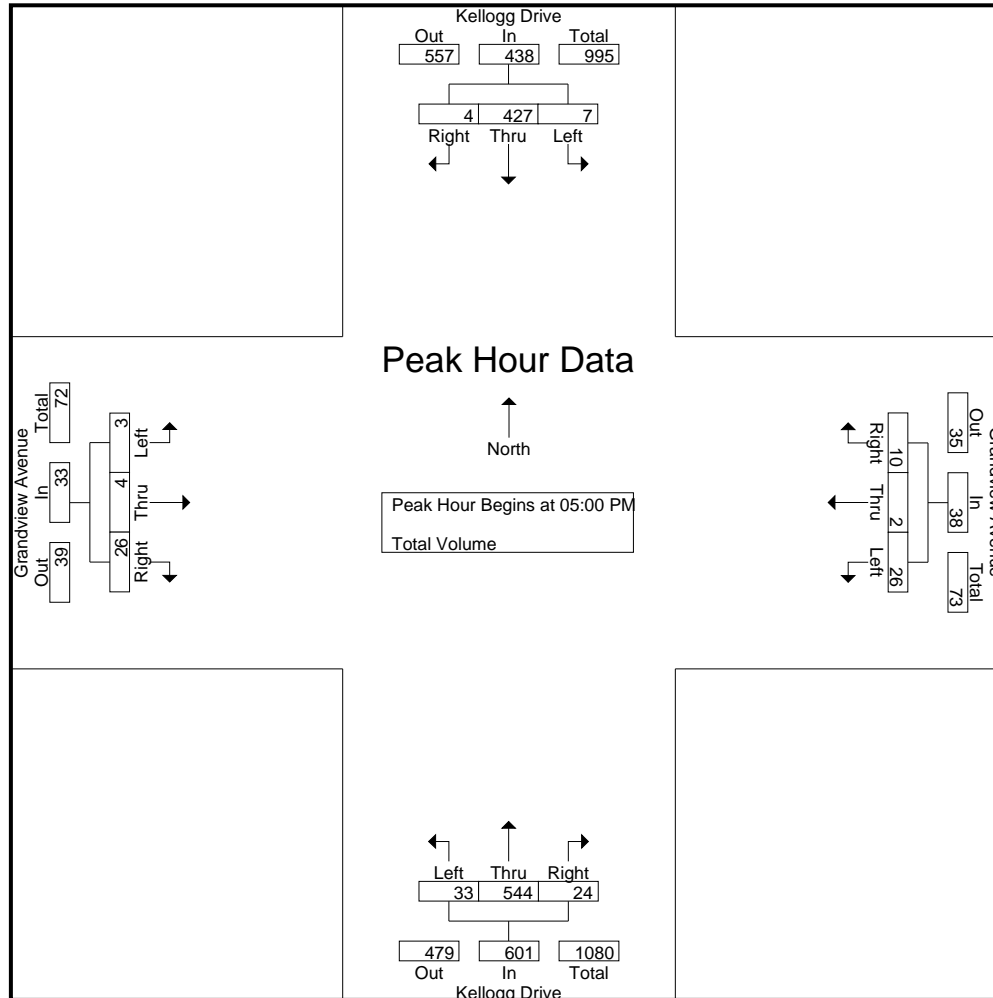
Groups Printed- Total Volume

Start Time	Kellogg Drive Southbound					Grandview Avenue Westbound					Kellogg Drive Northbound					Grandview Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	1	110	2	1	113	10	0	0	0	10	6	125	10	0	141	0	0	3	3	3	4	267	271
04:15 PM	1	92	0	0	93	6	1	1	1	8	15	107	9	0	131	1	0	11	9	12	10	244	254
04:30 PM	0	76	2	0	78	5	0	2	2	7	6	113	12	0	131	1	0	10	8	11	10	227	237
04:45 PM	3	89	2	2	94	6	0	1	1	7	8	141	11	0	160	0	0	5	4	5	7	266	273
Total	5	367	6	3	378	27	1	4	4	32	35	486	42	0	563	2	0	29	24	31	31	1004	1035
05:00 PM	2	94	0	0	96	11	1	2	2	14	12	146	7	1	165	1	2	7	6	10	9	285	294
05:15 PM	0	114	3	0	117	5	0	1	1	6	13	141	7	1	161	0	2	6	4	8	6	292	298
05:30 PM	4	97	0	0	101	6	1	2	2	9	5	123	5	1	133	0	0	7	6	7	9	250	259
05:45 PM	1	122	1	0	124	4	0	5	5	9	3	134	5	0	142	2	0	6	5	8	10	283	293
Total	7	427	4	0	438	26	2	10	10	38	33	544	24	3	601	3	4	26	21	33	34	1110	1144
06:00 PM	2	80	0	0	82	6	0	1	1	7	3	83	8	2	94	2	0	8	8	10	11	193	204
Grand Total	14	874	10	3	898	59	3	15	15	77	71	1113	74	5	1258	7	4	63	53	74	76	2307	2383
Apprch %	1.6	97.3	1.1			76.6	3.9	19.5			5.6	88.5	5.9			9.5	5.4	85.1					
Total %	0.6	37.9	0.4		38.9	2.6	0.1	0.7		3.3	3.1	48.2	3.2		54.5	0.3	0.2	2.7		3.2	3.2	96.8	

Start Time	Kellogg Drive Southbound				Grandview Avenue Westbound				Kellogg Drive Northbound				Grandview Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	2	94	0	96	11	1	2	14	12	146	7	165	1	2	7	10	285
05:15 PM	0	114	3	117	5	0	1	6	13	141	7	161	0	2	6	8	292
05:30 PM	4	97	0	101	6	1	2	9	5	123	5	133	0	0	7	7	250
05:45 PM	1	122	1	124	4	0	5	9	3	134	5	142	2	0	6	8	283
Total Volume	7	427	4	438	26	2	10	38	33	544	24	601	3	4	26	33	1110
% App. Total	1.6	97.5	0.9		68.4	5.3	26.3		5.5	90.5	4		9.1	12.1	78.8		
PHF	.438	.875	.333	.883	.591	.500	.500	.679	.635	.932	.857	.911	.375	.500	.929	.825	.950

City of Yorba Linda
 N/S: Kellogg Drive
 E/W: Grandview Avenue
 Weather: Clear

File Name : 21_YLA_Kel_Grand PM
 Site Code : 05124172
 Start Date : 2/29/2024
 Page No : 2



City of Yorba Linda
 N/S: Kellogg Drive
 E/W: Grandview Avenue
 Weather: Clear

File Name : 21_YLA_Kel_Grand PM
 Site Code : 05124172
 Start Date : 2/29/2024
 Page No : 3

Start Time	Kellogg Drive Southbound				Grandview Avenue Westbound				Kellogg Drive Northbound				Grandview Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				05:00 PM				04:45 PM				04:15 PM				
+0 mins.	2	94	0	96	11	1	2	14	8	141	11	160	1	0	11	12	
+15 mins.	0	114	3	117	5	0	1	6	12	146	7	165	1	0	10	11	
+30 mins.	4	97	0	101	6	1	2	9	13	141	7	161	0	0	5	5	
+45 mins.	1	122	1	124	4	0	5	9	5	123	5	133	1	2	7	10	
Total Volume	7	427	4	438	26	2	10	38	38	551	30	619	3	2	33	38	
% App. Total	1.6	97.5	0.9		68.4	5.3	26.3		6.1	89	4.8		7.9	5.3	86.8		
PHF	.438	.875	.333	.883	.591	.500	.500	.679	.731	.943	.682	.938	.750	.250	.750	.792	

Location: Yorba Linda
 N/S: Kellogg Drive
 E/W: Grandview Avenue



Date: 2/29/2024
 Day: Thursday

PEDESTRIANS

	North Leg Kellogg Drive	East Leg Grandview Avenue	South Leg Kellogg Drive	West Leg Grandview Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	4	0	0	4
7:15 AM	2	0	0	0	2
7:30 AM	1	1	0	1	3
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	1	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	3	6	0	1	10

	North Leg Kellogg Drive	East Leg Grandview Avenue	South Leg Kellogg Drive	West Leg Grandview Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	6	0	0	6
4:15 PM	1	2	0	0	3
4:30 PM	1	1	0	0	2
4:45 PM	0	2	0	1	3
5:00 PM	0	1	0	0	1
5:15 PM	1	2	0	1	4
5:30 PM	0	2	0	0	2
5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0
TOTAL VOLUMES:	3	16	0	2	21

Location: Yorba Linda
 N/S: Kellogg Drive
 E/W: Grandview Avenue



Date: 2/29/2024
 Day: Thursday

BICYCLES

	Southbound Kellogg Drive			Westbound Grandview Avenue			Northbound Kellogg Drive			Eastbound Grandview Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	1	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	1	2

	Southbound Kellogg Drive			Westbound Grandview Avenue			Northbound Kellogg Drive			Eastbound Grandview Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

City of Yorba Linda
 N/S: Plumosa Drive
 E/W: Bastanchury Road
 Weather: Clear

File Name : 09_YLA_Plu_Bast AM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 1

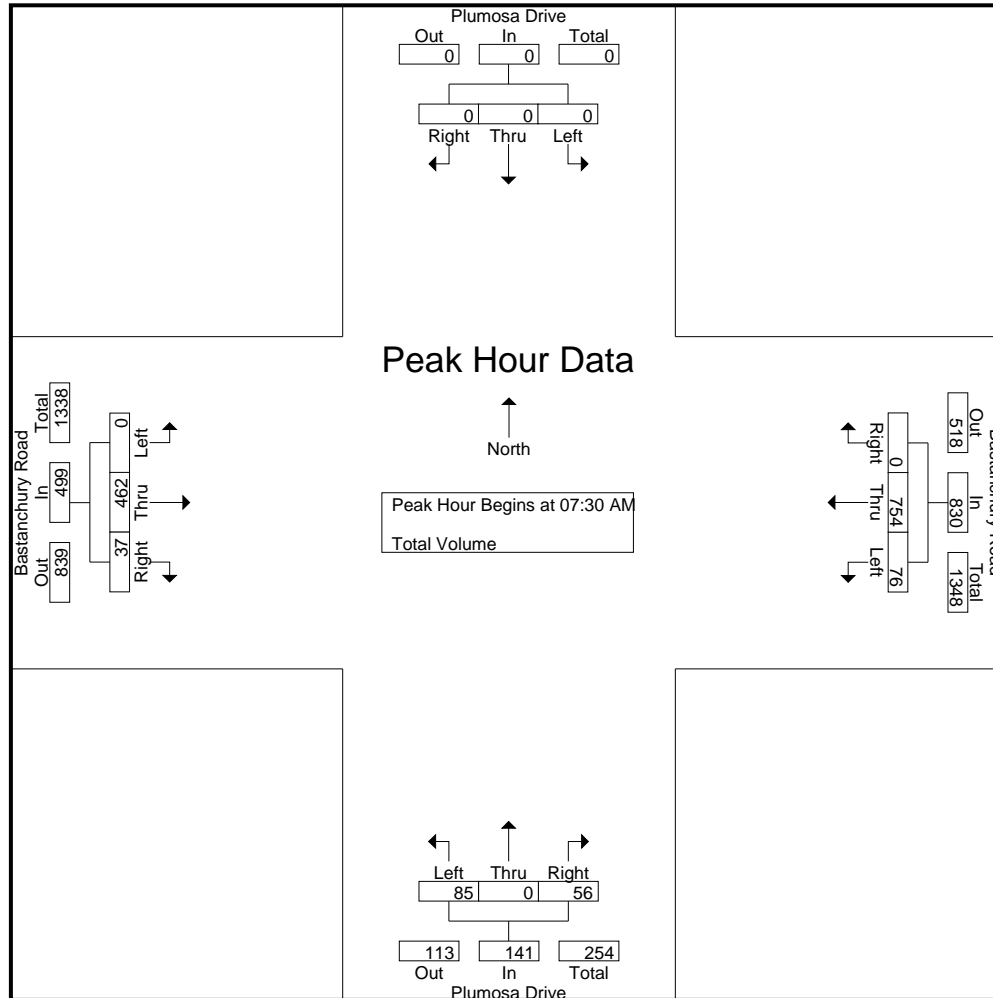
Groups Printed- Total Volume

Start Time	Plumosa Drive Southbound					Bastanchury Road Westbound					Plumosa Drive Northbound					Bastanchury Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	0	0	0	0	1	127	0	0	128	11	0	1	0	12	0	56	6	0	62	0	202	202
07:15 AM	0	0	0	0	0	14	158	0	0	172	8	0	3	2	11	0	59	15	0	74	2	257	259
07:30 AM	0	0	0	0	0	38	204	0	0	242	35	0	24	7	59	0	88	14	0	102	7	403	410
07:45 AM	0	0	0	0	0	18	179	0	0	197	32	0	26	3	58	0	120	15	0	135	3	390	393
Total	0	0	0	0	0	71	668	0	0	739	86	0	54	12	140	0	323	50	0	373	12	1252	1264
08:00 AM	0	0	0	0	0	8	203	0	0	211	14	0	3	0	17	0	118	2	0	120	0	348	348
08:15 AM	0	0	0	0	0	12	168	0	0	180	4	0	3	0	7	0	136	6	0	142	0	329	329
08:30 AM	0	0	0	0	0	6	205	0	0	211	7	0	0	0	7	0	79	7	0	86	0	304	304
08:45 AM	0	0	0	0	0	3	151	0	0	154	11	0	2	1	13	0	103	7	0	110	1	277	278
Total	0	0	0	0	0	29	727	0	0	756	36	0	8	1	44	0	436	22	0	458	1	1258	1259
Grand Total	0	0	0	0	0	100	1395	0	0	1495	122	0	62	13	184	0	759	72	0	831	13	2510	2523
Apprch %	0	0	0			6.7	93.3	0			66.3	0	33.7			0	91.3	8.7					
Total %	0	0	0			4	55.6	0		59.6	4.9	0	2.5		7.3	0	30.2	2.9		33.1	0.5	99.5	

Start Time	Plumosa Drive Southbound				Bastanchury Road Westbound				Plumosa Drive Northbound				Bastanchury Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	38	204	0	242	35	0	24	59	0	88	14	102	403
07:45 AM	0	0	0	0	18	179	0	197	32	0	26	58	0	120	15	135	390
08:00 AM	0	0	0	0	8	203	0	211	14	0	3	17	0	118	2	120	348
08:15 AM	0	0	0	0	12	168	0	180	4	0	3	7	0	136	6	142	329
Total Volume	0	0	0	0	76	754	0	830	85	0	56	141	0	462	37	499	1470
% App. Total	0	0	0		9.2	90.8	0		60.3	0	39.7		0	92.6	7.4		
PHF	.000	.000	.000	.000	.500	.924	.000	.857	.607	.000	.538	.597	.000	.849	.617	.879	.912

City of Yorba Linda
 N/S: Plumosa Drive
 E/W: Bastanchury Road
 Weather: Clear

File Name : 09_YLA_Plu_Bast AM
 Site Code : 05124172
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City of Yorba Linda
 N/S: Plumosa Drive
 E/W: Bastanchury Road
 Weather: Clear

File Name : 09_YLA_Plu_Bast AM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 3

Start Time	Plumosa Drive Southbound				Bastanchury Road Westbound				Plumosa Drive Northbound				Bastanchury Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:30 AM				07:15 AM				07:30 AM				
+0 mins.	0	0	0	0	38	204	0	242	8	0	3	11	0	88	14	102	
+15 mins.	0	0	0	0	18	179	0	197	35	0	24	59	0	120	15	135	
+30 mins.	0	0	0	0	8	203	0	211	32	0	26	58	0	118	2	120	
+45 mins.	0	0	0	0	12	168	0	180	14	0	3	17	0	136	6	142	
Total Volume	0	0	0	0	76	754	0	830	89	0	56	145	0	462	37	499	
% App. Total	0	0	0	0	9.2	90.8	0		61.4	0	38.6		0	92.6	7.4		
PHF	.000	.000	.000	.000	.500	.924	.000	.857	.636	.000	.538	.614	.000	.849	.617	.879	

City of Yorba Linda
 N/S: Plumosa Drive
 E/W: Bastanchury Road
 Weather: Clear

File Name : 09_YLA_Plu_Bast PM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 1

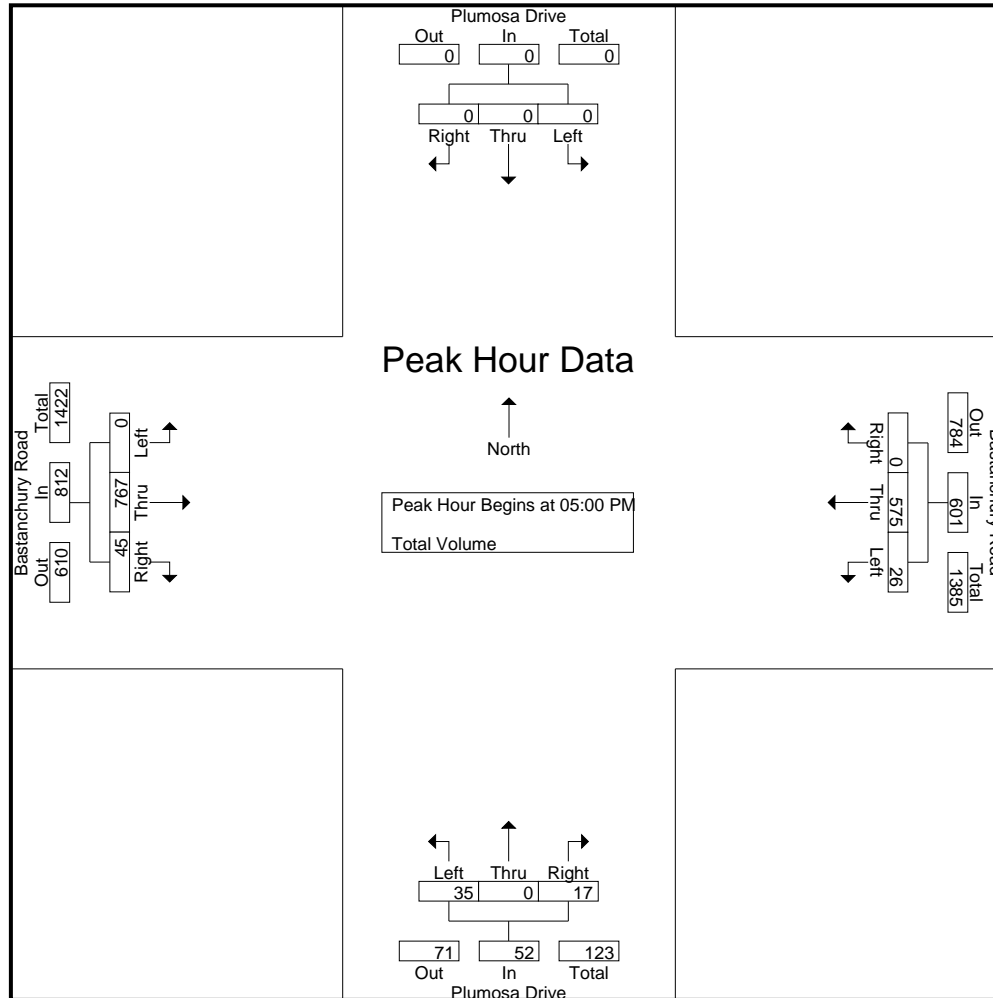
Groups Printed- Total Volume

Start Time	Plumosa Drive Southbound					Bastanchury Road Westbound					Plumosa Drive Northbound					Bastanchury Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	0	0	0	0	9	125	0	0	134	9	0	4	1	13	0	179	10	0	189	1	336	337
04:15 PM	0	0	0	0	0	8	146	0	0	154	4	0	4	1	8	0	176	8	0	184	1	346	347
04:30 PM	0	0	0	0	0	15	145	0	0	160	9	0	2	1	11	0	159	9	0	168	1	339	340
04:45 PM	0	0	0	0	0	8	143	0	0	151	8	0	5	0	13	0	174	9	0	183	0	347	347
Total	0	0	0	0	0	40	559	0	0	599	30	0	15	3	45	0	688	36	0	724	3	1368	1371
05:00 PM	0	0	0	0	0	6	134	0	0	140	11	0	6	1	17	0	195	15	0	210	1	367	368
05:15 PM	0	0	0	0	0	3	162	0	0	165	6	0	2	0	8	0	217	6	0	223	0	396	396
05:30 PM	0	0	0	0	0	10	127	0	0	137	11	0	7	2	18	0	171	11	0	182	2	337	339
05:45 PM	0	0	0	0	0	7	152	0	0	159	7	0	2	0	9	0	184	13	0	197	0	365	365
Total	0	0	0	0	0	26	575	0	0	601	35	0	17	3	52	0	767	45	0	812	3	1465	1468
06:00 PM	0	0	0	0	0	0	135	0	0	135	10	2	1	0	13	0	148	15	0	163	0	311	311
Grand Total	0	0	0	0	0	66	1269	0	0	1335	75	2	33	6	110	0	1603	96	0	1699	6	3144	3150
Apprch %	0	0	0			4.9	95.1	0			68.2	1.8	30			0	94.3	5.7					
Total %	0	0	0			2.1	40.4	0		42.5	2.4	0.1	1		3.5	0	51	3.1		54	0.2	99.8	

Start Time	Plumosa Drive Southbound				Bastanchury Road Westbound				Plumosa Drive Northbound				Bastanchury Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	6	134	0	140	11	0	6	17	0	195	15	210	367
05:15 PM	0	0	0	0	3	162	0	165	6	0	2	8	0	217	6	223	396
05:30 PM	0	0	0	0	10	127	0	137	11	0	7	18	0	171	11	182	337
05:45 PM	0	0	0	0	7	152	0	159	7	0	2	9	0	184	13	197	365
Total Volume	0	0	0	0	26	575	0	601	35	0	17	52	0	767	45	812	1465
% App. Total	0	0	0		4.3	95.7	0		67.3	0	32.7		0	94.5	5.5		
PHF	.000	.000	.000	.000	.650	.887	.000	.911	.795	.000	.607	.722	.000	.884	.750	.910	.925

City of Yorba Linda
 N/S: Plumosa Drive
 E/W: Bastanchury Road
 Weather: Clear

File Name : 09_YLA_Plu_Bast PM
 Site Code : 05124172
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 Page No : 2



City of Yorba Linda
 N/S: Plumosa Drive
 E/W: Bastanchury Road
 Weather: Clear

File Name : 09_YLA_Plu_Bast PM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 3

Start Time	Plumosa Drive Southbound				Bastanchury Road Westbound				Plumosa Drive Northbound				Bastanchury Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:30 PM				04:45 PM				05:00 PM				
+0 mins.	0	0	0	0	15	145	0	160	8	0	5	13	0	195	15	210	
+15 mins.	0	0	0	0	8	143	0	151	11	0	6	17	0	217	6	223	
+30 mins.	0	0	0	0	6	134	0	140	6	0	2	8	0	171	11	182	
+45 mins.	0	0	0	0	3	162	0	165	11	0	7	18	0	184	13	197	
Total Volume	0	0	0	0	32	584	0	616	36	0	20	56	0	767	45	812	
% App. Total	0	0	0	0	5.2	94.8	0		64.3	0	35.7		0	94.5	5.5		
PHF	.000	.000	.000	.000	.533	.901	.000	.933	.818	.000	.714	.778	.000	.884	.750	.910	

Location: Yorba Linda
 N/S: Plumosa Drive
 E/W: Bastanchury Road



Date: 2/27/2024
 Day: Tuesday

PEDESTRIANS

	North Leg Plumosa Drive	East Leg Bastanchury Road	South Leg Plumosa Drive	West Leg Bastanchury Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	1	1	0	2
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	2	1	1	0	4
8:30 AM	0	0	0	0	0
8:45 AM	0	1	1	0	2
TOTAL VOLUMES:	2	3	3	0	8

	North Leg Plumosa Drive	East Leg Bastanchury Road	South Leg Plumosa Drive	West Leg Bastanchury Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	2	0	2
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	2	3	0	0	5
5:00 PM	3	0	0	0	3
5:15 PM	3	2	2	0	7
5:30 PM	1	1	5	0	7
5:45 PM	2	2	0	0	4
6:00 PM	0	0	0	0	0
TOTAL VOLUMES:	11	8	9	0	28

Location: Yorba Linda
 N/S: Plumosa Drive
 E/W: Bastanchury Road



Date: 2/27/2024
 Day: Tuesday

BICYCLES

	Southbound Plumosa Drive			Westbound Bastanchury Road			Northbound Plumosa Drive			Eastbound Bastanchury Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Plumosa Drive			Westbound Bastanchury Road			Northbound Plumosa Drive			Eastbound Bastanchury Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	2	0	0	0	0	0	0	0	2

City of Yorba Linda
 N/S: Lakeview Avenue
 E/W: Bastanchury Road
 Weather: Clear

File Name : 10_YLA_Lake_Bast AM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 1

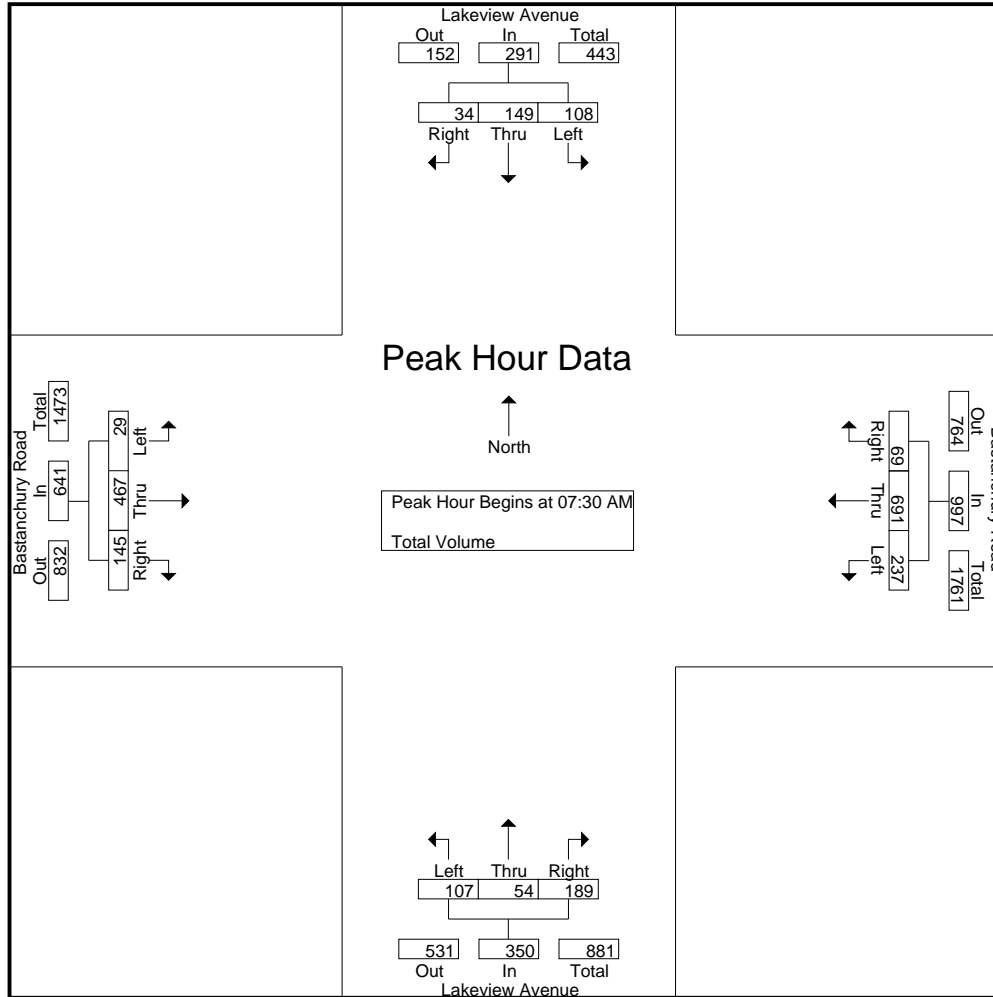
Groups Printed- Total Volume

Start Time	Lakeview Avenue Southbound					Bastanchury Road Westbound					Lakeview Avenue Northbound					Bastanchury Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	16	26	6	3	48	45	117	6	0	168	13	14	22	4	49	3	50	22	6	75	13	340	353
07:15 AM	9	24	9	9	42	55	151	14	2	220	20	10	17	2	47	2	50	15	6	67	19	376	395
07:30 AM	26	34	11	9	71	63	198	25	2	286	27	12	28	12	67	9	90	37	6	136	29	560	589
07:45 AM	16	60	7	4	83	47	167	15	1	229	27	11	33	8	71	10	138	54	15	202	28	585	613
Total	67	144	33	25	244	210	633	60	5	903	87	47	100	26	234	24	328	128	33	480	89	1861	1950
08:00 AM	27	33	9	9	69	61	179	9	1	249	27	15	60	12	102	2	93	26	9	121	31	541	572
08:15 AM	39	22	7	6	68	66	147	20	4	233	26	16	68	6	110	8	146	28	7	182	23	593	616
08:30 AM	10	22	5	3	37	62	177	11	1	250	33	22	21	2	76	6	63	20	7	89	13	452	465
08:45 AM	9	16	5	4	30	36	117	10	1	163	27	24	38	1	89	6	71	27	12	104	18	386	404
Total	85	93	26	22	204	225	620	50	7	895	113	77	187	21	377	22	373	101	35	496	85	1972	2057
Grand Total	152	237	59	47	448	435	1253	110	12	1798	200	124	287	47	611	46	701	229	68	976	174	3833	4007
Apprch %	33.9	52.9	13.2			24.2	69.7	6.1			32.7	20.3	47			4.7	71.8	23.5					
Total %	4	6.2	1.5		11.7	11.3	32.7	2.9		46.9	5.2	3.2	7.5		15.9	1.2	18.3	6		25.5	4.3	95.7	

Start Time	Lakeview Avenue Southbound				Bastanchury Road Westbound				Lakeview Avenue Northbound				Bastanchury Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	26	34	11	71	63	198	25	286	27	12	28	67	9	90	37	136	560
07:45 AM	16	60	7	83	47	167	15	229	27	11	33	71	10	138	54	202	585
08:00 AM	27	33	9	69	61	179	9	249	27	15	60	102	2	93	26	121	541
08:15 AM	39	22	7	68	66	147	20	233	26	16	68	110	8	146	28	182	616
Total Volume	108	149	34	291	237	691	69	997	107	54	189	350	29	467	145	641	2279
% App. Total	37.1	51.2	11.7		23.8	69.3	6.9		30.6	15.4	54		4.5	72.9	22.6		
PHF	.692	.621	.773	.877	.898	.872	.690	.872	.991	.844	.695	.795	.725	.800	.671	.793	.961

City of Yorba Linda
 N/S: Lakeview Avenue
 E/W: Bastanchury Road
 Weather: Clear

File Name : 10_YLA_Lake_Bast AM
 Site Code : 05124172
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City of Yorba Linda
 N/S: Lakeview Avenue
 E/W: Bastanchury Road
 Weather: Clear

File Name : 10_YLA_Lake_Bast AM
 Site Code : 05124172
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Start Time	Lakeview Avenue Southbound				Bastanchury Road Westbound				Lakeview Avenue Northbound				Bastanchury Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				08:00 AM				07:30 AM				
+0 mins.	26	34	11	71	63	198	25	286	27	15	60	102	9	90	37	136	
+15 mins.	16	60	7	83	47	167	15	229	26	16	68	110	10	138	54	202	
+30 mins.	27	33	9	69	61	179	9	249	33	22	21	76	2	93	26	121	
+45 mins.	39	22	7	68	66	147	20	233	27	24	38	89	8	146	28	182	
Total Volume	108	149	34	291	237	691	69	997	113	77	187	377	29	467	145	641	
% App. Total	37.1	51.2	11.7		23.8	69.3	6.9		30	20.4	49.6		4.5	72.9	22.6		
PHF	.692	.621	.773	.877	.898	.872	.690	.872	.856	.802	.688	.857	.725	.800	.671	.793	

City of Yorba Linda
 N/S: Lakeview Avenue
 E/W: Bastanchury Road
 Weather: Clear

File Name : 10_YLA_Lake_Bast PM
 Site Code : 05124172
 Start Date : 2/27/2024
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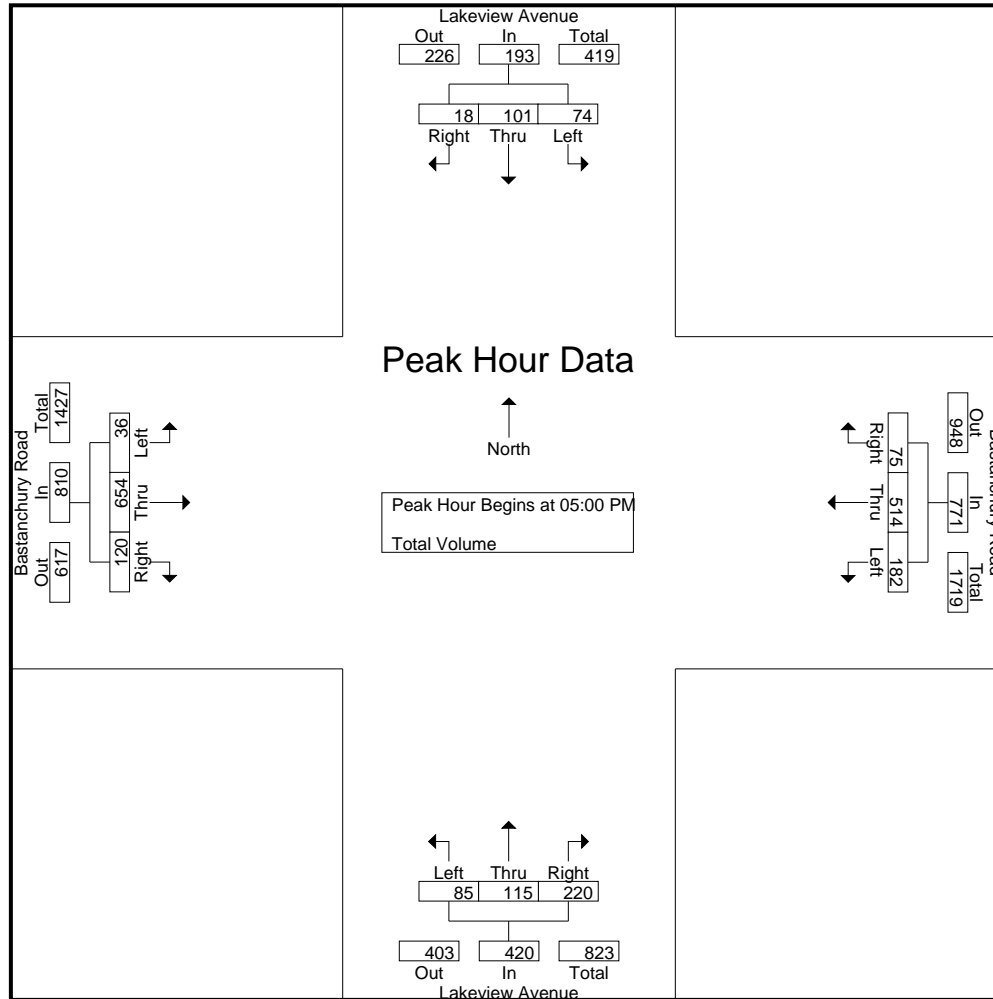
Groups Printed- Total Volume

Start Time	Lakeview Avenue Southbound					Bastanchury Road Westbound					Lakeview Avenue Northbound					Bastanchury Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	25	25	3	2	53	49	109	20	1	178	24	23	43	5	90	8	169	31	4	208	12	529	541
04:15 PM	20	32	12	10	64	39	123	17	2	179	18	27	46	5	91	8	144	27	4	179	21	513	534
04:30 PM	21	35	11	8	67	37	127	17	2	181	30	18	52	7	100	5	139	29	10	173	27	521	548
04:45 PM	16	26	3	1	45	42	129	19	1	190	28	29	50	2	107	5	140	34	12	179	16	521	537
Total	82	118	29	21	229	167	488	73	6	728	100	97	191	19	388	26	592	121	30	739	76	2084	2160
05:00 PM	14	26	4	3	44	41	115	11	0	167	28	31	49	2	108	7	161	32	8	200	13	519	532
05:15 PM	15	29	6	4	50	49	149	20	0	218	27	28	47	3	102	10	184	41	9	235	16	605	621
05:30 PM	24	17	5	3	46	43	111	20	1	174	15	28	63	3	106	10	145	23	3	178	10	504	514
05:45 PM	21	29	3	1	53	49	139	24	1	212	15	28	61	8	104	9	164	24	2	197	12	566	578
Total	74	101	18	11	193	182	514	75	2	771	85	115	220	16	420	36	654	120	22	810	51	2194	2245
06:00 PM	17	26	7	5	50	39	84	20	0	143	20	34	53	18	107	10	128	28	2	166	25	466	491
Grand Total	173	245	54	37	472	388	1086	168	8	1642	205	246	464	53	915	72	1374	269	54	1715	152	4744	4896
Apprch %	36.7	51.9	11.4			23.6	66.1	10.2			22.4	26.9	50.7			4.2	80.1	15.7					
Total %	3.6	5.2	1.1		9.9	8.2	22.9	3.5		34.6	4.3	5.2	9.8		19.3	1.5	29	5.7		36.2	3.1	96.9	

Start Time	Lakeview Avenue Southbound				Bastanchury Road Westbound				Lakeview Avenue Northbound				Bastanchury Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	14	26	4	44	41	115	11	167	28	31	49	108	7	161	32	200	519
05:15 PM	15	29	6	50	49	149	20	218	27	28	47	102	10	184	41	235	605
05:30 PM	24	17	5	46	43	111	20	174	15	28	63	106	10	145	23	178	504
05:45 PM	21	29	3	53	49	139	24	212	15	28	61	104	9	164	24	197	566
Total Volume	74	101	18	193	182	514	75	771	85	115	220	420	36	654	120	810	2194
% App. Total	38.3	52.3	9.3		23.6	66.7	9.7		20.2	27.4	52.4		4.4	80.7	14.8		
PHF	.771	.871	.750	.910	.929	.862	.781	.884	.759	.927	.873	.972	.900	.889	.732	.862	.907

City of Yorba Linda
 N/S: Lakeview Avenue
 E/W: Bastanchury Road
 Weather: Clear

File Name : 10_YLA_Lake_Bast PM
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City of Yorba Linda
 N/S: Lakeview Avenue
 E/W: Bastanchury Road
 Weather: Clear

File Name : 10_YLA_Lake_Bast PM
 Site Code : 05124172
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 Page No : 3

Start Time	Lakeview Avenue Southbound				Bastanchury Road Westbound				Lakeview Avenue Northbound				Bastanchury Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				05:00 PM				04:45 PM				05:00 PM				
+0 mins.	25	25	3	53	41	115	11	167	28	29	50	107	7	161	32	200	
+15 mins.	20	32	12	64	49	149	20	218	28	31	49	108	10	184	41	235	
+30 mins.	21	35	11	67	43	111	20	174	27	28	47	102	10	145	23	178	
+45 mins.	16	26	3	45	49	139	24	212	15	28	63	106	9	164	24	197	
Total Volume	82	118	29	229	182	514	75	771	98	116	209	423	36	654	120	810	
% App. Total	35.8	51.5	12.7		23.6	66.7	9.7		23.2	27.4	49.4		4.4	80.7	14.8		
PHF	.820	.843	.604	.854	.929	.862	.781	.884	.875	.935	.829	.979	.900	.889	.732	.862	

Location: Yorba Linda
 N/S: Lakeview Avenue
 E/W: Bastanchury Road



Date: 2/27/2024
 Day: Tuesday

PEDESTRIANS

	North Leg Lakeview Avenue	East Leg Bastanchury Road	South Leg Lakeview Avenue	West Leg Bastanchury Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	2	0	0	2
7:30 AM	0	2	2	0	4
7:45 AM	0	0	0	0	0
8:00 AM	0	0	1	2	3
8:15 AM	0	1	3	3	7
8:30 AM	0	0	0	0	0
8:45 AM	3	0	1	5	9
TOTAL VOLUMES:	3	5	7	10	25

	North Leg Lakeview Avenue	East Leg Bastanchury Road	South Leg Lakeview Avenue	West Leg Bastanchury Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	1	0	1	2
4:30 PM	0	0	0	0	0
4:45 PM	0	2	0	2	4
5:00 PM	2	3	0	0	5
5:15 PM	0	0	3	1	4
5:30 PM	0	0	1	0	1
5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0
TOTAL VOLUMES:	2	6	4	4	16

Location: Yorba Linda
 N/S: Lakeview Avenue
 E/W: Bastanchury Road



Date: 2/27/2024
 Day: Tuesday

BICYCLES

	Southbound Lakeview Avenue			Westbound Bastanchury Road			Northbound Lakeview Avenue			Eastbound Bastanchury Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	0	0	0	1	0	0	2	0	4

	Southbound Lakeview Avenue			Westbound Bastanchury Road			Northbound Lakeview Avenue			Eastbound Bastanchury Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	1	0	0	0	0	0	0	2	0	3
TOTAL VOLUMES:	1	0	1	1	1	1	0	0	0	0	2	0	7

City of Yorba Linda
 N/S: Lakeview Avenue
 E/W: Lemon Drive
 Weather: Clear

File Name : 11_YLA_Lake_Lem AM
 Site Code : 05124172
 Start Date : 2/27/2024
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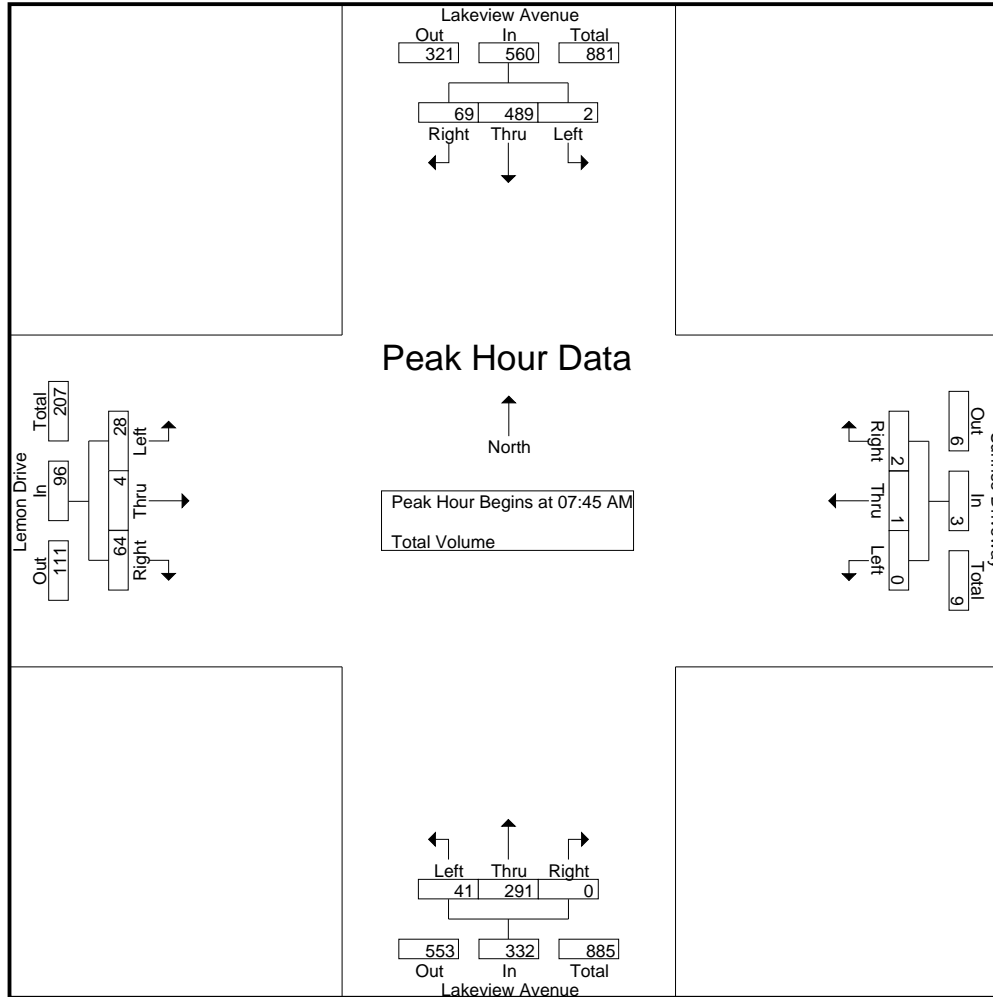
Groups Printed- Total Volume

Start Time	Lakeview Avenue Southbound					Sunrise Driveway Westbound					Lakeview Avenue Northbound					Lemon Drive Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	80	5	1	85	0	0	0	0	0	4	39	1	0	44	1	0	12	10	13	11	142	153
07:15 AM	0	112	4	0	116	0	1	0	0	1	7	37	0	0	44	5	0	12	12	17	12	178	190
07:30 AM	0	130	16	0	146	0	0	0	0	0	17	47	0	0	64	4	0	13	12	17	12	227	239
07:45 AM	1	142	16	2	159	0	1	0	0	1	9	59	0	0	68	3	1	16	15	20	17	248	265
Total	1	464	41	3	506	0	2	0	0	2	37	182	1	0	220	13	1	53	49	67	52	795	847
08:00 AM	0	119	15	4	134	0	0	1	1	1	6	75	0	0	81	7	0	12	9	19	14	235	249
08:15 AM	1	112	13	2	126	0	0	1	1	1	9	86	0	0	95	10	1	19	13	30	16	252	268
08:30 AM	0	116	25	2	141	0	0	0	0	0	17	71	0	0	88	8	2	17	8	27	10	256	266
08:45 AM	0	74	17	2	91	1	1	0	0	2	18	88	2	0	108	10	0	20	16	30	18	231	249
Total	1	421	70	10	492	1	1	2	2	4	50	320	2	0	372	35	3	68	46	106	58	974	1032
Grand Total	2	885	111	13	998	1	3	2	2	6	87	502	3	0	592	48	4	121	95	173	110	1769	1879
Apprch %	0.2	88.7	11.1			16.7	50	33.3			14.7	84.8	0.5			27.7	2.3	69.9					
Total %	0.1	50	6.3		56.4	0.1	0.2	0.1		0.3	4.9	28.4	0.2		33.5	2.7	0.2	6.8		9.8	5.9	94.1	

Start Time	Lakeview Avenue Southbound				Sunrise Driveway Westbound				Lakeview Avenue Northbound				Lemon Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	142	16	159	0	1	0	1	9	59	0	68	3	1	16	20	248
08:00 AM	0	119	15	134	0	0	1	1	6	75	0	81	7	0	12	19	235
08:15 AM	1	112	13	126	0	0	1	1	9	86	0	95	10	1	19	30	252
08:30 AM	0	116	25	141	0	0	0	0	17	71	0	88	8	2	17	27	256
Total Volume	2	489	69	560	0	1	2	3	41	291	0	332	28	4	64	96	991
% App. Total	0.4	87.3	12.3		0	33.3	66.7		12.3	87.7	0		29.2	4.2	66.7		
PHF	.500	.861	.690	.881	.000	.250	.500	.750	.603	.846	.000	.874	.700	.500	.842	.800	.968

City of Yorba Linda
 N/S: Lakeview Avenue
 E/W: Lemon Drive
 Weather: Clear

File Name : 11_YLA_Lake_Lem AM
 Site Code : 05124172
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City of Yorba Linda
 N/S: Lakeview Avenue
 E/W: Lemon Drive
 Weather: Clear

File Name : 11_YLA_Lake_Lem AM
 Site Code : 05124172
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Start Time	Lakeview Avenue Southbound				Sunrise Driveway Westbound				Lakeview Avenue Northbound				Lemon Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				08:00 AM				08:00 AM				08:00 AM				
+0 mins.	0	130	16	146	0	0	1	1	6	75	0	81	7	0	12	19	
+15 mins.	1	142	16	159	0	0	1	1	9	86	0	95	10	1	19	30	
+30 mins.	0	119	15	134	0	0	0	0	17	71	0	88	8	2	17	27	
+45 mins.	1	112	13	126	1	1	0	2	18	88	2	108	10	0	20	30	
Total Volume	2	503	60	565	1	1	2	4	50	320	2	372	35	3	68	106	
% App. Total	0.4	89	10.6		25	25	50		13.4	86	0.5		33	2.8	64.2		
PHF	.500	.886	.938	.888	.250	.250	.500	.500	.694	.909	.250	.861	.875	.375	.850	.883	

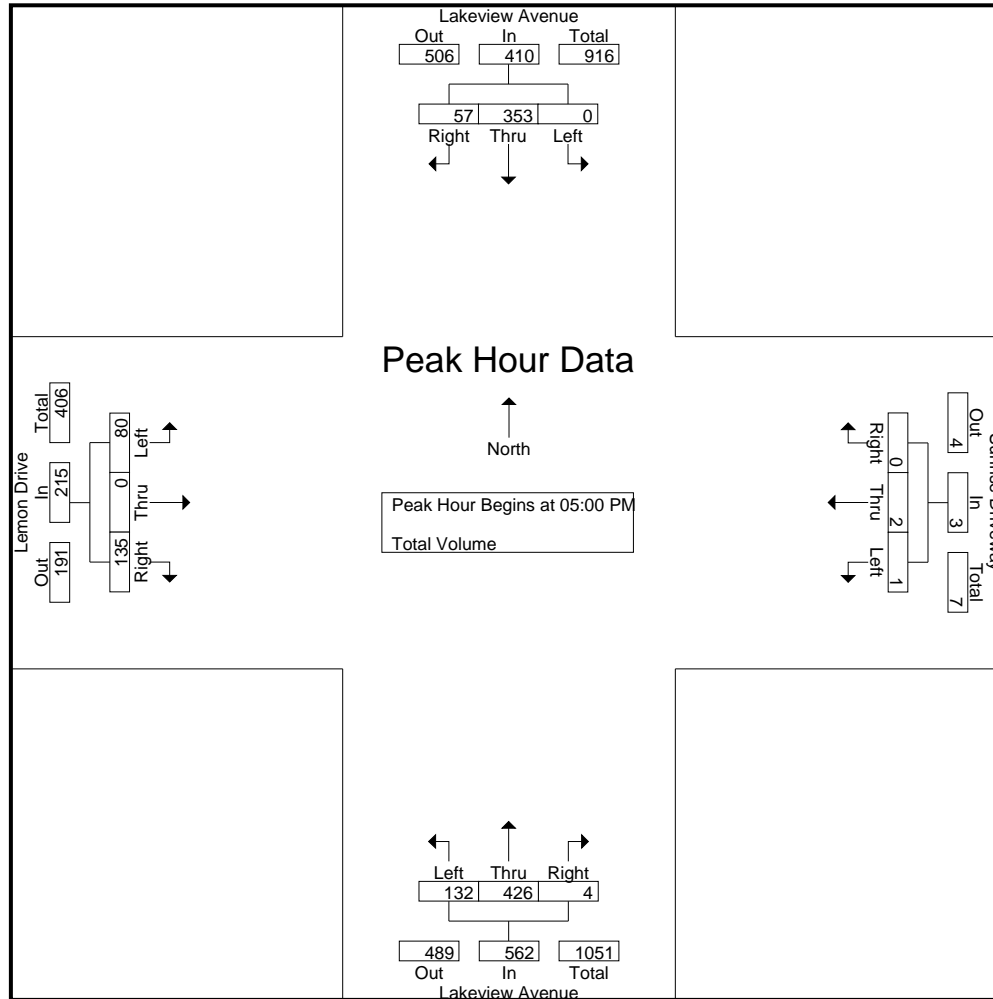
City of Yorba Linda
 N/S: Lakeview Avenue
 E/W: Lemon Drive
 Weather: Clear

File Name : 11_YLA_Lake_Lem PM
 Site Code : 05124172
 Start Date : 2/27/2024
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Groups Printed- Total Volume

Start Time	Lakeview Avenue Southbound					Sunrise Driveway Westbound					Lakeview Avenue Northbound					Lemon Drive Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	93	16	3	109	3	2	0	0	5	28	103	0	0	131	23	2	37	29	62	32	307	339
04:15 PM	0	86	16	3	102	1	1	0	0	2	34	86	0	0	120	19	0	28	17	47	20	271	291
04:30 PM	0	94	19	3	113	0	0	0	0	0	41	89	1	0	131	22	0	29	24	51	27	295	322
04:45 PM	1	89	14	0	104	0	0	2	1	2	33	93	0	0	126	21	0	35	21	56	22	288	310
Total	1	362	65	9	428	4	3	2	1	9	136	371	1	0	508	85	2	129	91	216	101	1161	1262
05:00 PM	0	94	10	1	104	1	1	0	0	2	35	111	2	2	148	18	0	34	27	52	30	306	336
05:15 PM	0	90	19	7	109	0	0	0	0	0	36	97	0	0	133	13	0	35	30	48	37	290	327
05:30 PM	0	86	8	0	94	0	0	0	0	0	27	104	1	0	132	25	0	39	26	64	26	290	316
05:45 PM	0	83	20	2	103	0	1	0	0	1	34	114	1	0	149	24	0	27	18	51	20	304	324
Total	0	353	57	10	410	1	2	0	0	3	132	426	4	2	562	80	0	135	101	215	113	1190	1303
06:00 PM	0	75	10	1	85	0	0	0	0	0	30	105	0	0	135	19	0	24	9	43	10	263	273
Grand Total	1	790	132	20	923	5	5	2	1	12	298	902	5	2	1205	184	2	288	201	474	224	2614	2838
Apprch %	0.1	85.6	14.3			41.7	41.7	16.7			24.7	74.9	0.4			38.8	0.4	60.8					
Total %	0	30.2	5		35.3	0.2	0.2	0.1		0.5	11.4	34.5	0.2		46.1	7	0.1	11		18.1	7.9	92.1	

Start Time	Lakeview Avenue Southbound				Sunrise Driveway Westbound				Lakeview Avenue Northbound				Lemon Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	94	10	104	1	1	0	2	35	111	2	148	18	0	34	52	306
05:15 PM	0	90	19	109	0	0	0	0	36	97	0	133	13	0	35	48	290
05:30 PM	0	86	8	94	0	0	0	0	27	104	1	132	25	0	39	64	290
05:45 PM	0	83	20	103	0	1	0	1	34	114	1	149	24	0	27	51	304
Total Volume	0	353	57	410	1	2	0	3	132	426	4	562	80	0	135	215	1190
% App. Total	0	86.1	13.9		33.3	66.7	0		23.5	75.8	0.7		37.2	0	62.8		
PHF	.000	.939	.713	.940	.250	.500	.000	.375	.917	.934	.500	.943	.800	.000	.865	.840	.972



City of Yorba Linda
 N/S: Lakeview Avenue
 E/W: Lemon Drive
 Weather: Clear

File Name : 11_YLA_Lake_Lem PM
 Site Code : 05124172
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Start Time	Lakeview Avenue Southbound				Sunrise Driveway Westbound				Lakeview Avenue Northbound				Lemon Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:00 PM				05:00 PM				04:45 PM				
+0 mins.	0	94	19	113	3	2	0	5	35	111	2	148	21	0	35	56	
+15 mins.	1	89	14	104	1	1	0	2	36	97	0	133	18	0	34	52	
+30 mins.	0	94	10	104	0	0	0	0	27	104	1	132	13	0	35	48	
+45 mins.	0	90	19	109	0	0	2	2	34	114	1	149	25	0	39	64	
Total Volume	1	367	62	430	4	3	2	9	132	426	4	562	77	0	143	220	
% App. Total	0.2	85.3	14.4		44.4	33.3	22.2		23.5	75.8	0.7		35	0	65		
PHF	.250	.976	.816	.951	.333	.375	.250	.450	.917	.934	.500	.943	.770	.000	.917	.859	

Location: Yorba Linda
 N/S: Lakeview Avenue
 E/W: Lemon Drive



Date: 2/27/2024
 Day: Tuesday

PEDESTRIANS

	North Leg Lakeview Avenue	East Leg Sunrise Driveway	South Leg Lakeview Avenue	West Leg Lemon Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	1	2	1	4
7:15 AM	0	0	1	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	2	0	0	2
8:00 AM	0	3	2	0	5
8:15 AM	0	2	2	1	5
8:30 AM	0	2	4	4	10
8:45 AM	0	5	4	0	9
TOTAL VOLUMES:	0	15	15	6	36

	North Leg Lakeview Avenue	East Leg Sunrise Driveway	South Leg Lakeview Avenue	West Leg Lemon Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	3	2	0	5
4:15 PM	0	3	4	2	9
4:30 PM	0	6	4	5	15
4:45 PM	0	2	7	1	10
5:00 PM	1	4	3	0	8
5:15 PM	0	2	5	1	8
5:30 PM	0	5	1	0	6
5:45 PM	0	5	4	0	9
6:00 PM	0	0	0	0	0
TOTAL VOLUMES:	1	30	30	9	70

Location: Yorba Linda
 N/S: Lakeview Avenue
 E/W: Lemon Drive



Date: 2/27/2024
 Day: Tuesday

BICYCLES

	Southbound Lakeview Avenue			Westbound Sunrise Driveway			Northbound Lakeview Avenue			Eastbound Lemon Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	0	0	0	0	0	0	0	0	1

	Southbound Lakeview Avenue			Westbound Sunrise Driveway			Northbound Lakeview Avenue			Eastbound Lemon Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

City of Yorba Linda
 N/S: Lakeview Avenue
 E/W: Yorba Linda Boulevard
 Weather: Clear

File Name : 12_YLA_Lake_YLB AM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 1

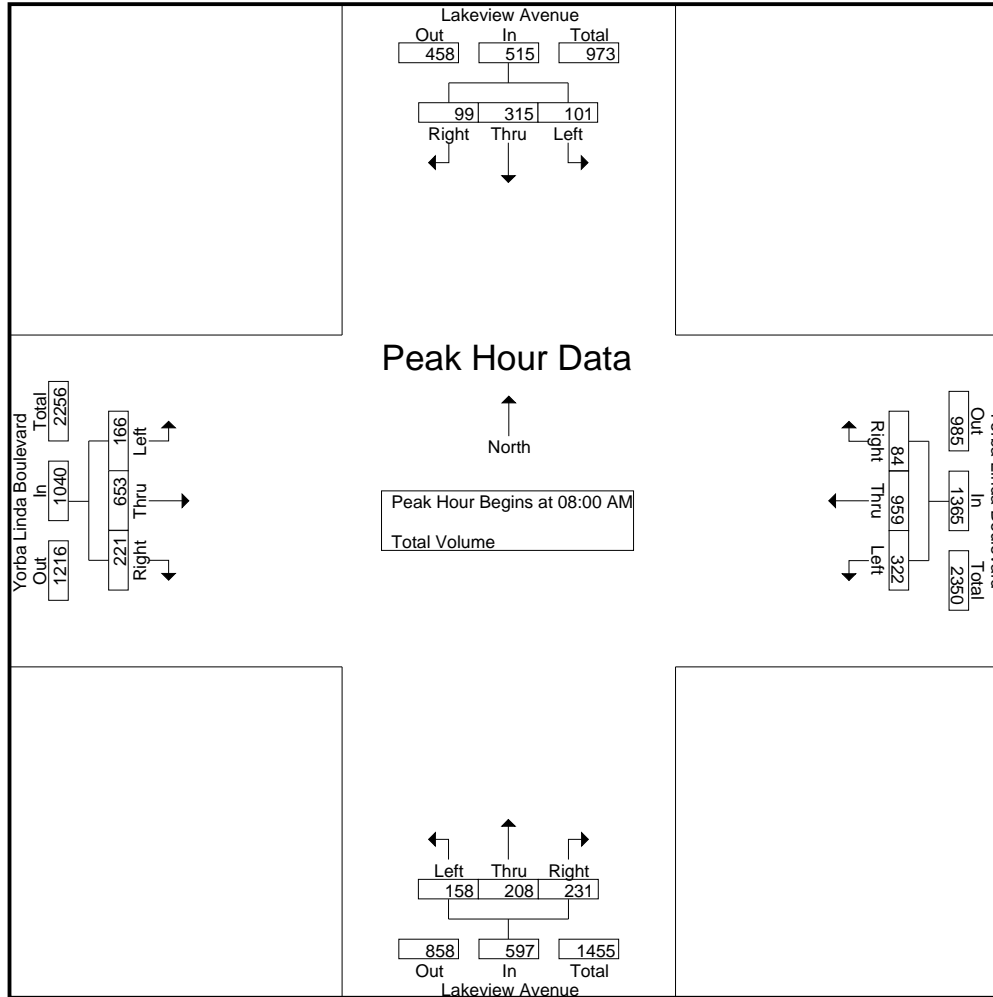
Groups Printed- Total Volume

Start Time	Lakeview Avenue Southbound					Yorba Linda Boulevard Westbound					Lakeview Avenue Northbound					Yorba Linda Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	8	71	16	0	95	92	143	5	0	240	10	35	14	10	59	20	86	27	6	133	16	527	543
07:15 AM	8	97	24	0	129	63	178	6	0	247	18	35	30	20	83	16	110	28	2	154	22	613	635
07:30 AM	9	87	20	0	116	70	197	11	0	278	23	51	46	33	120	10	134	37	2	181	35	695	730
07:45 AM	27	94	31	0	152	68	232	22	1	322	29	30	49	36	108	38	170	42	4	250	41	832	873
Total	52	349	91	0	492	293	750	44	1	1087	80	151	139	99	370	84	500	134	14	718	114	2667	2781
08:00 AM	24	76	33	0	133	85	223	12	1	320	29	30	50	38	109	35	163	46	16	244	55	806	861
08:15 AM	21	76	21	0	118	86	252	23	0	361	37	51	63	53	151	46	163	64	16	273	69	903	972
08:30 AM	17	93	26	0	136	90	257	24	0	371	48	51	61	40	160	47	170	68	29	285	69	952	1021
08:45 AM	39	70	19	0	128	61	227	25	0	313	44	76	57	41	177	38	157	43	8	238	49	856	905
Total	101	315	99	0	515	322	959	84	1	1365	158	208	231	172	597	166	653	221	69	1040	242	3517	3759
Grand Total	153	664	190	0	1007	615	1709	128	2	2452	238	359	370	271	967	250	1153	355	83	1758	356	6184	6540
Apprch %	15.2	65.9	18.9			25.1	69.7	5.2			24.6	37.1	38.3			14.2	65.6	20.2					
Total %	2.5	10.7	3.1		16.3	9.9	27.6	2.1		39.7	3.8	5.8	6		15.6	4	18.6	5.7		28.4	5.4	94.6	

Start Time	Lakeview Avenue Southbound				Yorba Linda Boulevard Westbound				Lakeview Avenue Northbound				Yorba Linda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	24	76	33	133	85	223	12	320	29	30	50	109	35	163	46	244	806
08:15 AM	21	76	21	118	86	252	23	361	37	51	63	151	46	163	64	273	903
08:30 AM	17	93	26	136	90	257	24	371	48	51	61	160	47	170	68	285	952
08:45 AM	39	70	19	128	61	227	25	313	44	76	57	177	38	157	43	238	856
Total Volume	101	315	99	515	322	959	84	1365	158	208	231	597	166	653	221	1040	3517
% App. Total	19.6	61.2	19.2		23.6	70.3	6.2		26.5	34.8	38.7		16	62.8	21.2		
PHF	.647	.847	.750	.947	.894	.933	.840	.920	.823	.684	.917	.843	.883	.960	.813	.912	.924

City of Yorba Linda
 N/S: Lakeview Avenue
 E/W: Yorba Linda Boulevard
 Weather: Clear

File Name : 12_YLA_Lake_YLB AM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 2



City of Yorba Linda
 N/S: Lakeview Avenue
 E/W: Yorba Linda Boulevard
 Weather: Clear

File Name : 12_YLA_Lake_YLB AM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 3

Start Time	Lakeview Avenue Southbound				Yorba Linda Boulevard Westbound				Lakeview Avenue Northbound				Yorba Linda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				08:00 AM				07:45 AM				
+0 mins.	27	94	31	152	68	232	22	322	29	30	50	109	38	170	42	250	
+15 mins.	24	76	33	133	85	223	12	320	37	51	63	151	35	163	46	244	
+30 mins.	21	76	21	118	86	252	23	361	48	51	61	160	46	163	64	273	
+45 mins.	17	93	26	136	90	257	24	371	44	76	57	177	47	170	68	285	
Total Volume	89	339	111	539	329	964	81	1374	158	208	231	597	166	666	220	1052	
% App. Total	16.5	62.9	20.6		23.9	70.2	5.9		26.5	34.8	38.7		15.8	63.3	20.9		
PHF	.824	.902	.841	.887	.914	.938	.844	.926	.823	.684	.917	.843	.883	.979	.809	.923	

City of Yorba Linda
 N/S: Lakeview Avenue
 E/W: Yorba Linda Boulevard
 Weather: Clear

File Name : 12_YLA_Lake_YLB PM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 1

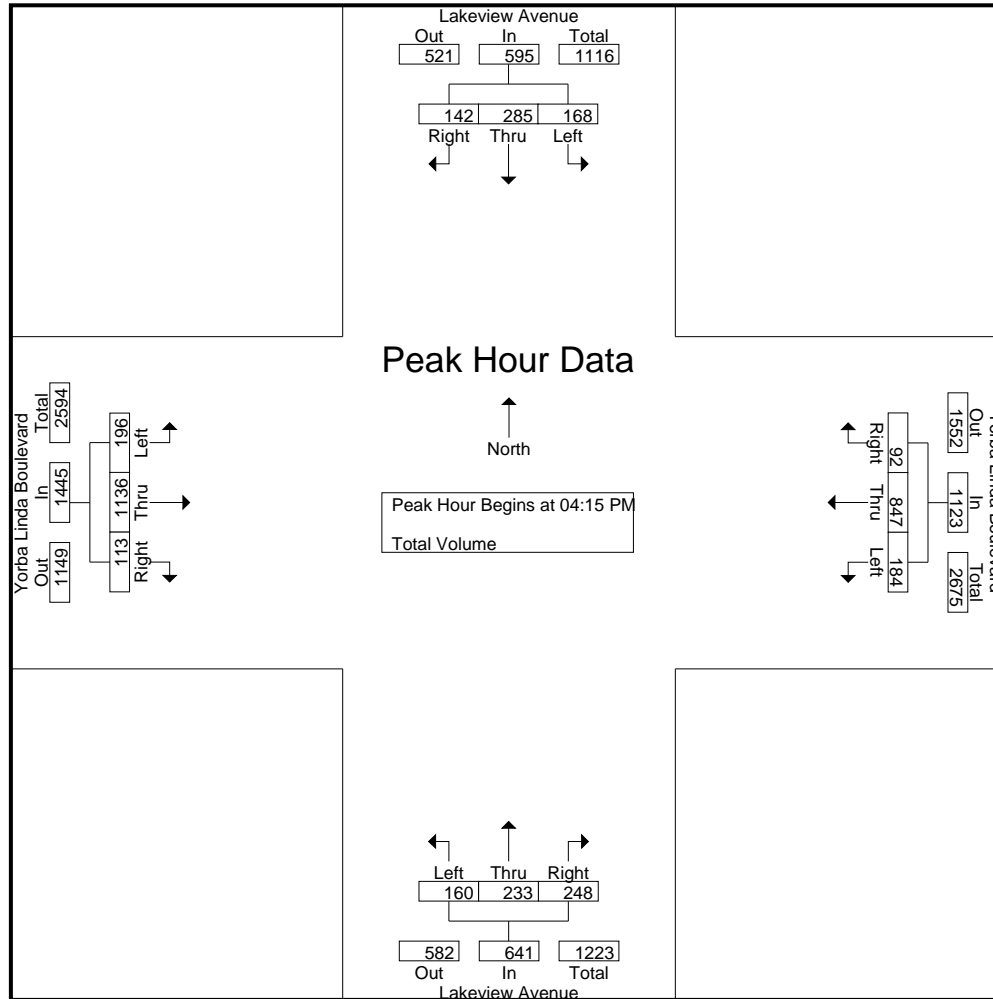
Groups Printed- Total Volume

Start Time	Lakeview Avenue Southbound					Yorba Linda Boulevard Westbound					Lakeview Avenue Northbound					Yorba Linda Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	41	65	36	0	142	43	207	18	1	268	42	62	61	43	165	47	265	32	5	344	49	919	968
04:15 PM	45	66	35	1	146	50	215	27	0	292	55	54	58	39	167	42	279	34	0	355	40	960	1000
04:30 PM	44	77	37	0	158	43	185	21	0	249	47	57	63	45	167	49	280	33	3	362	48	936	984
04:45 PM	39	70	36	3	145	36	234	19	0	289	33	61	72	45	166	47	288	23	3	358	51	958	1009
Total	169	278	144	4	591	172	841	85	1	1098	177	234	254	172	665	185	1112	122	11	1419	188	3773	3961
05:00 PM	40	72	34	0	146	55	213	25	0	293	25	61	55	42	141	58	289	23	2	370	44	950	994
05:15 PM	48	66	33	1	147	45	176	19	0	240	38	74	65	43	177	47	279	24	4	350	48	914	962
05:30 PM	62	78	32	0	172	37	233	15	0	285	24	66	76	44	166	38	280	24	4	342	48	965	1013
05:45 PM	51	63	30	4	144	49	204	29	0	282	40	77	55	39	172	45	259	28	4	332	47	930	977
Total	201	279	129	5	609	186	826	88	0	1100	127	278	251	168	656	188	1107	99	14	1394	187	3759	3946
06:00 PM	30	53	16	0	99	38	195	26	0	259	34	72	29	21	135	45	210	19	3	274	24	767	791
Grand Total	400	610	289	9	1299	396	1862	199	1	2457	338	584	534	361	1456	418	2429	240	28	3087	399	8299	8698
Apprch %	30.8	47	22.2			16.1	75.8	8.1			23.2	40.1	36.7			13.5	78.7	7.8					
Total %	4.8	7.4	3.5		15.7	4.8	22.4	2.4		29.6	4.1	7	6.4		17.5	5	29.3	2.9		37.2	4.6	95.4	

Start Time	Lakeview Avenue Southbound				Yorba Linda Boulevard Westbound				Lakeview Avenue Northbound				Yorba Linda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	45	66	35	146	50	215	27	292	55	54	58	167	42	279	34	355	960
04:30 PM	44	77	37	158	43	185	21	249	47	57	63	167	49	280	33	362	984
04:45 PM	39	70	36	145	36	234	19	289	33	61	72	166	47	288	23	358	1009
05:00 PM	40	72	34	146	55	213	25	293	25	61	55	141	58	289	23	370	994
Total Volume	168	285	142	595	184	847	92	1123	160	233	248	641	196	1136	113	1445	3804
% App. Total	28.2	47.9	23.9		16.4	75.4	8.2		25	36.3	38.7		13.6	78.6	7.8		
PHF	.933	.925	.959	.941	.836	.905	.852	.958	.727	.955	.861	.960	.845	.983	.831	.976	.991

City of Yorba Linda
 N/S: Lakeview Avenue
 E/W: Yorba Linda Boulevard
 Weather: Clear

File Name : 12_YLA_Lake_YLB PM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 2



City of Yorba Linda
 N/S: Lakeview Avenue
 E/W: Yorba Linda Boulevard
 Weather: Clear

File Name : 12_YLA_Lake_YLB PM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 3

Start Time	Lakeview Avenue Southbound				Yorba Linda Boulevard Westbound				Lakeview Avenue Northbound				Yorba Linda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:15 PM				04:00 PM				04:15 PM				
+0 mins.	39	70	36	145	50	215	27	292	42	62	61	165	42	279	34	355	
+15 mins.	40	72	34	146	43	185	21	249	55	54	58	167	49	280	33	362	
+30 mins.	48	66	33	147	36	234	19	289	47	57	63	167	47	288	23	358	
+45 mins.	62	78	32	172	55	213	25	293	33	61	72	166	58	289	23	370	
Total Volume	189	286	135	610	184	847	92	1123	177	234	254	665	196	1136	113	1445	
% App. Total	31	46.9	22.1		16.4	75.4	8.2		26.6	35.2	38.2		13.6	78.6	7.8		
PHF	.762	.917	.938	.887	.836	.905	.852	.958	.805	.944	.882	.996	.845	.983	.831	.976	

Location: Yorba Linda
 N/S: Lakeview Avenue
 E/W: Yorba Linda Boulevard



Date: 2/27/2024
 Day: Tuesday

PEDESTRIANS

	North Leg Lakeview Avenue	East Leg Yorba Linda Boulevard	South Leg Lakeview Avenue	West Leg Yorba Linda Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	3	0	0	3
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	1	0	0	1
8:45 AM	1	2	0	0	3
TOTAL VOLUMES:	1	6	0	0	7

	North Leg Lakeview Avenue	East Leg Yorba Linda Boulevard	South Leg Lakeview Avenue	West Leg Yorba Linda Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	1	2	0	4
4:15 PM	1	3	0	0	4
4:30 PM	1	0	0	0	1
4:45 PM	1	2	1	0	4
5:00 PM	1	2	1	0	4
5:15 PM	1	3	2	0	6
5:30 PM	1	2	2	0	5
5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0
TOTAL VOLUMES:	7	13	8	0	28

Location: Yorba Linda
 N/S: Lakeview Avenue
 E/W: Yorba Linda Boulevard



Date: 2/27/2024
 Day: Tuesday

BICYCLES

	Southbound Lakeview Avenue			Westbound Yorba Linda Boulevard			Northbound Lakeview Avenue			Eastbound Yorba Linda Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

	Southbound Lakeview Avenue			Westbound Yorba Linda Boulevard			Northbound Lakeview Avenue			Eastbound Yorba Linda Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	1	0	0	1	0	0	0	2
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	2	0	0	1	0	1	0	5

City of Yorba Linda
 N/S: Ohio Street (West)
 E/W: Yorba Linda Boulevard
 Weather: Clear

File Name : 13B_YLA_Ohio_YLB AM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 1

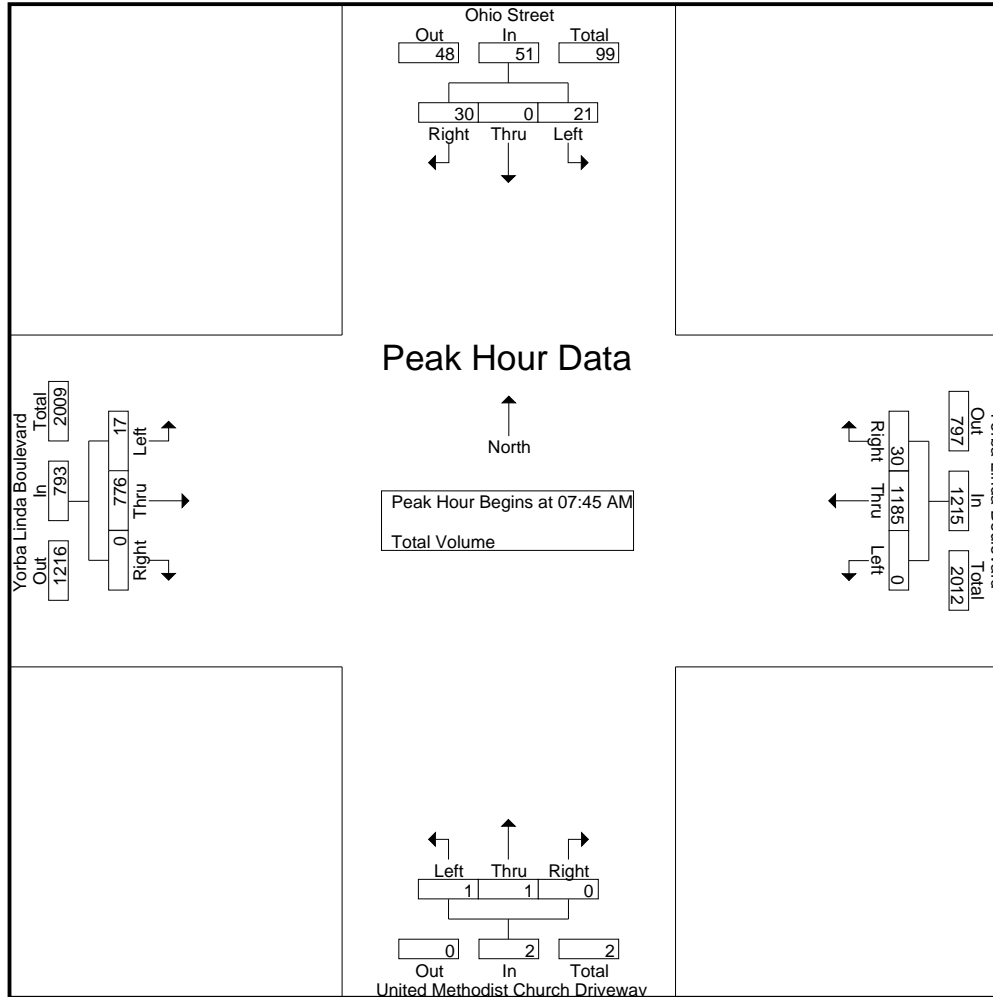
Groups Printed- Total Volume

Start Time	Ohio Street Southbound					Yorba Linda Boulevard Westbound					United Methodist Church Driveway Northbound					Yorba Linda Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	1	0	8	8	9	0	195	3	1	198	0	0	0	0	0	0	85	0	0	85	9	292	301
07:15 AM	8	0	11	11	19	0	206	1	0	207	0	0	0	0	0	0	117	0	0	117	11	343	354
07:30 AM	12	0	10	7	22	0	259	6	1	265	0	0	0	0	0	3	174	0	0	177	8	464	472
07:45 AM	4	0	7	7	11	0	264	12	0	276	0	0	0	0	0	5	206	0	0	211	7	498	505
Total	25	0	36	33	61	0	924	22	2	946	0	0	0	0	0	8	582	0	0	590	35	1597	1632
08:00 AM	1	0	11	11	12	0	306	9	0	315	0	0	0	0	0	8	174	0	0	182	11	509	520
08:15 AM	10	0	6	6	16	0	282	6	0	288	0	0	0	0	0	4	203	0	0	207	6	511	517
08:30 AM	6	0	6	5	12	0	333	3	0	336	1	1	0	0	2	0	193	0	0	193	5	543	548
08:45 AM	5	0	7	7	12	0	269	4	0	273	0	1	0	0	1	3	197	0	0	200	7	486	493
Total	22	0	30	29	52	0	1190	22	0	1212	1	2	0	0	3	15	767	0	0	782	29	2049	2078
Grand Total	47	0	66	62	113	0	2114	44	2	2158	1	2	0	0	3	23	1349	0	0	1372	64	3646	3710
Apprch %	41.6	0	58.4			0	98	2			33.3	66.7	0			1.7	98.3	0					
Total %	1.3	0	1.8		3.1	0	58	1.2		59.2	0	0.1	0		0.1	0.6	37	0		37.6	1.7	98.3	

Start Time	Ohio Street Southbound				Yorba Linda Boulevard Westbound				United Methodist Church Driveway Northbound				Yorba Linda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	4	0	7	11	0	264	12	276	0	0	0	0	5	206	0	211	498
08:00 AM	1	0	11	12	0	306	9	315	0	0	0	0	8	174	0	182	509
08:15 AM	10	0	6	16	0	282	6	288	0	0	0	0	4	203	0	207	511
08:30 AM	6	0	6	12	0	333	3	336	1	1	0	2	0	193	0	193	543
Total Volume	21	0	30	51	0	1185	30	1215	1	1	0	2	17	776	0	793	2061
% App. Total	41.2	0	58.8		0	97.5	2.5		50	50	0		2.1	97.9	0		
PHF	.525	.000	.682	.797	.000	.890	.625	.904	.250	.250	.000	.250	.531	.942	.000	.940	.949

City of Yorba Linda
 N/S: Ohio Street (West)
 E/W: Yorba Linda Boulevard
 Weather: Clear

File Name : 13B_YLA_Ohio_YLB AM
 Site Code : 05124172
 Start Date : 2/27/2024
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City of Yorba Linda
 N/S: Ohio Street (West)
 E/W: Yorba Linda Boulevard
 Weather: Clear

File Name : 13B_YLA_Ohio_YLB AM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 3

Start Time	Ohio Street Southbound				Yorba Linda Boulevard Westbound				United Methodist Church Driveway Northbound				Yorba Linda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:45 AM				08:00 AM				07:45 AM				
+0 mins.	8	0	11	19	0	264	12	276	0	0	0	0	5	206	0	211	
+15 mins.	12	0	10	22	0	306	9	315	0	0	0	0	8	174	0	182	
+30 mins.	4	0	7	11	0	282	6	288	1	1	0	2	4	203	0	207	
+45 mins.	1	0	11	12	0	333	3	336	0	1	0	1	0	193	0	193	
Total Volume	25	0	39	64	0	1185	30	1215	1	2	0	3	17	776	0	793	
% App. Total	39.1	0	60.9		0	97.5	2.5		33.3	66.7	0		2.1	97.9	0		
PHF	.521	.000	.886	.727	.000	.890	.625	.904	.250	.500	.000	.375	.531	.942	.000	.940	

City of Yorba Linda
 N/S: Ohio Street (West)
 E/W: Yorba Linda Boulevard
 Weather: Clear

File Name : 13B_YLA_Ohio_YLB PM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 1

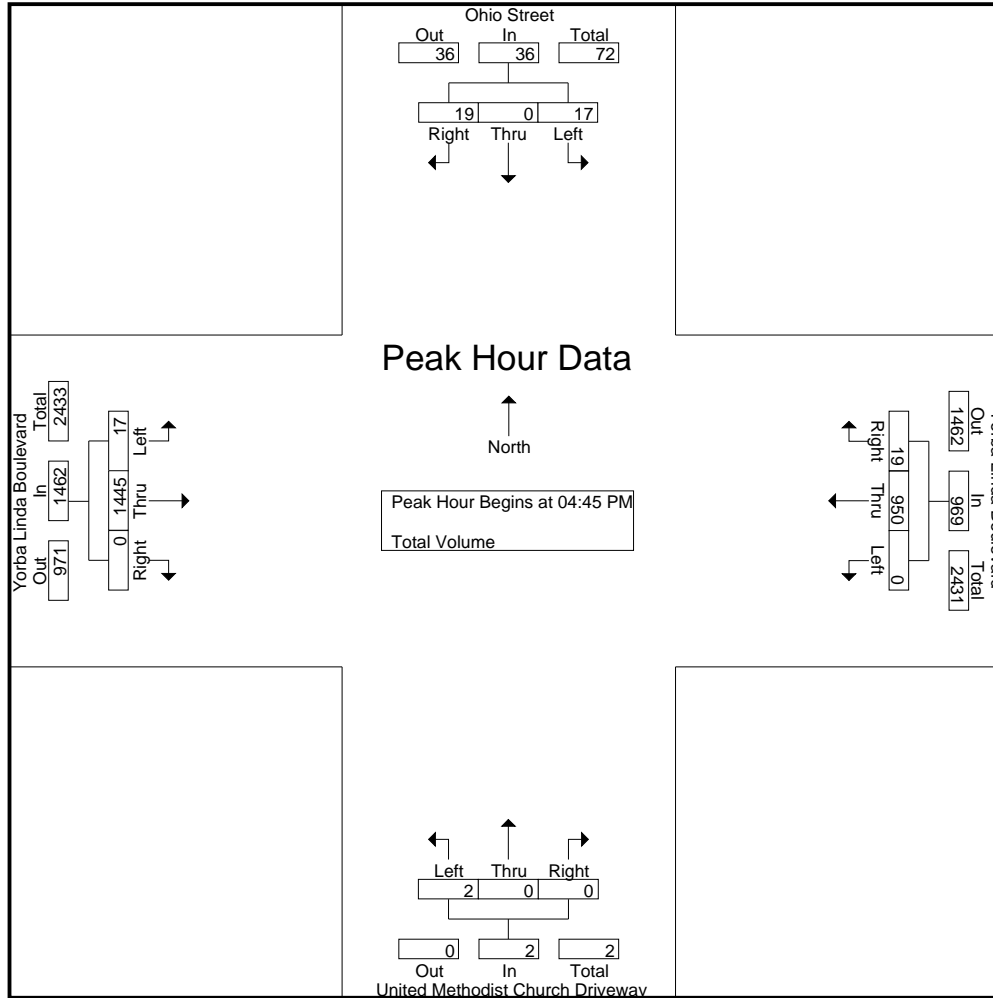
Groups Printed- Total Volume

Start Time	Ohio Street Southbound					Yorba Linda Boulevard Westbound					United Methodist Church Driveway Northbound					Yorba Linda Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	1	0	4	3	5	0	256	4	0	260	0	0	0	0	0	3	319	0	0	322	3	587	590
04:15 PM	6	0	6	4	12	0	213	3	0	216	0	0	0	0	0	6	365	0	0	371	4	599	603
04:30 PM	4	0	7	6	11	0	217	6	0	223	0	0	0	0	0	7	337	0	0	344	6	578	584
04:45 PM	3	0	4	4	7	0	244	7	0	251	1	0	0	0	1	8	389	0	0	397	4	656	660
Total	14	0	21	17	35	0	930	20	0	950	1	0	0	0	1	24	1410	0	0	1434	17	2420	2437
05:00 PM	5	0	2	2	7	0	248	4	0	252	1	0	0	0	1	1	337	0	0	338	2	598	600
05:15 PM	4	0	8	7	12	0	224	2	0	226	0	0	0	0	0	4	346	0	0	350	7	588	595
05:30 PM	5	0	5	4	10	0	234	6	0	240	0	0	0	0	0	4	373	0	0	377	4	627	631
05:45 PM	3	0	9	9	12	0	250	6	0	256	0	0	0	0	0	8	334	0	0	342	9	610	619
Total	17	0	24	22	41	0	956	18	0	974	1	0	0	0	1	17	1390	0	0	1407	22	2423	2445
06:00 PM	1	0	1	1	2	0	203	1	0	204	0	0	0	0	0	4	283	0	0	287	1	493	494
Grand Total	32	0	46	40	78	0	2089	39	0	2128	2	0	0	0	2	45	3083	0	0	3128	40	5336	5376
Apprch %	41	0	59			0	98.2	1.8			100	0	0			1.4	98.6	0					
Total %	0.6	0	0.9		1.5	0	39.1	0.7		39.9	0	0	0		0	0.8	57.8	0		58.6	0.7	99.3	

Start Time	Ohio Street Southbound				Yorba Linda Boulevard Westbound				United Methodist Church Driveway Northbound				Yorba Linda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	3	0	4	7	0	244	7	251	1	0	0	1	8	389	0	397	656
05:00 PM	5	0	2	7	0	248	4	252	1	0	0	1	1	337	0	338	598
05:15 PM	4	0	8	12	0	224	2	226	0	0	0	0	4	346	0	350	588
05:30 PM	5	0	5	10	0	234	6	240	0	0	0	0	4	373	0	377	627
Total Volume	17	0	19	36	0	950	19	969	2	0	0	2	17	1445	0	1462	2469
% App. Total	47.2	0	52.8		0	98	2		100	0	0		1.2	98.8	0		
PHF	.850	.000	.594	.750	.000	.958	.679	.961	.500	.000	.000	.500	.531	.929	.000	.921	.941

City of Yorba Linda
 N/S: Ohio Street (West)
 E/W: Yorba Linda Boulevard
 Weather: Clear

File Name : 13B_YLA_Ohio_YLB PM
 Site Code : 05124172
 Start Date : 2/27/2024
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City of Yorba Linda
 N/S: Ohio Street (West)
 E/W: Yorba Linda Boulevard
 Weather: Clear

File Name : 13B_YLA_Ohio_YLB PM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 3

Start Time	Ohio Street Southbound				Yorba Linda Boulevard Westbound				United Methodist Church Driveway Northbound				Yorba Linda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				05:00 PM				04:15 PM				04:45 PM				
+0 mins.	5	0	2	7	0	248	4	252	0	0	0	0	8	389	0	397	
+15 mins.	4	0	8	12	0	224	2	226	0	0	0	0	1	337	0	338	
+30 mins.	5	0	5	10	0	234	6	240	1	0	0	1	4	346	0	350	
+45 mins.	3	0	9	12	0	250	6	256	1	0	0	1	4	373	0	377	
Total Volume	17	0	24	41	0	956	18	974	2	0	0	2	17	1445	0	1462	
% App. Total	41.5	0	58.5		0	98.2	1.8		100	0	0		1.2	98.8	0		
PHF	.850	.000	.667	.854	.000	.956	.750	.951	.500	.000	.000	.500	.531	.929	.000	.921	

Location: Yorba Linda
 N/S: Ohio Street
 E/W: Yorba Linda Boulevard



Date: 2/27/2024
 Day: Tuesday

PEDESTRIANS

	North Leg Ohio Street	East Leg Yorba Linda Boulevard	South Leg UM Church DW	West Leg Yorba Linda Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	1	2	0	0	3
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	1	0	0	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	1	0	0	1
TOTAL VOLUMES:	2	3	0	0	5

	North Leg Ohio Street	East Leg Yorba Linda Boulevard	South Leg UM Church DW	West Leg Yorba Linda Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	1	1	0	0	2
4:30 PM	2	0	0	0	2
4:45 PM	0	0	0	0	0
5:00 PM	1	0	0	0	1
5:15 PM	2	0	0	0	2
5:30 PM	1	0	0	0	1
5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0
TOTAL VOLUMES:	7	1	0	0	8

Location: Yorba Linda
 N/S: Ohio Street
 E/W: Yorba Linda Boulevard



Date: 2/27/2024
 Day: Tuesday

BICYCLES

	Southbound Ohio Street			Westbound Yorba Linda Boulevard			Northbound UM Church DW			Eastbound Yorba Linda Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	1	0	2

	Southbound Ohio Street			Westbound Yorba Linda Boulevard			Northbound UM Church DW			Eastbound Yorba Linda Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	2
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	2	1	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	0	0	0	0	0	0	0	0	1	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	1	0	3	2	0	0	0	0	1	0	8

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

File Name : 14_YLA_Fair_Bast AM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 1

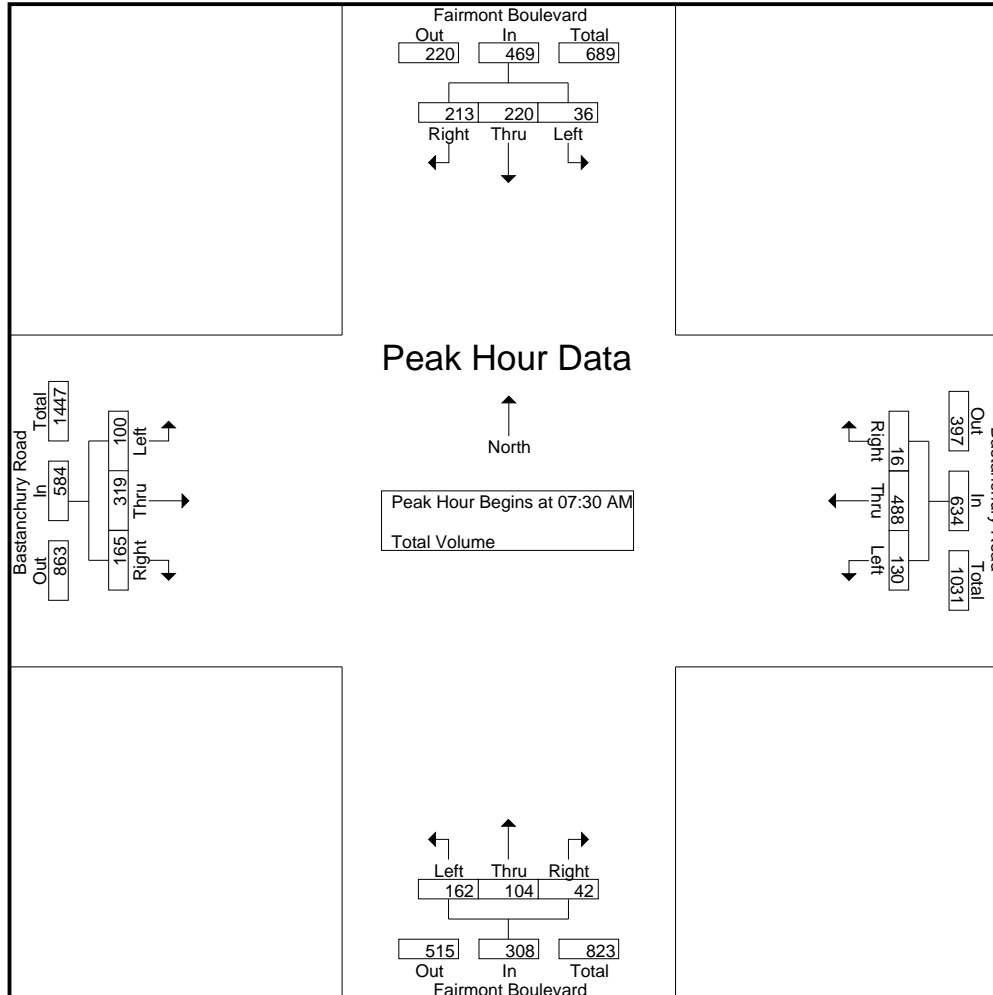
Groups Printed- Total Volume

Start Time	Fairmont Boulevard Southbound					Bastanchury Road Westbound					Fairmont Boulevard Northbound					Bastanchury Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	5	13	32	24	50	17	91	2	0	110	28	6	5	0	39	8	37	16	7	61	31	260	291
07:15 AM	8	40	57	47	105	10	84	1	1	95	33	16	2	0	51	11	46	25	7	82	55	333	388
07:30 AM	9	78	62	36	149	25	69	1	0	95	36	21	4	1	61	21	51	29	5	101	42	406	448
07:45 AM	9	47	36	29	92	19	103	11	0	133	36	42	17	3	95	28	78	40	8	146	40	466	506
Total	31	178	187	136	396	71	347	15	1	433	133	85	28	4	246	68	212	110	27	390	168	1465	1633
08:00 AM	11	33	50	26	94	29	147	3	1	179	40	22	5	0	67	25	82	34	7	141	34	481	515
08:15 AM	7	62	65	31	134	57	169	1	0	227	50	19	16	1	85	26	108	62	6	196	38	642	680
08:30 AM	10	26	33	19	69	10	79	7	1	96	36	28	11	1	75	20	81	42	10	143	31	383	414
08:45 AM	4	21	36	23	61	1	64	5	0	70	32	28	12	0	72	22	44	12	5	78	28	281	309
Total	32	142	184	99	358	97	459	16	2	572	158	97	44	2	299	93	315	150	28	558	131	1787	1918
Grand Total	63	320	371	235	754	168	806	31	3	1005	291	182	72	6	545	161	527	260	55	948	299	3252	3551
Apprch %	8.4	42.4	49.2			16.7	80.2	3.1			53.4	33.4	13.2			17	55.6	27.4					
Total %	1.9	9.8	11.4		23.2	5.2	24.8	1		30.9	8.9	5.6	2.2		16.8	5	16.2	8		29.2	8.4	91.6	

Start Time	Fairmont Boulevard Southbound				Bastanchury Road Westbound				Fairmont Boulevard Northbound				Bastanchury Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	9	78	62	149	25	69	1	95	36	21	4	61	21	51	29	101	406
07:45 AM	9	47	36	92	19	103	11	133	36	42	17	95	28	78	40	146	466
08:00 AM	11	33	50	94	29	147	3	179	40	22	5	67	25	82	34	141	481
08:15 AM	7	62	65	134	57	169	1	227	50	19	16	85	26	108	62	196	642
Total Volume	36	220	213	469	130	488	16	634	162	104	42	308	100	319	165	584	1995
% App. Total	7.7	46.9	45.4		20.5	77	2.5		52.6	33.8	13.6		17.1	54.6	28.3		
PHF	.818	.705	.819	.787	.570	.722	.364	.698	.810	.619	.618	.811	.893	.738	.665	.745	.777

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

File Name : 14_YLA_Fair_Bast AM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 2



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

File Name : 14_YLA_Fair_Bast AM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 3

Start Time	Fairmont Boulevard Southbound				Bastanchury Road Westbound				Fairmont Boulevard Northbound				Bastanchury Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	9	78	62	149	19	103	11	133	36	42	17	95	28	78	40	146	
+15 mins.	9	47	36	92	29	147	3	179	40	22	5	67	25	82	34	141	
+30 mins.	11	33	50	94	57	169	1	227	50	19	16	85	26	108	62	196	
+45 mins.	7	62	65	134	10	79	7	96	36	28	11	75	20	81	42	143	
Total Volume	36	220	213	469	115	498	22	635	162	111	49	322	99	349	178	626	
% App. Total	7.7	46.9	45.4		18.1	78.4	3.5		50.3	34.5	15.2		15.8	55.8	28.4		
PHF	.818	.705	.819	.787	.504	.737	.500	.699	.810	.661	.721	.847	.884	.808	.718	.798	

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

File Name : 14_YLA_Fair_Bast PM
 Site Code : 05124172
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 Page No : 1

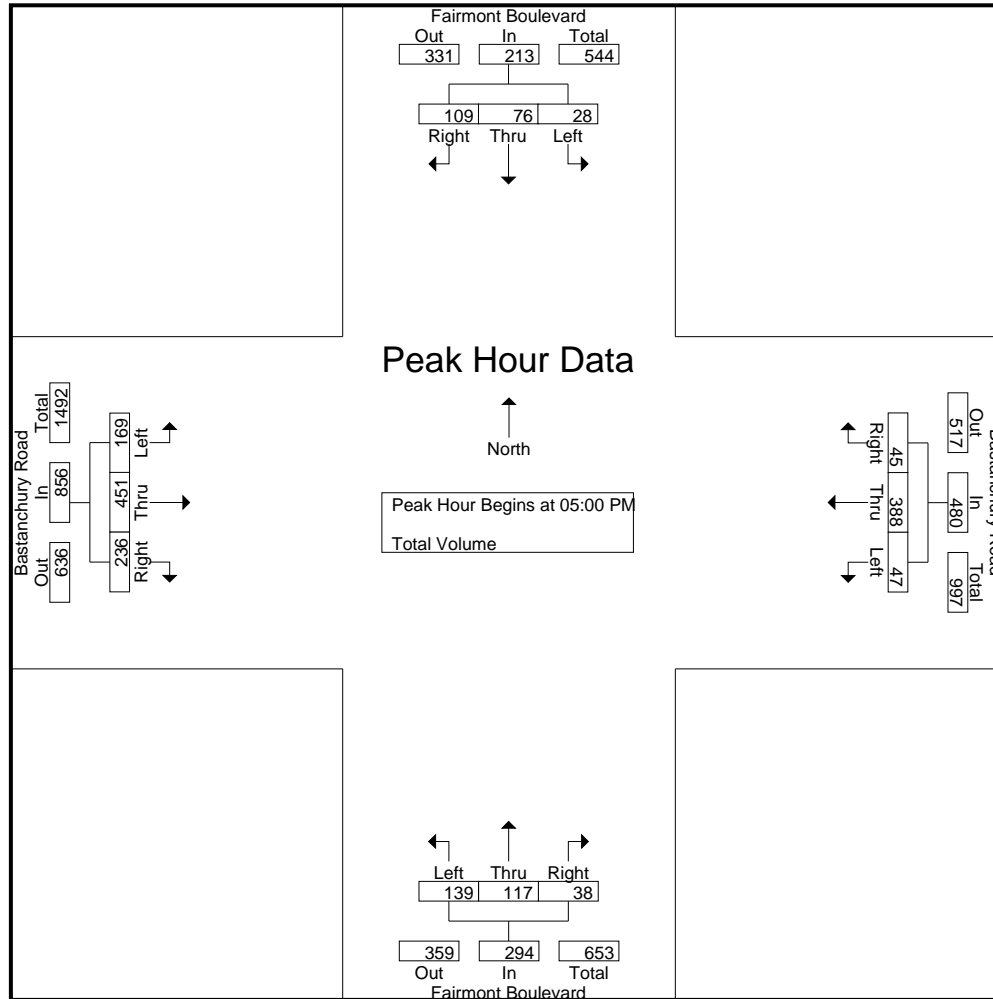
Groups Printed- Total Volume

Start Time	Fairmont Boulevard Southbound					Bastanchury Road Westbound					Fairmont Boulevard Northbound					Bastanchury Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	4	22	23	14	49	14	103	11	4	128	14	23	10	2	47	39	120	45	6	204	26	428	454
04:15 PM	6	23	25	16	54	4	122	9	1	135	34	25	5	0	64	29	109	54	10	192	27	445	472
04:30 PM	5	19	33	25	57	8	106	11	5	125	26	30	6	0	62	39	117	48	10	204	40	448	488
04:45 PM	5	19	22	17	46	8	103	14	3	125	42	32	8	2	82	26	96	52	13	174	35	427	462
Total	20	83	103	72	206	34	434	45	13	513	116	110	29	4	255	133	442	199	39	774	128	1748	1876
05:00 PM	5	14	21	16	40	6	103	7	1	116	26	22	14	3	62	36	108	50	9	194	29	412	441
05:15 PM	7	24	27	15	58	11	102	13	1	126	27	42	10	2	79	36	112	57	14	205	32	468	500
05:30 PM	4	26	35	22	65	15	85	12	1	112	41	30	5	1	76	54	112	52	12	218	36	471	507
05:45 PM	12	12	26	15	50	15	98	13	4	126	45	23	9	2	77	43	119	77	22	239	43	492	535
Total	28	76	109	68	213	47	388	45	7	480	139	117	38	8	294	169	451	236	57	856	140	1843	1983
06:00 PM	6	13	25	15	44	8	76	8	3	92	28	40	8	0	76	38	98	45	5	181	23	393	416
Grand Total	54	172	237	155	463	89	898	98	23	1085	283	267	75	12	625	340	991	480	101	1811	291	3984	4275
Apprch %	11.7	37.1	51.2			8.2	82.8	9			45.3	42.7	12			18.8	54.7	26.5					
Total %	1.4	4.3	5.9		11.6	2.2	22.5	2.5		27.2	7.1	6.7	1.9		15.7	8.5	24.9	12		45.5	6.8	93.2	

Start Time	Fairmont Boulevard Southbound				Bastanchury Road Westbound				Fairmont Boulevard Northbound				Bastanchury Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	5	14	21	40	6	103	7	116	26	22	14	62	36	108	50	194	412
05:15 PM	7	24	27	58	11	102	13	126	27	42	10	79	36	112	57	205	468
05:30 PM	4	26	35	65	15	85	12	112	41	30	5	76	54	112	52	218	471
05:45 PM	12	12	26	50	15	98	13	126	45	23	9	77	43	119	77	239	492
Total Volume	28	76	109	213	47	388	45	480	139	117	38	294	169	451	236	856	1843
% App. Total	13.1	35.7	51.2		9.8	80.8	9.4		47.3	39.8	12.9		19.7	52.7	27.6		
PHF	.583	.731	.779	.819	.783	.942	.865	.952	.772	.696	.679	.930	.782	.947	.766	.895	.936

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

File Name : 14_YLA_Fair_Bast PM
 Site Code : 05124172
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City of Yorba Linda
 N/S: Fairmont Boulevard
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 Weather: Clear

File Name : 14_YLA_Fair_Bast PM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 3

Start Time	Fairmont Boulevard Southbound				Bastanchury Road Westbound				Fairmont Boulevard Northbound				Bastanchury Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:15 PM				04:00 PM				05:15 PM				05:00 PM				
+0 mins.	7	24	27	58	14	103	11	128	27	42	10	79	36	108	50	194	
+15 mins.	4	26	35	65	4	122	9	135	41	30	5	76	36	112	57	205	
+30 mins.	12	12	26	50	8	106	11	125	45	23	9	77	54	112	52	218	
+45 mins.	6	13	25	44	8	103	14	125	28	40	8	76	43	119	77	239	
Total Volume	29	75	113	217	34	434	45	513	141	135	32	308	169	451	236	856	
% App. Total	13.4	34.6	52.1		6.6	84.6	8.8		45.8	43.8	10.4		19.7	52.7	27.6		
PHF	.604	.721	.807	.835	.607	.889	.804	.950	.783	.804	.800	.975	.782	.947	.766	.895	

Location: Yorba Linda
 N/S: Fairmont Boulevard
 E/W: Bastanchury Road



Date: 2/27/2024
 Day: Tuesday

PEDESTRIANS

	North Leg Fairmont Boulevard Pedestrians	East Leg Bastanchury Road Pedestrians	South Leg Fairmont Boulevard Pedestrians	West Leg Bastanchury Road Pedestrians	
7:00 AM	0	0	1	0	1
7:15 AM	1	0	0	0	1
7:30 AM	0	0	1	0	1
7:45 AM	0	0	0	0	0
8:00 AM	1	0	4	2	7
8:15 AM	0	1	2	7	10
8:30 AM	0	0	0	0	0
8:45 AM	0	1	0	0	1
TOTAL VOLUMES:	2	2	8	9	21

	North Leg Fairmont Boulevard Pedestrians	East Leg Bastanchury Road Pedestrians	South Leg Fairmont Boulevard Pedestrians	West Leg Bastanchury Road Pedestrians	
4:00 PM	2	0	1	3	6
4:15 PM	1	1	0	0	2
4:30 PM	0	0	1	1	2
4:45 PM	0	0	0	1	1
5:00 PM	1	0	1	0	2
5:15 PM	2	0	3	1	6
5:30 PM	2	0	0	2	4
5:45 PM	1	0	0	1	2
6:00 PM	0	0	0	0	0
TOTAL VOLUMES:	9	1	6	9	25

Location: Yorba Linda
 N/S: Fairmont Boulevard
 E/W: Bastanchury Road



Date: 2/27/2024
 Day: Tuesday

BICYCLES

	Southbound Fairmont Boulevard			Westbound Bastanchury Road			Northbound Fairmont Boulevard			Eastbound Bastanchury Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	0	0	0	0	0	0	0	0	1

	Southbound Fairmont Boulevard			Westbound Bastanchury Road			Northbound Fairmont Boulevard			Eastbound Bastanchury Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	0	1	0	0	0	0	0	3	0	0	1	0	5

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

File Name : 15_YLA_Fair_YLB AM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 1

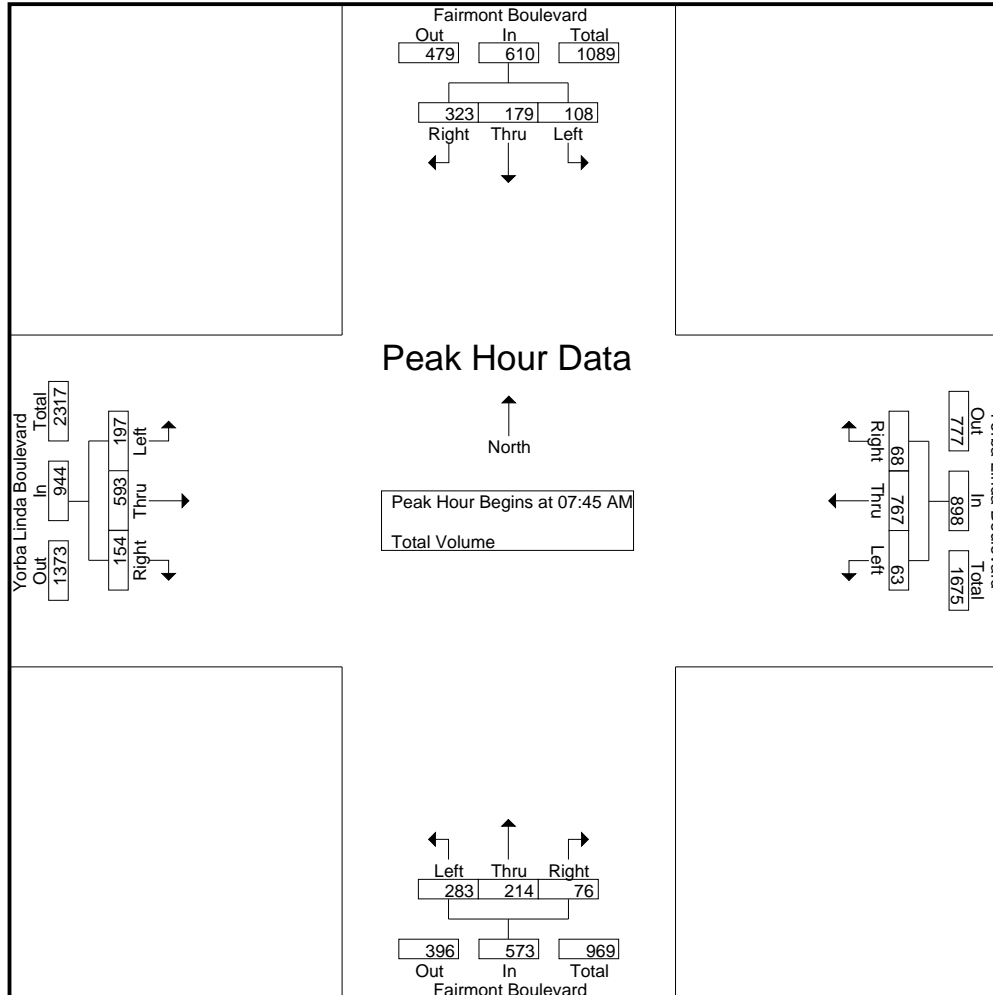
Groups Printed- Total Volume

Start Time	Fairmont Boulevard Southbound					Yorba Linda Boulevard Westbound					Fairmont Boulevard Northbound					Yorba Linda Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	19	12	63	39	94	2	106	5	0	113	35	20	5	0	60	20	61	22	10	103	49	370	419
07:15 AM	10	29	47	16	86	12	161	5	1	178	42	20	7	0	69	24	88	30	12	142	29	475	504
07:30 AM	12	69	62	52	143	36	173	3	0	212	62	52	10	0	124	21	98	45	28	164	80	643	723
07:45 AM	19	40	74	63	133	21	184	9	2	214	76	77	17	0	170	55	170	37	19	262	84	779	863
Total	60	150	246	170	456	71	624	22	3	717	215	169	39	0	423	120	417	134	69	671	242	2267	2509
08:00 AM	23	30	82	44	135	8	179	18	1	205	73	51	9	2	133	46	116	27	8	189	55	662	717
08:15 AM	44	49	97	45	190	15	206	29	2	250	45	44	13	5	102	59	149	50	17	258	69	800	869
08:30 AM	22	60	70	42	152	19	198	12	0	229	89	42	37	6	168	37	158	40	10	235	58	784	842
08:45 AM	23	30	54	29	107	17	162	4	0	183	69	19	18	4	106	31	130	33	16	194	49	590	639
Total	112	169	303	160	584	59	745	63	3	867	276	156	77	17	509	173	553	150	51	876	231	2836	3067
Grand Total	172	319	549	330	1040	130	1369	85	6	1584	491	325	116	17	932	293	970	284	120	1547	473	5103	5576
Apprch %	16.5	30.7	52.8			8.2	86.4	5.4			52.7	34.9	12.4			18.9	62.7	18.4					
Total %	3.4	6.3	10.8		20.4	2.5	26.8	1.7		31	9.6	6.4	2.3		18.3	5.7	19	5.6		30.3	8.5	91.5	

Start Time	Fairmont Boulevard Southbound				Yorba Linda Boulevard Westbound				Fairmont Boulevard Northbound				Yorba Linda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	19	40	74	133	21	184	9	214	76	77	17	170	55	170	37	262	779
08:00 AM	23	30	82	135	8	179	18	205	73	51	9	133	46	116	27	189	662
08:15 AM	44	49	97	190	15	206	29	250	45	44	13	102	59	149	50	258	800
08:30 AM	22	60	70	152	19	198	12	229	89	42	37	168	37	158	40	235	784
Total Volume	108	179	323	610	63	767	68	898	283	214	76	573	197	593	154	944	3025
% App. Total	17.7	29.3	53		7	85.4	7.6		49.4	37.3	13.3		20.9	62.8	16.3		
PHF	.614	.746	.832	.803	.750	.931	.586	.898	.795	.695	.514	.843	.835	.872	.770	.901	.945

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

File Name : 15_YLA_Fair_YLB AM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 2



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

File Name : 15_YLA_Fair_YLB AM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 3

Start Time	Fairmont Boulevard Southbound				Yorba Linda Boulevard Westbound				Fairmont Boulevard Northbound				Yorba Linda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	19	40	74	133	21	184	9	214	76	77	17	170	55	170	37	262	
+15 mins.	23	30	82	135	8	179	18	205	73	51	9	133	46	116	27	189	
+30 mins.	44	49	97	190	15	206	29	250	45	44	13	102	59	149	50	258	
+45 mins.	22	60	70	152	19	198	12	229	89	42	37	168	37	158	40	235	
Total Volume	108	179	323	610	63	767	68	898	283	214	76	573	197	593	154	944	
% App. Total	17.7	29.3	53		7	85.4	7.6		49.4	37.3	13.3		20.9	62.8	16.3		
PHF	.614	.746	.832	.803	.750	.931	.586	.898	.795	.695	.514	.843	.835	.872	.770	.901	

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

File Name : 15_YLA_Fair_YLB PM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 1

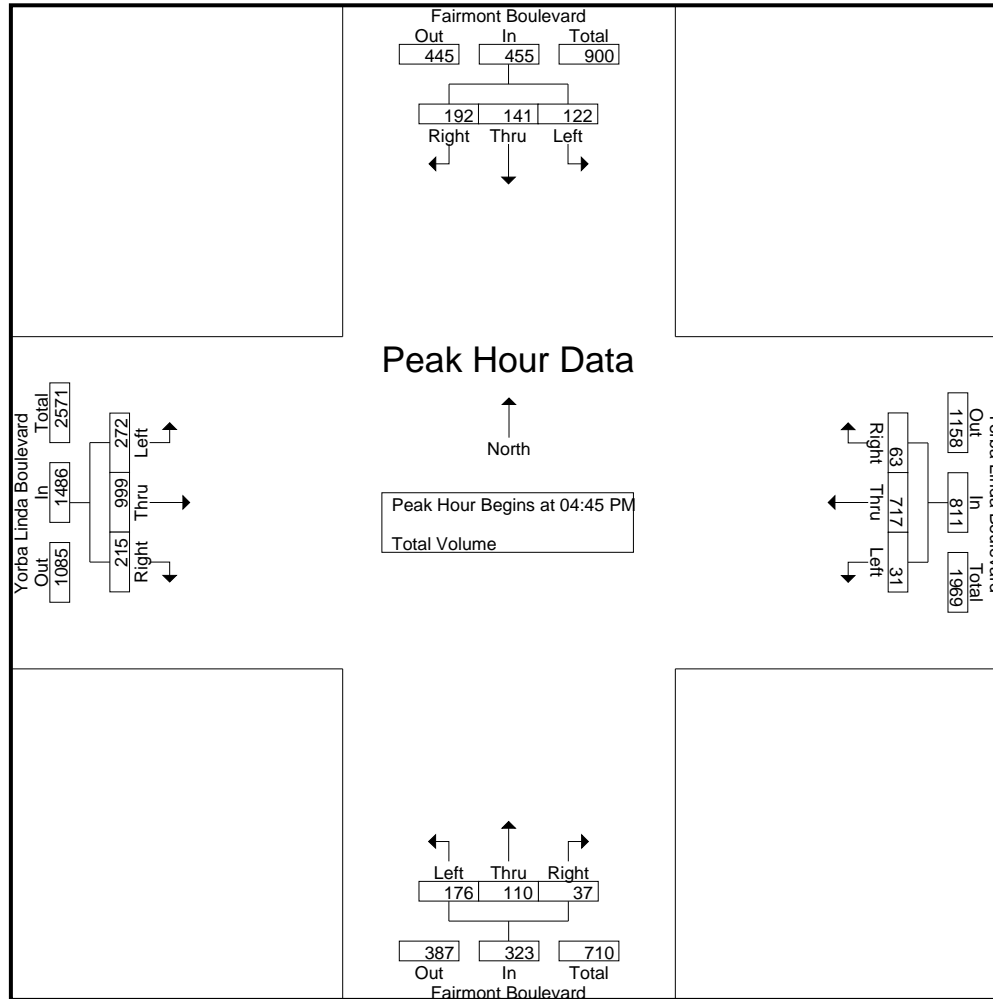
Groups Printed- Total Volume

Start Time	Fairmont Boulevard Southbound					Yorba Linda Boulevard Westbound					Fairmont Boulevard Northbound					Yorba Linda Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	33	39	55	35	127	13	184	9	2	206	46	16	11	5	73	51	243	35	9	329	51	735	786
04:15 PM	30	29	55	36	114	9	177	11	1	197	49	22	12	8	83	55	269	46	6	370	51	764	815
04:30 PM	34	36	38	23	108	11	171	6	0	188	23	21	16	15	60	69	255	41	8	365	46	721	767
04:45 PM	25	37	40	21	102	9	219	13	4	241	35	29	5	2	69	65	251	60	10	376	37	788	825
Total	122	141	188	115	451	42	751	39	7	832	153	88	44	30	285	240	1018	182	33	1440	185	3008	3193
05:00 PM	24	37	52	32	113	2	156	15	0	173	43	33	7	3	83	62	253	33	9	348	44	717	761
05:15 PM	37	37	47	30	121	9	187	17	3	213	41	20	11	9	72	66	228	52	8	346	50	752	802
05:30 PM	36	30	53	30	119	11	155	18	2	184	57	28	14	9	99	79	267	70	9	416	50	818	868
05:45 PM	29	34	58	33	121	10	180	17	1	207	48	21	12	8	81	59	244	53	7	356	49	765	814
Total	126	138	210	125	474	32	678	67	6	777	189	102	44	29	335	266	992	208	33	1466	193	3052	3245
06:00 PM	26	27	40	26	93	10	144	16	1	170	26	22	12	6	60	51	206	57	7	314	40	637	677
Grand Total	274	306	438	266	1018	84	1573	122	14	1779	368	212	100	65	680	557	2216	447	73	3220	418	6697	7115
Apprch %	26.9	30.1	43			4.7	88.4	6.9			54.1	31.2	14.7			17.3	68.8	13.9					
Total %	4.1	4.6	6.5		15.2	1.3	23.5	1.8		26.6	5.5	3.2	1.5		10.2	8.3	33.1	6.7		48.1	5.9	94.1	

Start Time	Fairmont Boulevard Southbound				Yorba Linda Boulevard Westbound				Fairmont Boulevard Northbound				Yorba Linda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	25	37	40	102	9	219	13	241	35	29	5	69	65	251	60	376	788
05:00 PM	24	37	52	113	2	156	15	173	43	33	7	83	62	253	33	348	717
05:15 PM	37	37	47	121	9	187	17	213	41	20	11	72	66	228	52	346	752
05:30 PM	36	30	53	119	11	155	18	184	57	28	14	99	79	267	70	416	818
Total Volume	122	141	192	455	31	717	63	811	176	110	37	323	272	999	215	1486	3075
% App. Total	26.8	31	42.2		3.8	88.4	7.8		54.5	34.1	11.5		18.3	67.2	14.5		
PHF	.824	.953	.906	.940	.705	.818	.875	.841	.772	.833	.661	.816	.861	.935	.768	.893	.940

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

File Name : 15_YLA_Fair_YLB PM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 2



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

File Name : 15_YLA_Fair_YLB PM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 3

Start Time	Fairmont Boulevard Southbound				Yorba Linda Boulevard Westbound				Fairmont Boulevard Northbound				Yorba Linda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				04:00 PM				05:00 PM				04:45 PM				
+0 mins.	24	37	52	113	13	184	9	206	43	33	7	83	65	251	60	376	
+15 mins.	37	37	47	121	9	177	11	197	41	20	11	72	62	253	33	348	
+30 mins.	36	30	53	119	11	171	6	188	57	28	14	99	66	228	52	346	
+45 mins.	29	34	58	121	9	219	13	241	48	21	12	81	79	267	70	416	
Total Volume	126	138	210	474	42	751	39	832	189	102	44	335	272	999	215	1486	
% App. Total	26.6	29.1	44.3		5	90.3	4.7		56.4	30.4	13.1		18.3	67.2	14.5		
PHF	.851	.932	.905	.979	.808	.857	.750	.863	.829	.773	.786	.846	.861	.935	.768	.893	

Location: Yorba Linda
 N/S: Fairmont Boulevard
 E/W: Yorba Linda Boulevard



Date: 2/27/2024
 Day: Tuesday

PEDESTRIANS

	North Leg Fairmont Boulevard Pedestrians	East Leg Yorba Linda Boulevard Pedestrians	South Leg Fairmont Boulevard Pedestrians	West Leg Yorba Linda Boulevard Pedestrians	
7:00 AM	1	0	0	0	1
7:15 AM	0	4	7	13	24
7:30 AM	10	8	46	117	181
7:45 AM	4	2	40	56	102
8:00 AM	2	3	1	5	11
8:15 AM	4	1	0	1	6
8:30 AM	2	5	0	2	9
8:45 AM	1	0	1	1	3
TOTAL VOLUMES:	24	23	95	195	337

	North Leg Fairmont Boulevard Pedestrians	East Leg Yorba Linda Boulevard Pedestrians	South Leg Fairmont Boulevard Pedestrians	West Leg Yorba Linda Boulevard Pedestrians	
4:00 PM	3	0	3	1	7
4:15 PM	4	1	2	2	9
4:30 PM	5	0	1	0	6
4:45 PM	7	1	1	1	10
5:00 PM	0	0	0	1	1
5:15 PM	2	0	0	0	2
5:30 PM	1	0	0	0	1
5:45 PM	0	0	0	0	0
6:00 PM	1	0	0	0	1
TOTAL VOLUMES:	23	2	7	5	37

Location: Yorba Linda
 N/S: Fairmont Boulevard
 E/W: Yorba Linda Boulevard



Date: 2/27/2024
 Day: Tuesday

BICYCLES

	Southbound Fairmont Boulevard			Westbound Yorba Linda Boulevard			Northbound Fairmont Boulevard			Eastbound Yorba Linda Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Fairmont Boulevard			Westbound Yorba Linda Boulevard			Northbound Fairmont Boulevard			Eastbound Yorba Linda Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	2	1	0	0	0	0	0	0	3
TOTAL VOLUMES:	0	0	0	0	3	1	0	2	0	0	0	0	6

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

File Name : 20_YLA_Yorb_La P AM
 Site Code : 05124172
 Start Date : 2/29/2024
 Page No : 1

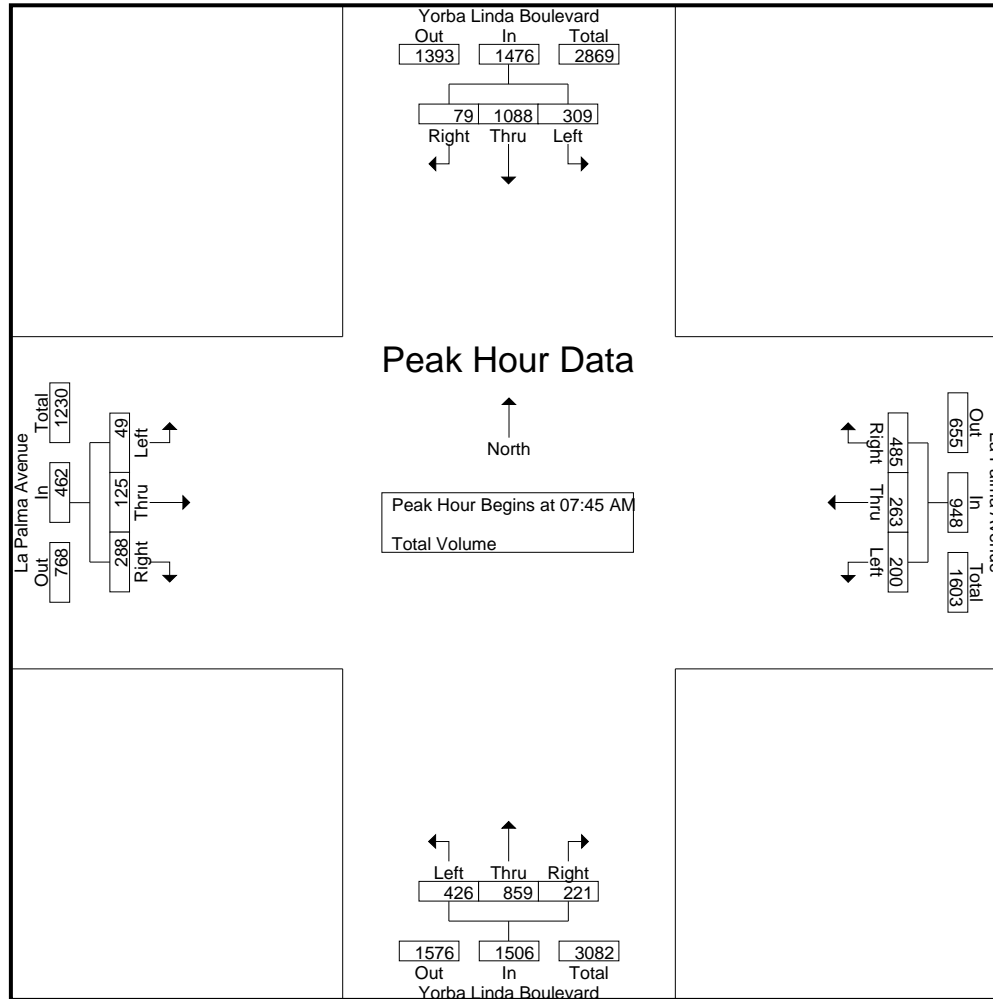
Groups Printed- Total Volume

Start Time	Yorba Linda Boulevard Southbound					La Palma Avenue Westbound					Yorba Linda Boulevard Northbound					La Palma Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	32	177	13	1	222	52	36	62	41	150	25	125	26	17	176	4	18	53	40	75	99	623	722
07:15 AM	40	241	8	3	289	47	45	58	42	150	27	136	45	14	208	5	27	55	28	87	87	734	821
07:30 AM	44	279	20	2	343	42	86	93	49	221	64	176	44	10	284	10	25	88	50	123	111	971	1082
07:45 AM	80	295	14	0	389	52	64	128	67	244	66	214	57	21	337	13	34	78	41	125	129	1095	1224
Total	196	992	55	6	1243	193	231	341	199	765	182	651	172	62	1005	32	104	274	159	410	426	3423	3849
08:00 AM	53	275	21	3	349	60	80	153	70	293	130	222	51	17	403	9	34	59	30	102	120	1147	1267
08:15 AM	81	257	17	0	355	44	64	127	48	235	135	234	66	25	435	12	30	82	55	124	128	1149	1277
08:30 AM	95	261	27	3	383	44	55	77	52	176	95	189	47	17	331	15	27	69	48	111	120	1001	1121
08:45 AM	84	244	28	1	356	40	54	69	45	163	64	165	70	26	299	9	34	65	45	108	117	926	1043
Total	313	1037	93	7	1443	188	253	426	215	867	424	810	234	85	1468	45	125	275	178	445	485	4223	4708
Grand Total	509	2029	148	13	2686	381	484	767	414	1632	606	1461	406	147	2473	77	229	549	337	855	911	7646	8557
Apprch %	19	75.5	5.5			23.3	29.7	47			24.5	59.1	16.4			9	26.8	64.2					
Total %	6.7	26.5	1.9		35.1	5	6.3	10		21.3	7.9	19.1	5.3		32.3	1	3	7.2		11.2	10.6	89.4	

Start Time	Yorba Linda Boulevard Southbound				La Palma Avenue Westbound				Yorba Linda Boulevard Northbound				La Palma Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	80	295	14	389	52	64	128	244	66	214	57	337	13	34	78	125	1095
08:00 AM	53	275	21	349	60	80	153	293	130	222	51	403	9	34	59	102	1147
08:15 AM	81	257	17	355	44	64	127	235	135	234	66	435	12	30	82	124	1149
08:30 AM	95	261	27	383	44	55	77	176	95	189	47	331	15	27	69	111	1001
Total Volume	309	1088	79	1476	200	263	485	948	426	859	221	1506	49	125	288	462	4392
% App. Total	20.9	73.7	5.4		21.1	27.7	51.2		28.3	57	14.7		10.6	27.1	62.3		
PHF	.813	.922	.731	.949	.833	.822	.792	.809	.789	.918	.837	.866	.817	.919	.878	.924	.956

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

File Name : 20_YLA_Yorb_La P AM
 Site Code : 05124172
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City of Yorba Linda
 N/S: Yorba Linda Boulevard
 E/W: La Palma Avenue
 Weather: Clear

File Name : 20_YLA_Yorb_La P AM
 Site Code : 05124172
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Start Time	Yorba Linda Boulevard Southbound				La Palma Avenue Westbound				Yorba Linda Boulevard Northbound				La Palma Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:30 AM				07:45 AM				07:30 AM				
+0 mins.	80	295	14	389	42	86	93	221	66	214	57	337	10	25	88	123	
+15 mins.	53	275	21	349	52	64	128	244	130	222	51	403	13	34	78	125	
+30 mins.	81	257	17	355	60	80	153	293	135	234	66	435	9	34	59	102	
+45 mins.	95	261	27	383	44	64	127	235	95	189	47	331	12	30	82	124	
Total Volume	309	1088	79	1476	198	294	501	993	426	859	221	1506	44	123	307	474	
% App. Total	20.9	73.7	5.4		19.9	29.6	50.5		28.3	57	14.7		9.3	25.9	64.8		
PHF	.813	.922	.731	.949	.825	.855	.819	.847	.789	.918	.837	.866	.846	.904	.872	.948	

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

File Name : 20_YLA_Yorb_La P PM
 Site Code : 05124172
 Start Date : 2/29/2024
 Page No : 1

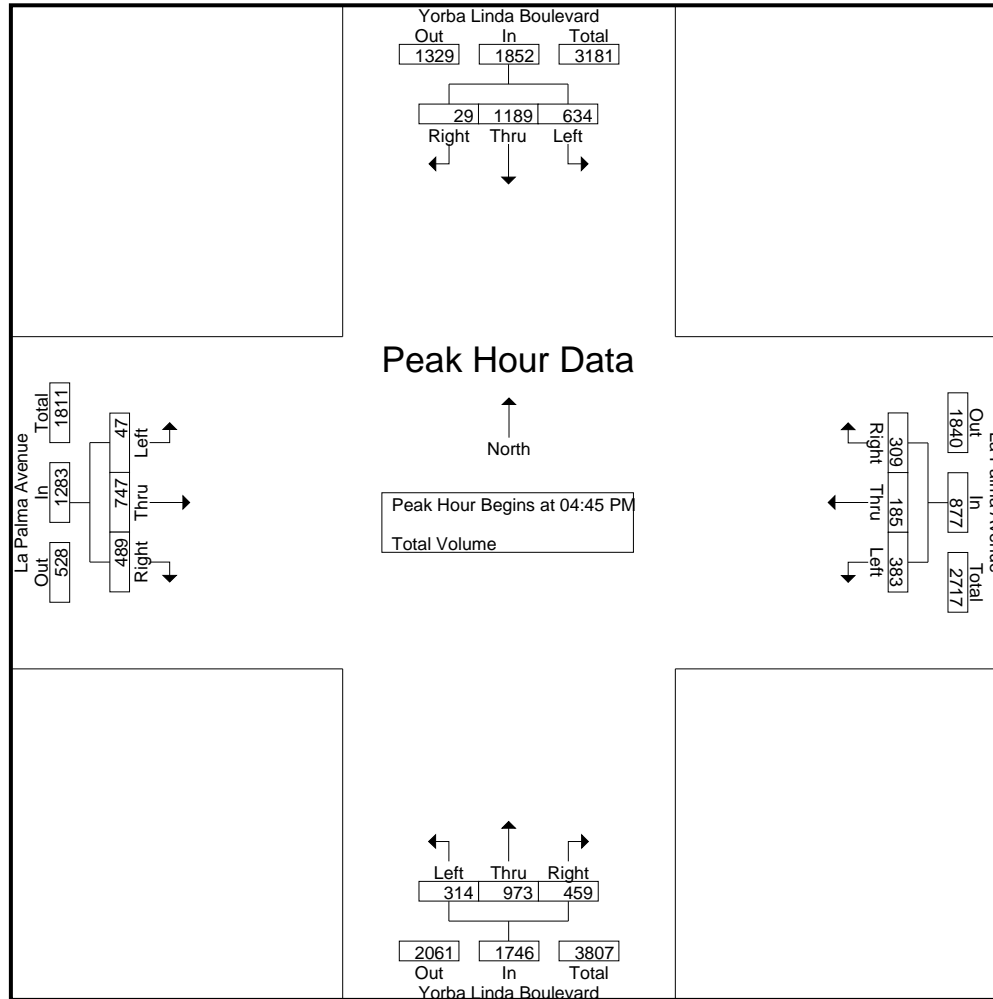
Groups Printed- Total Volume

Start Time	Yorba Linda Boulevard Southbound					La Palma Avenue Westbound					Yorba Linda Boulevard Northbound					La Palma Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	167	264	9	1	440	97	37	109	43	243	86	174	103	57	363	16	188	135	51	339	152	1385	1537
04:15 PM	159	237	12	2	408	69	39	58	28	166	72	242	150	59	464	13	200	112	52	325	141	1363	1504
04:30 PM	168	293	11	1	472	91	47	70	48	208	91	222	127	54	440	22	180	88	36	290	139	1410	1549
04:45 PM	145	285	9	0	439	87	39	80	51	206	79	212	136	66	427	12	214	131	43	357	160	1429	1589
Total	639	1079	41	4	1759	344	162	317	170	823	328	850	516	236	1694	63	782	466	182	1311	592	5587	6179
05:00 PM	179	337	8	0	524	106	56	85	49	247	83	246	117	60	446	13	155	86	26	254	135	1471	1606
05:15 PM	143	284	5	0	432	105	54	72	50	231	72	242	99	53	413	8	212	148	37	368	140	1444	1584
05:30 PM	167	283	7	0	457	85	36	72	44	193	80	273	107	47	460	14	166	124	41	304	132	1414	1546
05:45 PM	157	258	14	0	429	88	31	79	50	198	84	249	114	74	447	16	158	88	31	262	155	1336	1491
Total	646	1162	34	0	1842	384	177	308	193	869	319	1010	437	234	1766	51	691	446	135	1188	562	5665	6227
06:00 PM	138	173	18	0	329	56	41	56	33	153	48	232	112	60	392	4	93	90	30	187	123	1061	1184
Grand Total	1423	2414	93	4	3930	784	380	681	396	1845	695	2092	1065	530	3852	118	1566	1002	347	2686	1277	12313	13590
Apprch %	36.2	61.4	2.4			42.5	20.6	36.9			18	54.3	27.6			4.4	58.3	37.3					
Total %	11.6	19.6	0.8		31.9	6.4	3.1	5.5		15	5.6	17	8.6		31.3	1	12.7	8.1		21.8	9.4	90.6	

Start Time	Yorba Linda Boulevard Southbound				La Palma Avenue Westbound				Yorba Linda Boulevard Northbound				La Palma Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	145	285	9	439	87	39	80	206	79	212	136	427	12	214	131	357	1429
05:00 PM	179	337	8	524	106	56	85	247	83	246	117	446	13	155	86	254	1471
05:15 PM	143	284	5	432	105	54	72	231	72	242	99	413	8	212	148	368	1444
05:30 PM	167	283	7	457	85	36	72	193	80	273	107	460	14	166	124	304	1414
Total Volume	634	1189	29	1852	383	185	309	877	314	973	459	1746	47	747	489	1283	5758
% App. Total	34.2	64.2	1.6		43.7	21.1	35.2		18	55.7	26.3		3.7	58.2	38.1		
PHF	.885	.882	.806	.884	.903	.826	.909	.888	.946	.891	.844	.949	.839	.873	.826	.872	.979

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

File Name : 20_YLA_Yorb_La P PM
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City of Yorba Linda
 N/S: Yorba Linda Boulevard
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 Weather: Clear

File Name : 20_YLA_Yorb_La P PM
 Site Code : 05124172
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Start Time	Yorba Linda Boulevard Southbound				La Palma Avenue Westbound				Yorba Linda Boulevard Northbound				La Palma Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:15 PM				04:00 PM				
+0 mins.	168	293	11	472	91	47	70	208	72	242	150	464	16	188	135	339	
+15 mins.	145	285	9	439	87	39	80	206	91	222	127	440	13	200	112	325	
+30 mins.	179	337	8	524	106	56	85	247	79	212	136	427	22	180	88	290	
+45 mins.	143	284	5	432	105	54	72	231	83	246	117	446	12	214	131	357	
Total Volume	635	1199	33	1867	389	196	307	892	325	922	530	1777	63	782	466	1311	
% App. Total	34	64.2	1.8		43.6	22	34.4		18.3	51.9	29.8		4.8	59.6	35.5		
PHF	.887	.889	.750	.891	.917	.875	.903	.903	.893	.937	.883	.957	.716	.914	.863	.918	

Location: Yorba Linda
 N/S: Yorba Linda Boulevard
 E/W: La Palma Avenue



Date: 2/29/2024
 Day: Thursday

PEDESTRIANS

	North Leg Yorba Linda Boulevard Pedestrians	East Leg La Palma Avenue Pedestrians	South Leg Yorba Linda Boulevard Pedestrians	West Leg La Palma Avenue Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	2	1	3	0	6
7:30 AM	0	1	1	2	4
7:45 AM	1	2	2	1	6
8:00 AM	1	0	0	1	2
8:15 AM	1	1	0	1	3
8:30 AM	0	0	0	2	2
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	5	5	6	7	23

	North Leg Yorba Linda Boulevard Pedestrians	East Leg La Palma Avenue Pedestrians	South Leg Yorba Linda Boulevard Pedestrians	West Leg La Palma Avenue Pedestrians	
4:00 PM	1	0	0	0	1
4:15 PM	0	3	1	0	4
4:30 PM	0	0	0	1	1
4:45 PM	0	1	0	2	3
5:00 PM	1	1	0	0	2
5:15 PM	0	0	0	1	1
5:30 PM	0	2	0	0	2
5:45 PM	0	1	1	0	2
6:00 PM	0	0	0	1	1
TOTAL VOLUMES:	2	8	2	5	17

Location: Yorba Linda
 N/S: Yorba Linda Boulevard
 E/W: La Palma Avenue



Date: 2/29/2024
 Day: Thursday

BICYCLES

	Southbound Yorba Linda Boulevard			Westbound La Palma Avenue			Northbound Yorba Linda Boulevard			Eastbound La Palma Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
8:00 AM	1	0	0	0	0	0	0	1	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	2	0	0	0	0	0	0	5	0	0	0	0	7

	Southbound Yorba Linda Boulevard			Westbound La Palma Avenue			Northbound Yorba Linda Boulevard			Eastbound La Palma Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
TOTAL VOLUMES:	0	0	0	0	1	1	0	4	0	0	1	0	7

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

File Name : 16_YLA_YLB_Savi AM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 1

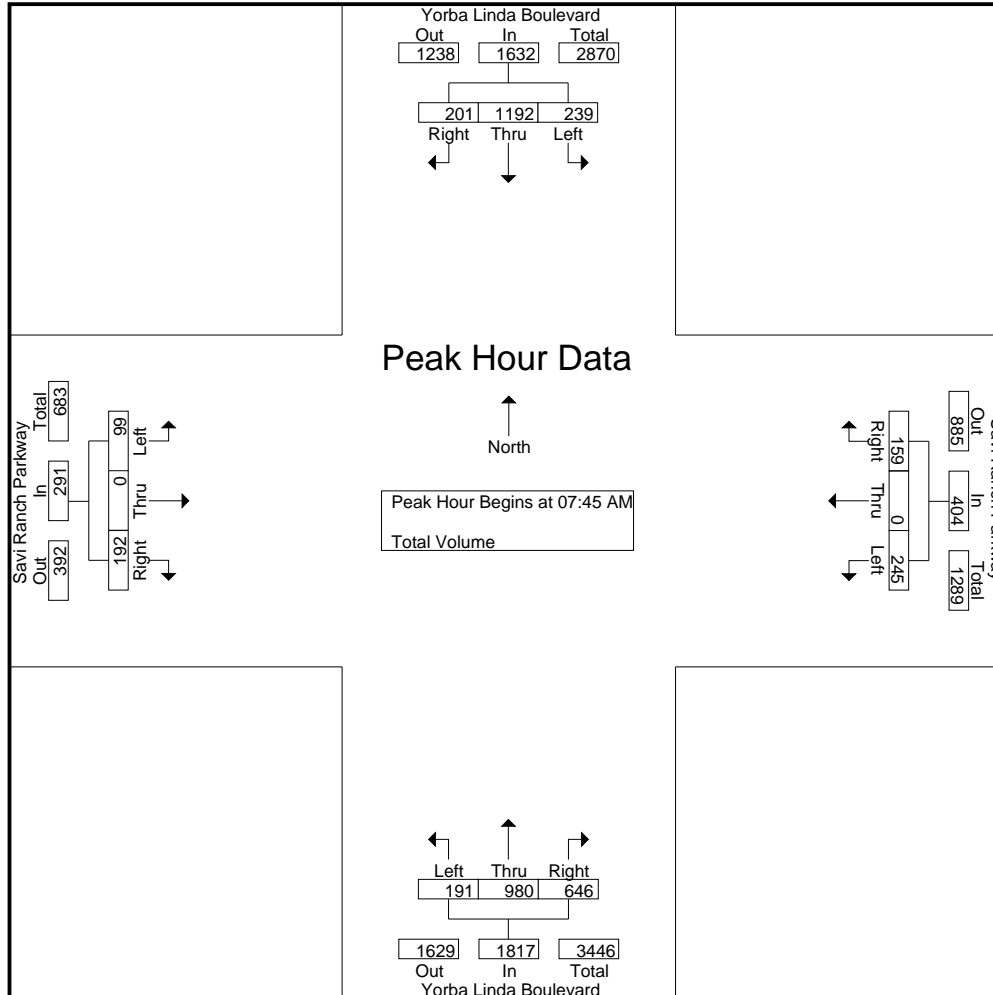
Groups Printed- Total Volume

Start Time	Yorba Linda Boulevard Southbound					Savi Ranch Parkway Westbound					Yorba Linda Boulevard Northbound					Savi Ranch Parkway Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	23	214	16	5	253	34	0	26	15	60	38	143	110	0	291	7	0	49	35	56	55	660	715
07:15 AM	39	307	28	5	374	43	0	22	10	65	39	151	116	0	306	13	0	44	27	57	42	802	844
07:30 AM	42	305	38	11	385	54	0	25	17	79	36	244	121	0	401	13	0	46	29	59	57	924	981
07:45 AM	62	311	43	10	416	51	0	34	20	85	50	284	161	0	495	17	0	45	25	62	55	1058	1113
Total	166	1137	125	31	1428	182	0	107	62	289	163	822	508	0	1493	50	0	184	116	234	209	3444	3653
08:00 AM	57	332	49	18	438	65	0	31	24	96	53	261	169	0	483	33	0	48	24	81	66	1098	1164
08:15 AM	59	260	51	10	370	69	0	54	34	123	36	228	148	0	412	22	0	46	29	68	73	973	1046
08:30 AM	61	289	58	16	408	60	0	40	26	100	52	207	168	0	427	27	0	53	27	80	69	1015	1084
08:45 AM	66	235	49	17	350	69	0	57	46	126	60	200	168	0	428	25	0	50	28	75	91	979	1070
Total	243	1116	207	61	1566	263	0	182	130	445	201	896	653	0	1750	107	0	197	108	304	299	4065	4364
Grand Total	409	2253	332	92	2994	445	0	289	192	734	364	1718	1161	0	3243	157	0	381	224	538	508	7509	8017
Apprch %	13.7	75.3	11.1			60.6	0	39.4			11.2	53	35.8			29.2	0	70.8					
Total %	5.4	30	4.4		39.9	5.9	0	3.8		9.8	4.8	22.9	15.5		43.2	2.1	0	5.1		7.2	6.3	93.7	

Start Time	Yorba Linda Boulevard Southbound				Savi Ranch Parkway Westbound				Yorba Linda Boulevard Northbound				Savi Ranch Parkway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	62	311	43	416	51	0	34	85	50	284	161	495	17	0	45	62	1058
08:00 AM	57	332	49	438	65	0	31	96	53	261	169	483	33	0	48	81	1098
08:15 AM	59	260	51	370	69	0	54	123	36	228	148	412	22	0	46	68	973
08:30 AM	61	289	58	408	60	0	40	100	52	207	168	427	27	0	53	80	1015
Total Volume	239	1192	201	1632	245	0	159	404	191	980	646	1817	99	0	192	291	4144
% App. Total	14.6	73	12.3		60.6	0	39.4		10.5	53.9	35.6		34	0	66		
PHF	.964	.898	.866	.932	.888	.000	.736	.821	.901	.863	.956	.918	.750	.000	.906	.898	.944

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

File Name : 16_YLA_YLB_Savi AM
 Site Code : 05124172
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City of Yorba Linda
 N/S: Yorba Linda Boulevard
 E/W: Savi Ranch Parkway
 Weather: Clear

File Name : 16_YLA_YLB_Savi AM
 Site Code : 05124172
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Start Time	Yorba Linda Boulevard Southbound				Savi Ranch Parkway Westbound				Yorba Linda Boulevard Northbound				Savi Ranch Parkway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				08:00 AM				07:45 AM				08:00 AM				
+0 mins.	62	311	43	416	65	0	31	96	50	284	161	495	33	0	48	81	
+15 mins.	57	332	49	438	69	0	54	123	53	261	169	483	22	0	46	68	
+30 mins.	59	260	51	370	60	0	40	100	36	228	148	412	27	0	53	80	
+45 mins.	61	289	58	408	69	0	57	126	52	207	168	427	25	0	50	75	
Total Volume	239	1192	201	1632	263	0	182	445	191	980	646	1817	107	0	197	304	
% App. Total	14.6	73	12.3		59.1	0	40.9		10.5	53.9	35.6		35.2	0	64.8		
PHF	.964	.898	.866	.932	.953	.000	.798	.883	.901	.863	.956	.918	.811	.000	.929	.938	

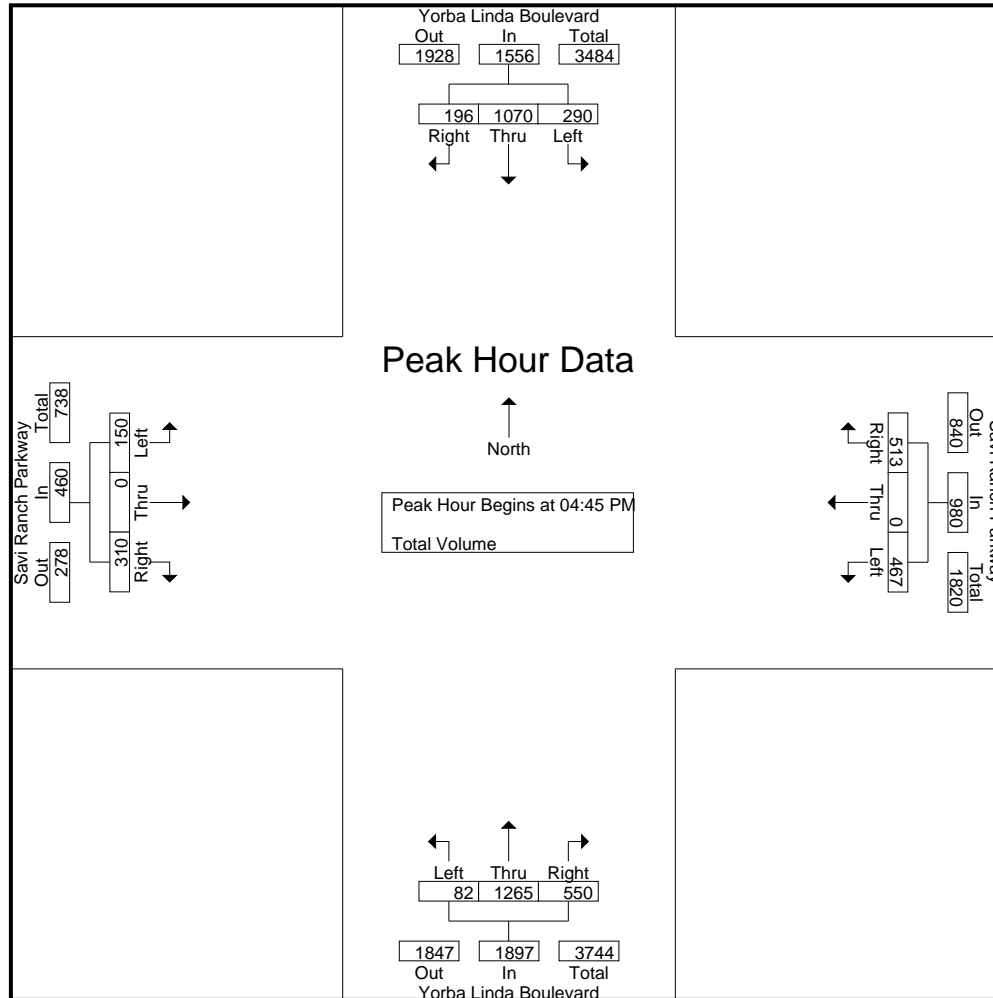
City of Yorba Linda
 N/S: Yorba Linda Boulevard
 E/W: Savi Ranch Parkway
 Weather: Clear

File Name : 16_YLA_YLB_Savi PM
 Site Code : 05124172
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Groups Printed- Total Volume

Start Time	Yorba Linda Boulevard Southbound					Savi Ranch Parkway Westbound					Yorba Linda Boulevard Northbound					Savi Ranch Parkway Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	65	215	58	8	338	137	0	142	59	279	24	283	145	0	452	45	0	86	54	131	121	1200	1321
04:15 PM	60	242	46	10	348	137	0	123	67	260	29	337	119	0	485	37	0	86	40	123	117	1216	1333
04:30 PM	70	265	56	9	391	117	0	137	56	254	17	290	123	0	430	31	0	87	46	118	111	1193	1304
04:45 PM	72	271	53	8	396	128	0	120	68	248	24	295	135	0	454	39	0	81	38	120	114	1218	1332
Total	267	993	213	35	1473	519	0	522	250	1041	94	1205	522	0	1821	152	0	340	178	492	463	4827	5290
05:00 PM	80	269	48	6	397	119	0	143	79	262	13	304	122	0	439	38	0	93	50	131	135	1229	1364
05:15 PM	75	263	61	11	399	109	0	128	55	237	28	303	145	0	476	39	0	74	46	113	112	1225	1337
05:30 PM	63	267	34	8	364	111	0	122	69	233	17	363	148	0	528	34	0	62	37	96	114	1221	1335
05:45 PM	70	274	59	8	403	126	0	119	69	245	18	306	130	0	454	37	0	63	38	100	115	1202	1317
Total	288	1073	202	33	1563	465	0	512	272	977	76	1276	545	0	1897	148	0	292	171	440	476	4877	5353
06:00 PM	70	236	52	9	358	121	0	132	95	253	25	315	129	8	469	34	1	45	15	80	127	1160	1287
Grand Total	625	2302	467	77	3394	1105	0	1166	617	2271	195	2796	1196	8	4187	334	1	677	364	1012	1066	10864	11930
Apprch %	18.4	67.8	13.8			48.7	0	51.3			4.7	66.8	28.6			33	0.1	66.9					
Total %	5.8	21.2	4.3		31.2	10.2	0	10.7		20.9	1.8	25.7	11		38.5	3.1	0	6.2		9.3	8.9	91.1	

Start Time	Yorba Linda Boulevard Southbound				Savi Ranch Parkway Westbound				Yorba Linda Boulevard Northbound				Savi Ranch Parkway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	72	271	53	396	128	0	120	248	24	295	135	454	39	0	81	120	1218
05:00 PM	80	269	48	397	119	0	143	262	13	304	122	439	38	0	93	131	1229
05:15 PM	75	263	61	399	109	0	128	237	28	303	145	476	39	0	74	113	1225
05:30 PM	63	267	34	364	111	0	122	233	17	363	148	528	34	0	62	96	1221
Total Volume	290	1070	196	1556	467	0	513	980	82	1265	550	1897	150	0	310	460	4893
% App. Total	18.6	68.8	12.6		47.7	0	52.3		4.3	66.7	29		32.6	0	67.4		
PHF	.906	.987	.803	.975	.912	.000	.897	.935	.732	.871	.929	.898	.962	.000	.833	.878	.995



City of Yorba Linda
 N/S: Yorba Linda Boulevard
 E/W: Savi Ranch Parkway
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File Name : 16_YLA_YLB_Savi PM
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Start Time	Yorba Linda Boulevard Southbound				Savi Ranch Parkway Westbound				Yorba Linda Boulevard Northbound				Savi Ranch Parkway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:00 PM				05:15 PM				04:00 PM				
+0 mins.	70	265	56	391	137	0	142	279	28	303	145	476	45	0	86	131	
+15 mins.	72	271	53	396	137	0	123	260	17	363	148	528	37	0	86	123	
+30 mins.	80	269	48	397	117	0	137	254	18	306	130	454	31	0	87	118	
+45 mins.	75	263	61	399	128	0	120	248	25	315	129	469	39	0	81	120	
Total Volume	297	1068	218	1583	519	0	522	1041	88	1287	552	1927	152	0	340	492	
% App. Total	18.8	67.5	13.8		49.9	0	50.1		4.6	66.8	28.6		30.9	0	69.1		
PHF	.928	.985	.893	.992	.947	.000	.919	.933	.786	.886	.932	.912	.844	.000	.977	.939	

Location: Yorba Linda
 N/S: Yorba Linda Boulevard
 E/W: Savi Ranch Parkway



Date: 2/27/2024
 Day: Tuesday

PEDESTRIANS

	North Leg Yorba Linda Boulevard Pedestrians	East Leg Savi Ranch Parkway Pedestrians	South Leg Yorba Linda Boulevard Pedestrians	West Leg Savi Ranch Parkway Pedestrians	
7:00 AM	0	0	0	1	1
7:15 AM	0	1	0	0	1
7:30 AM	0	1	0	0	1
7:45 AM	0	0	0	1	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	1	1
8:30 AM	0	0	0	2	2
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	5	7

	North Leg Yorba Linda Boulevard Pedestrians	East Leg Savi Ranch Parkway Pedestrians	South Leg Yorba Linda Boulevard Pedestrians	West Leg Savi Ranch Parkway Pedestrians	
4:00 PM	0	1	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	2	0	1	3
5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0
TOTAL VOLUMES:	0	3	0	1	4

Location: Yorba Linda
 N/S: Yorba Linda Boulevard
 E/W: Savi Ranch Parkway



Date: 2/27/2024
 Day: Tuesday

BICYCLES

	Southbound Yorba Linda Boulevard			Westbound Savi Ranch Parkway			Northbound Yorba Linda Boulevard			Eastbound Savi Ranch Parkway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Yorba Linda Boulevard			Westbound Savi Ranch Parkway			Northbound Yorba Linda Boulevard			Eastbound Savi Ranch Parkway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	3	0	0	0	0	0	0	1	0	0	0	4
TOTAL VOLUMES:	0	3	0	0	0	0	0	0	1	0	0	0	4

City of Yorba Linda
 N/S: Yorba Linda Blvd/Weir Canyon Rd
 E/W: SR-91 Westbound Ramps
 Weather: Clear

File Name : 17_YLA_YLB_91W AM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 1

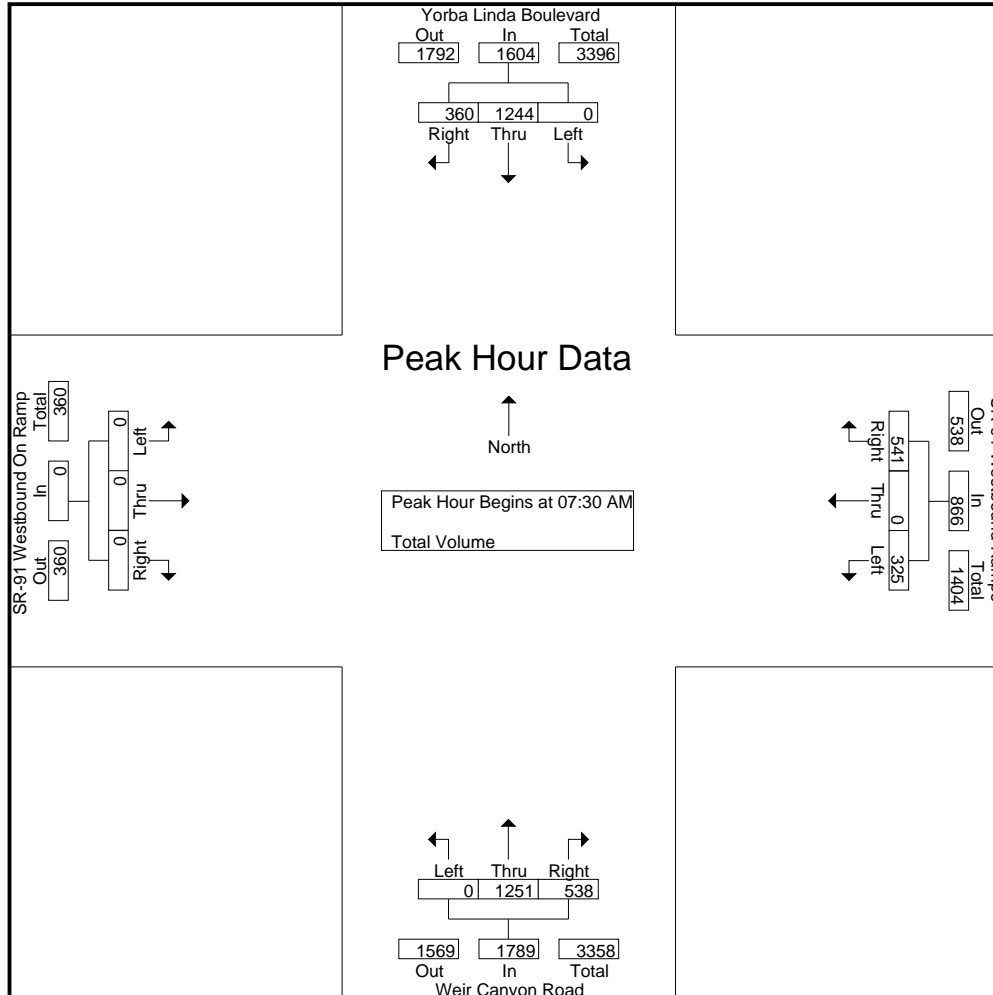
Groups Printed- Total Volume

Start Time	Yorba Linda Boulevard Southbound					SR-91 Westbound Ramps Westbound					Weir Canyon Road Northbound					SR-91 Westbound On Ramp Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	196	94	0	290	56	0	113	57	169	0	178	133	0	311	0	0	0	0	0	57	770	827
07:15 AM	0	294	96	0	390	66	0	104	56	170	0	222	117	0	339	0	0	0	0	0	56	899	955
07:30 AM	0	297	102	0	399	71	0	113	37	184	0	287	143	0	430	0	0	0	0	0	37	1013	1050
07:45 AM	0	307	85	0	392	89	0	161	53	250	0	338	174	0	512	0	0	0	0	0	53	1154	1207
Total	0	1094	377	0	1471	282	0	491	203	773	0	1025	567	0	1592	0	0	0	0	0	203	3836	4039
08:00 AM	0	339	82	0	421	80	0	138	50	218	0	330	132	0	462	0	0	0	0	0	50	1101	1151
08:15 AM	0	301	91	0	392	85	0	129	44	214	0	296	89	0	385	0	0	0	0	0	44	991	1035
08:30 AM	0	312	91	0	403	88	0	146	58	234	0	278	79	0	357	0	0	0	0	0	58	994	1052
08:45 AM	0	283	76	0	359	101	0	135	45	236	0	305	102	0	407	0	0	0	0	0	45	1002	1047
Total	0	1235	340	0	1575	354	0	548	197	902	0	1209	402	0	1611	0	0	0	0	0	197	4088	4285
Grand Total	0	2329	717	0	3046	636	0	1039	400	1675	0	2234	969	0	3203	0	0	0	0	0	400	7924	8324
Apprch %	0	76.5	23.5			38	0	62			0	69.7	30.3			0	0	0					
Total %	0	29.4	9		38.4	8	0	13.1		21.1	0	28.2	12.2		40.4	0	0	0		0	4.8	95.2	

Start Time	Yorba Linda Boulevard Southbound				SR-91 Westbound Ramps Westbound				Weir Canyon Road Northbound				SR-91 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	297	102	399	71	0	113	184	0	287	143	430	0	0	0	0	1013
07:45 AM	0	307	85	392	89	0	161	250	0	338	174	512	0	0	0	0	1154
08:00 AM	0	339	82	421	80	0	138	218	0	330	132	462	0	0	0	0	1101
08:15 AM	0	301	91	392	85	0	129	214	0	296	89	385	0	0	0	0	991
Total Volume	0	1244	360	1604	325	0	541	866	0	1251	538	1789	0	0	0	0	4259
% App. Total	0	77.6	22.4		37.5	0	62.5		0	69.9	30.1		0	0	0		
PHF	.000	.917	.882	.952	.913	.000	.840	.866	.000	.925	.773	.874	.000	.000	.000	.000	.923

City of Yorba Linda
 N/S: Yorba Linda Blvd/Weir Canyon Rd
 E/W: SR-91 Westbound Ramps
 Weather: Clear

File Name : 17_YLA_YLB_91W AM
 Site Code : 05124172
 Start Date : 2/27/2024
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City of Yorba Linda
 N/S: Yorba Linda Blvd/Weir Canyon Rd
 E/W: SR-91 Westbound Ramps
 Weather: Clear

File Name : 17_YLA_YLB_91W AM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 3

Start Time	Yorba Linda Boulevard Southbound				SR-91 Westbound Ramps Westbound				Weir Canyon Road Northbound				SR-91 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:30 AM				07:00 AM				
+0 mins.	0	307	85	392	89	0	161	250	0	287	143	430	0	0	0	0	
+15 mins.	0	339	82	421	80	0	138	218	0	338	174	512	0	0	0	0	
+30 mins.	0	301	91	392	85	0	129	214	0	330	132	462	0	0	0	0	
+45 mins.	0	312	91	403	88	0	146	234	0	296	89	385	0	0	0	0	
Total Volume	0	1259	349	1608	342	0	574	916	0	1251	538	1789	0	0	0	0	
% App. Total	0	78.3	21.7		37.3	0	62.7		0	69.9	30.1		0	0	0		
PHF	.000	.928	.959	.955	.961	.000	.891	.916	.000	.925	.773	.874	.000	.000	.000	.000	

City of Yorba Linda
 N/S: Yorba Linda Blvd/Weir Canyon Rd
 E/W: SR-91 Westbound Ramps
 Weather: Clear

File Name : 17_YLA_YLB_91W PM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 1

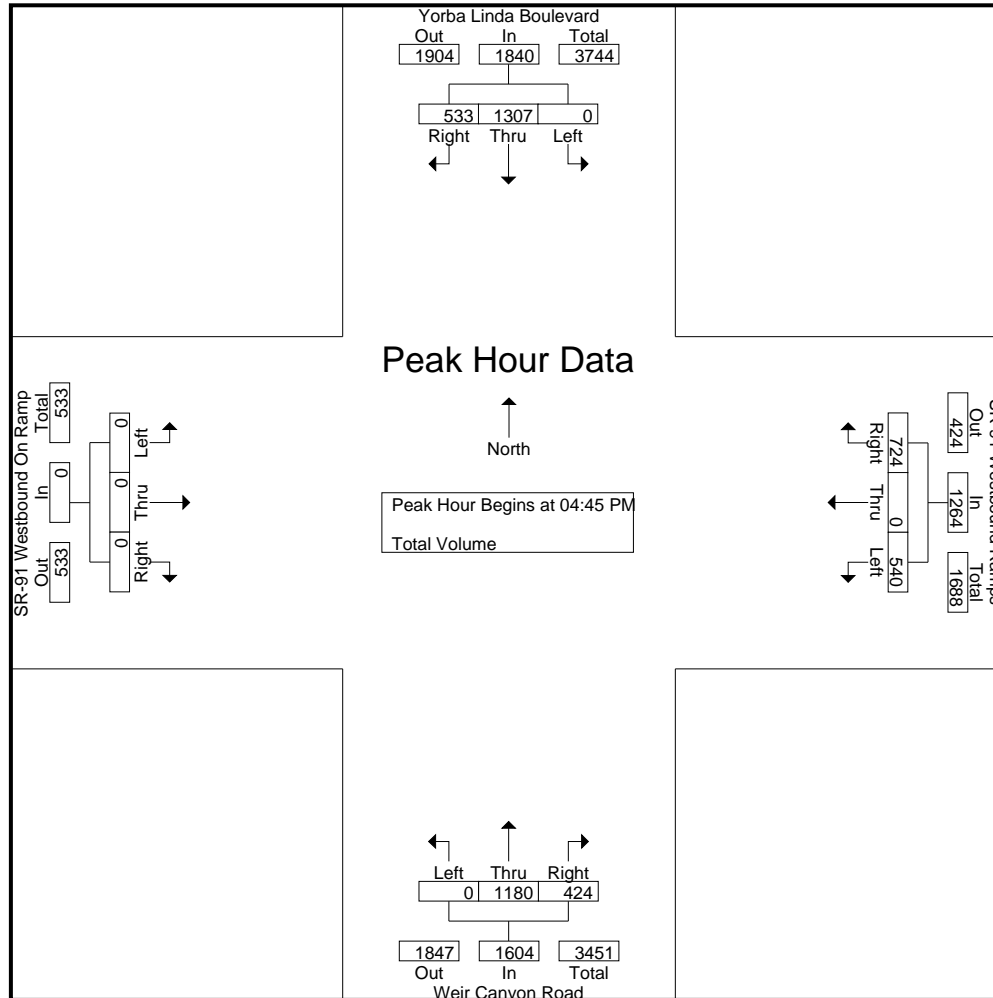
Groups Printed- Total Volume

Start Time	Yorba Linda Boulevard Southbound					SR-91 Westbound Ramps Westbound					Weir Canyon Road Northbound					SR-91 Westbound On Ramp Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	287	152	0	439	105	0	156	40	261	0	335	133	0	468	0	0	0	0	0	40	1168	1208
04:15 PM	0	299	165	0	464	88	0	152	41	240	0	310	112	0	422	0	0	0	0	0	41	1126	1167
04:30 PM	0	324	151	0	475	126	0	175	61	301	0	262	94	0	356	0	0	0	0	0	61	1132	1193
04:45 PM	0	336	136	0	472	131	0	181	41	312	0	276	87	0	363	0	0	0	0	0	41	1147	1188
Total	0	1246	604	0	1850	450	0	664	183	1114	0	1183	426	0	1609	0	0	0	0	0	183	4573	4756
05:00 PM	0	329	151	0	480	124	0	162	50	286	0	292	130	0	422	0	0	0	0	0	50	1188	1238
05:15 PM	0	327	120	0	447	137	0	190	49	327	0	301	109	0	410	0	0	0	0	0	49	1184	1233
05:30 PM	0	315	126	0	441	148	0	191	49	339	0	311	98	0	409	0	0	0	0	0	49	1189	1238
05:45 PM	0	335	118	0	453	130	0	196	50	326	0	284	83	0	367	0	0	0	0	0	50	1146	1196
Total	0	1306	515	0	1821	539	0	739	198	1278	0	1188	420	0	1608	0	0	0	0	0	198	4707	4905
06:00 PM	0	297	124	0	421	118	0	176	42	294	0	315	74	0	389	0	0	0	0	0	42	1104	1146
Grand Total	0	2849	1243	0	4092	1107	0	1579	423	2686	0	2686	920	0	3606	0	0	0	0	0	423	10384	10807
Apprch %	0	69.6	30.4			41.2	0	58.8			0	74.5	25.5			0	0	0					
Total %	0	27.4	12		39.4	10.7	0	15.2		25.9	0	25.9	8.9		34.7	0	0	0		0	3.9	96.1	

Start Time	Yorba Linda Boulevard Southbound				SR-91 Westbound Ramps Westbound				Weir Canyon Road Northbound				SR-91 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	336	136	472	131	0	181	312	0	276	87	363	0	0	0	0	1147
05:00 PM	0	329	151	480	124	0	162	286	0	292	130	422	0	0	0	0	1188
05:15 PM	0	327	120	447	137	0	190	327	0	301	109	410	0	0	0	0	1184
05:30 PM	0	315	126	441	148	0	191	339	0	311	98	409	0	0	0	0	1189
Total Volume	0	1307	533	1840	540	0	724	1264	0	1180	424	1604	0	0	0	0	4708
% App. Total	0	71	29		42.7	0	57.3		0	73.6	26.4		0	0	0		
PHF	.000	.972	.882	.958	.912	.000	.948	.932	.000	.949	.815	.950	.000	.000	.000	.000	.990

City of Yorba Linda
 N/S: Yorba Linda Blvd/Weir Canyon Rd
 E/W: SR-91 Westbound Ramps
 Weather: Clear

File Name : 17_YLA_YLB_91W PM
 Site Code : 05124172
 Start Date : 2/27/2024
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City of Yorba Linda
 N/S: Yorba Linda Blvd/Weir Canyon Rd
 E/W: SR-91 Westbound Ramps
 Weather: Clear

File Name : 17_YLA_YLB_91W PM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 3

Start Time	Yorba Linda Boulevard Southbound				SR-91 Westbound Ramps Westbound				Weir Canyon Road Northbound				SR-91 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				05:15 PM				04:00 PM				04:00 PM				
+0 mins.	0	299	165	464	137	0	190	327	0	335	133	468	0	0	0	0	
+15 mins.	0	324	151	475	148	0	191	339	0	310	112	422	0	0	0	0	
+30 mins.	0	336	136	472	130	0	196	326	0	262	94	356	0	0	0	0	
+45 mins.	0	329	151	480	118	0	176	294	0	276	87	363	0	0	0	0	
Total Volume	0	1288	603	1891	533	0	753	1286	0	1183	426	1609	0	0	0	0	
% App. Total	0	68.1	31.9		41.4	0	58.6		0	73.5	26.5		0	0	0		
PHF	.000	.958	.914	.985	.900	.000	.960	.948	.000	.883	.801	.860	.000	.000	.000	.000	

Location: Yorba Linda
 N/S: Yorba Linda Blvd/Weir Cyn Rd
 E/W: SR-91 WB Ramps



Date: 2/27/2024
 Day: Tuesday

PEDESTRIANS

	North Leg Yorba Linda Boulevard Pedestrians	East Leg SR-91 WB Ramps Pedestrians	South Leg Weir Canyon Road Pedestrians	West Leg SR-91 WB Ramps Pedestrians	
7:00 AM	0	0	0	1	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	2	2
8:45 AM	0	0	0	1	1
TOTAL VOLUMES:	0	0	0	4	4

	North Leg Yorba Linda Boulevard Pedestrians	East Leg SR-91 WB Ramps Pedestrians	South Leg Weir Canyon Road Pedestrians	West Leg SR-91 WB Ramps Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	1	0	1	2
5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	1	2

Location: Yorba Linda
 N/S: Yorba Linda Blvd/Weir Cyn Rd
 E/W: SR-91 WB Ramps



Date: 2/27/2024
 Day: Tuesday

BICYCLES

	Southbound Yorba Linda Boulevard			Westbound SR-91 WB Ramps			Northbound Weir Canyon Road			Eastbound SR-91 WB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Yorba Linda Boulevard			Westbound SR-91 WB Ramps			Northbound Weir Canyon Road			Eastbound SR-91 WB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	3
TOTAL VOLUMES:	0	1	2	0	0	0	0	0	0	0	0	0	3

City of Yorba Linda
 N/S: Weir Canyon Road
 E/W: SR-91 Eastbound Ramps
 Weather: Clear

File Name : 18_YLA_Weir_91E AM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 1

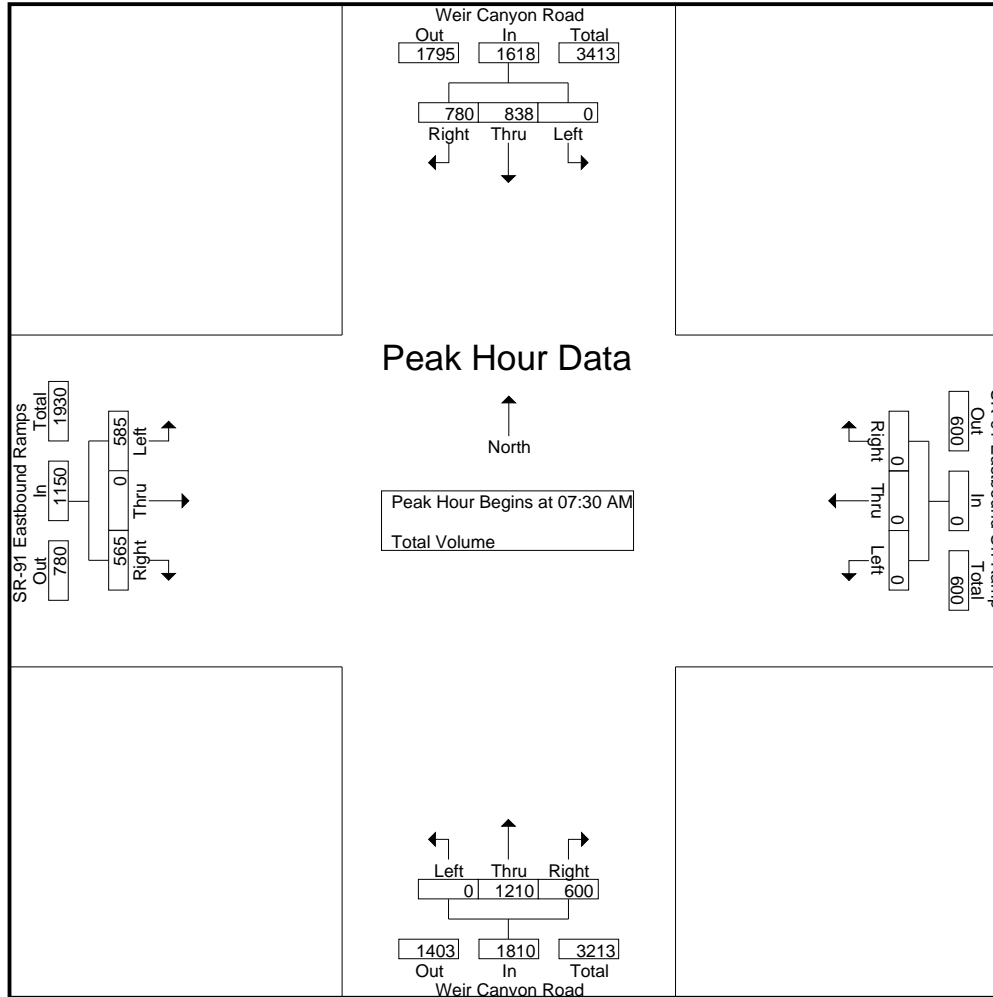
Groups Printed- Total Volume

Start Time	Weir Canyon Road Southbound					SR-91 Eastbound On Ramp Westbound					Weir Canyon Road Northbound					SR-91 Eastbound Ramps Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	106	152	0	258	0	0	0	0	0	0	195	150	0	345	108	0	106	53	214	53	817	870
07:15 AM	0	146	208	0	354	0	0	0	0	0	0	217	152	0	369	116	0	121	65	237	65	960	1025
07:30 AM	0	180	201	0	381	0	0	0	0	0	0	289	188	0	477	144	0	112	42	256	42	1114	1156
07:45 AM	0	220	198	0	418	0	0	0	0	0	0	368	150	0	518	166	0	141	69	307	69	1243	1312
Total	0	652	759	0	1411	0	0	0	0	0	0	1069	640	0	1709	534	0	480	229	1014	229	4134	4363
08:00 AM	0	230	197	0	427	0	0	0	0	0	0	305	141	0	446	154	0	145	45	299	45	1172	1217
08:15 AM	0	208	184	0	392	0	0	0	0	0	0	248	121	0	369	121	0	167	53	288	53	1049	1102
08:30 AM	0	223	176	0	399	0	0	0	0	0	0	213	116	0	329	146	0	184	55	330	55	1058	1113
08:45 AM	0	234	156	0	390	0	0	0	0	0	0	270	94	0	364	136	0	166	49	302	49	1056	1105
Total	0	895	713	0	1608	0	0	0	0	0	0	1036	472	0	1508	557	0	662	202	1219	202	4335	4537
Grand Total	0	1547	1472	0	3019	0	0	0	0	0	0	2105	1112	0	3217	1091	0	1142	431	2233	431	8469	8900
Apprch %	0	51.2	48.8			0	0	0			0	65.4	34.6			48.9	0	51.1					
Total %	0	18.3	17.4		35.6	0	0	0			0	24.9	13.1		38	12.9	0	13.5		26.4	4.8	95.2	

Start Time	Weir Canyon Road Southbound				SR-91 Eastbound On Ramp Westbound				Weir Canyon Road Northbound				SR-91 Eastbound Ramps Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:30 AM																		
07:30 AM	0	180	201	381	0	0	0	0	0	0	289	188	477	144	0	112	256	1114
07:45 AM	0	220	198	418	0	0	0	0	0	0	368	150	518	166	0	141	307	1243
08:00 AM	0	230	197	427	0	0	0	0	0	0	305	141	446	154	0	145	299	1172
08:15 AM	0	208	184	392	0	0	0	0	0	0	248	121	369	121	0	167	288	1102
Total Volume	0	838	780	1618	0	0	0	0	0	0	1210	600	1810	585	0	565	1150	4578
% App. Total	0	51.8	48.2		0	0	0			0	66.9	33.1		50.9	0	49.1		
PHF	.000	.911	.970	.947	.000	.000	.000	.000	.000	.000	.822	.798	.874	.881	.000	.846	.936	.921

City of Yorba Linda
 N/S: Weir Canyon Road
 E/W: SR-91 Eastbound Ramps
 Weather: Clear

File Name : 18_YLA_Weir_91E AM
 Site Code : 05124172
 Start Date : 2/27/2024
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City of Yorba Linda
 N/S: Weir Canyon Road
 E/W: SR-91 Eastbound Ramps
 Weather: Clear

File Name : 18_YLA_Weir_91E AM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 3

Start Time	Weir Canyon Road Southbound				SR-91 Eastbound On Ramp Westbound				Weir Canyon Road Northbound				SR-91 Eastbound Ramps Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:00 AM				07:15 AM				07:45 AM				
+0 mins.	0	220	198	418	0	0	0	0	0	217	152	369	166	0	141	307	
+15 mins.	0	230	197	427	0	0	0	0	0	289	188	477	154	0	145	299	
+30 mins.	0	208	184	392	0	0	0	0	0	368	150	518	121	0	167	288	
+45 mins.	0	223	176	399	0	0	0	0	0	305	141	446	146	0	184	330	
Total Volume	0	881	755	1636	0	0	0	0	0	1179	631	1810	587	0	637	1224	
% App. Total	0	53.9	46.1		0	0	0		0	65.1	34.9		48	0	52		
PHF	.000	.958	.953	.958	.000	.000	.000	.000	.000	.801	.839	.874	.884	.000	.865	.927	

City of Yorba Linda
 N/S: Weir Canyon Road
 E/W: SR-91 Eastbound Ramps
 Weather: Clear

File Name : 18_YLA_Weir_91E PM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 1

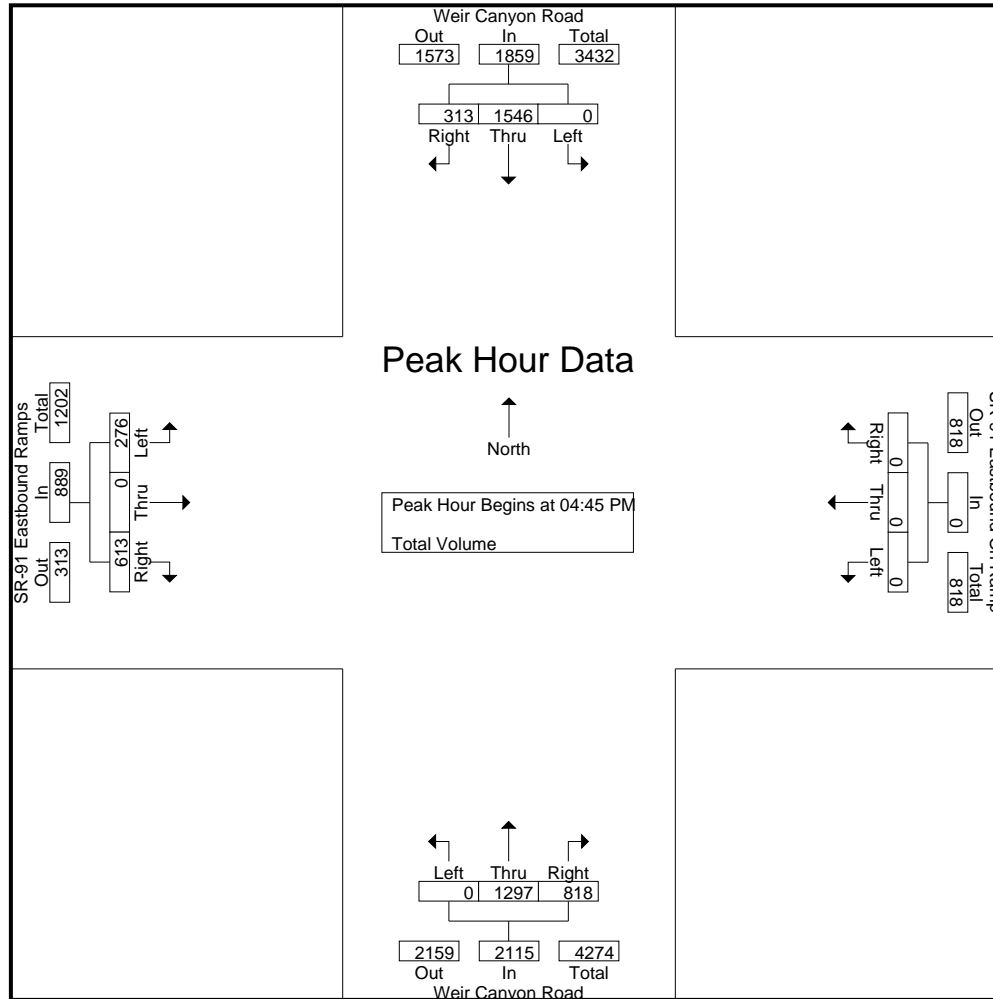
Groups Printed- Total Volume

Start Time	Weir Canyon Road Southbound					SR-91 Eastbound On Ramp Westbound					Weir Canyon Road Northbound					SR-91 Eastbound Ramps Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	326	60	0	386	0	0	0	0	0	0	344	157	0	501	112	0	168	33	280	33	1167	1200
04:15 PM	0	335	56	0	391	0	0	0	0	0	0	328	161	0	489	87	0	144	39	231	39	1111	1150
04:30 PM	0	360	77	0	437	0	0	0	0	0	0	287	144	0	431	67	0	138	36	205	36	1073	1109
04:45 PM	0	394	83	0	477	0	0	0	0	0	0	304	182	0	486	64	0	162	34	226	34	1189	1223
Total	0	1415	276	0	1691	0	0	0	0	0	0	1263	644	0	1907	330	0	612	142	942	142	4540	4682
05:00 PM	0	383	71	0	454	0	0	0	0	0	0	339	232	0	571	71	0	164	29	235	29	1260	1289
05:15 PM	0	379	75	0	454	0	0	0	0	0	0	327	194	0	521	72	0	127	33	199	33	1174	1207
05:30 PM	0	390	84	0	474	0	0	0	0	0	0	327	210	0	537	69	0	160	24	229	24	1240	1264
05:45 PM	0	394	80	0	474	0	0	0	0	0	0	303	144	0	447	72	0	151	35	223	35	1144	1179
Total	0	1546	310	0	1856	0	0	0	0	0	0	1296	780	0	2076	284	0	602	121	886	121	4818	4939
06:00 PM	0	340	70	0	410	0	0	0	0	0	0	298	107	0	405	80	0	129	19	209	19	1024	1043
Grand Total	0	3301	656	0	3957	0	0	0	0	0	0	2857	1531	0	4388	694	0	1343	282	2037	282	10382	10664
Apprch %	0	83.4	16.6			0	0	0			0	65.1	34.9			34.1	0	65.9					
Total %	0	31.8	6.3		38.1	0	0	0			0	27.5	14.7		42.3	6.7	0	12.9		19.6	2.6	97.4	

Start Time	Weir Canyon Road Southbound				SR-91 Eastbound On Ramp Westbound				Weir Canyon Road Northbound				SR-91 Eastbound Ramps Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:45 PM																		
04:45 PM	0	394	83	477	0	0	0	0	0	304	182	486	64	0	162	226	1189	
05:00 PM	0	383	71	454	0	0	0	0	0	339	232	571	71	0	164	235	1260	
05:15 PM	0	379	75	454	0	0	0	0	0	327	194	521	72	0	127	199	1174	
05:30 PM	0	390	84	474	0	0	0	0	0	327	210	537	69	0	160	229	1240	
Total Volume	0	1546	313	1859	0	0	0	0	0	1297	818	2115	276	0	613	889	4863	
% App. Total	0	83.2	16.8		0	0	0		0	61.3	38.7		31	0	69			
PHF	.000	.981	.932	.974	.000	.000	.000	.000	.000	.000	.956	.881	.926	.958	.000	.934	.946	.965

City of Yorba Linda
 N/S: Weir Canyon Road
 E/W: SR-91 Eastbound Ramps
 Weather: Clear

File Name : 18_YLA_Weir_91E PM
 Site Code : 05124172
 Start Date : 2/27/2024
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City of Yorba Linda
 N/S: Weir Canyon Road
 E/W: SR-91 Eastbound Ramps
 Weather: Clear

File Name : 18_YLA_Weir_91E PM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 3

Start Time	Weir Canyon Road Southbound				SR-91 Eastbound On Ramp Westbound				Weir Canyon Road Northbound				SR-91 Eastbound Ramps Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:00 PM				04:45 PM				04:00 PM				
+0 mins.	0	394	83	477	0	0	0	0	0	304	182	486	112	0	168	280	
+15 mins.	0	383	71	454	0	0	0	0	0	339	232	571	87	0	144	231	
+30 mins.	0	379	75	454	0	0	0	0	0	327	194	521	67	0	138	205	
+45 mins.	0	390	84	474	0	0	0	0	0	327	210	537	64	0	162	226	
Total Volume	0	1546	313	1859	0	0	0	0	0	1297	818	2115	330	0	612	942	
% App. Total	0	83.2	16.8		0	0	0		0	61.3	38.7		35	0	65		
PHF	.000	.981	.932	.974	.000	.000	.000	.000	.000	.956	.881	.926	.737	.000	.911	.841	

Location: Yorba Linda
 N/S: Weir Canyon Road
 E/W: SR-91 EB Ramps



Date: 2/27/2024
 Day: Tuesday

PEDESTRIANS

	North Leg Weir Canyon Road	East Leg SR-91 EB Ramps	South Leg Weir Canyon Road	West Leg SR-91 EB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	2	2
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	2	2

	North Leg Weir Canyon Road	East Leg SR-91 EB Ramps	South Leg Weir Canyon Road	West Leg SR-91 EB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	1	1
6:00 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	1

Location: Yorba Linda
 N/S: Weir Canyon Road
 E/W: SR-91 EB Ramps



Date: 2/27/2024
 Day: Tuesday

BICYCLES

	Southbound Weir Canyon Road			Westbound SR-91 EB Ramps			Northbound Weir Canyon Road			Eastbound SR-91 EB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Weir Canyon Road			Westbound SR-91 EB Ramps			Northbound Weir Canyon Road			Eastbound SR-91 EB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

City of Yorba Linda
 N/S: Bryant Ranch Road/Gypsum Canyon Rd
 E/W: La Palma Avenue
 Weather: Clear

File Name : 19_YLA_BR_La P AM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 1

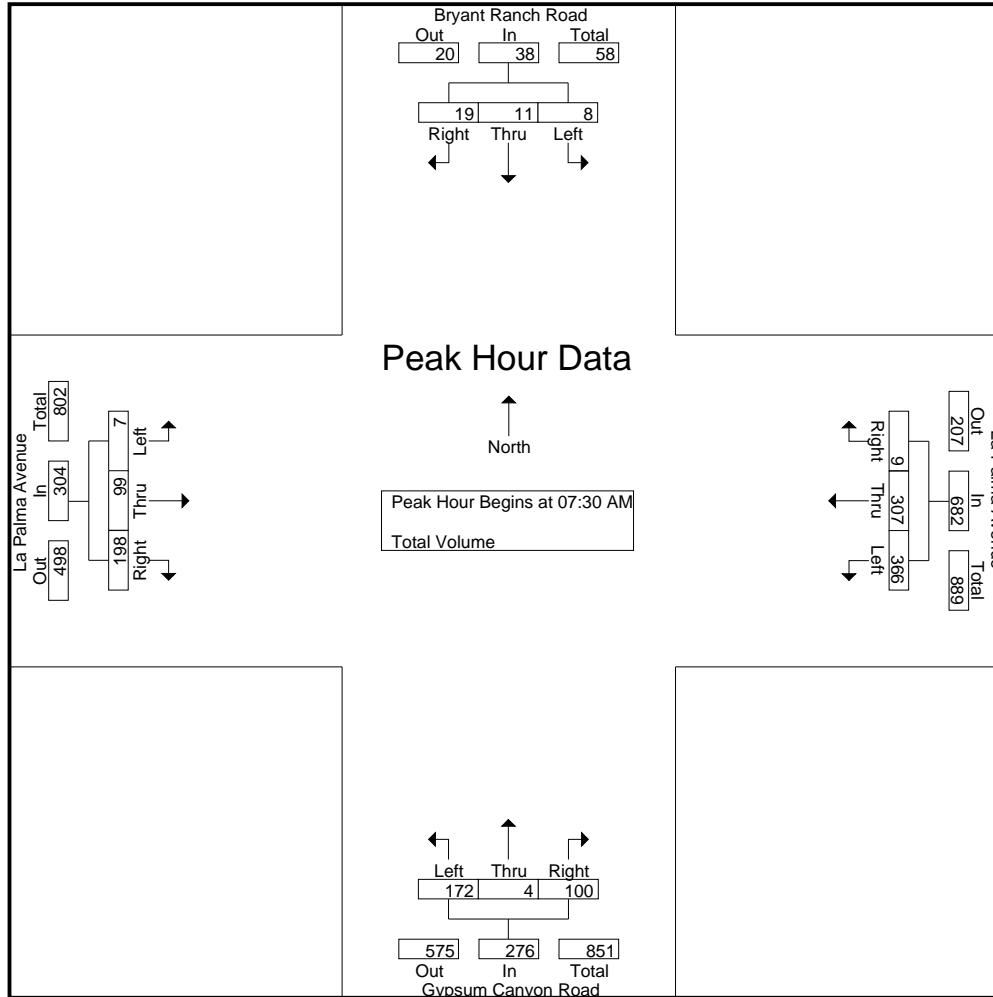
Groups Printed- Total Volume

Start Time	Bryant Ranch Road Southbound					La Palma Avenue Westbound					Gypsum Canyon Road Northbound					La Palma Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	3	7	4	10	95	34	0	0	129	47	0	19	10	66	1	8	42	24	51	38	256	294
07:15 AM	4	2	2	1	8	109	43	0	0	152	41	1	21	17	63	1	12	48	20	61	38	284	322
07:30 AM	5	1	4	4	10	103	79	3	0	185	36	1	31	21	68	1	15	69	27	85	52	348	400
07:45 AM	1	4	4	3	9	90	70	4	3	164	55	1	30	21	86	2	27	57	19	86	46	345	391
Total	10	10	17	12	37	397	226	7	3	630	179	3	101	69	283	5	62	216	90	283	174	1233	1407
08:00 AM	0	4	9	8	13	88	90	0	0	178	47	1	18	13	66	2	24	39	15	65	36	322	358
08:15 AM	2	2	2	1	6	85	68	2	0	155	34	1	21	16	56	2	33	33	15	68	32	285	317
08:30 AM	0	2	3	3	5	67	46	0	0	113	32	0	32	21	64	2	45	44	20	91	44	273	317
08:45 AM	0	3	3	3	6	47	32	0	0	79	41	1	34	22	76	1	44	39	17	84	42	245	287
Total	2	11	17	15	30	287	236	2	0	525	154	3	105	72	262	7	146	155	67	308	154	1125	1279
Grand Total	12	21	34	27	67	684	462	9	3	1155	333	6	206	141	545	12	208	371	157	591	328	2358	2686
Apprch %	17.9	31.3	50.7			59.2	40	0.8			61.1	1.1	37.8			2	35.2	62.8					
Total %	0.5	0.9	1.4		2.8	29	19.6	0.4		49	14.1	0.3	8.7		23.1	0.5	8.8	15.7		25.1	12.2	87.8	

Start Time	Bryant Ranch Road Southbound				La Palma Avenue Westbound				Gypsum Canyon Road Northbound				La Palma Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	5	1	4	10	103	79	3	185	36	1	31	68	1	15	69	85	348
07:45 AM	1	4	4	9	90	70	4	164	55	1	30	86	2	27	57	86	345
08:00 AM	0	4	9	13	88	90	0	178	47	1	18	66	2	24	39	65	322
08:15 AM	2	2	2	6	85	68	2	155	34	1	21	56	2	33	33	68	285
Total Volume	8	11	19	38	366	307	9	682	172	4	100	276	7	99	198	304	1300
% App. Total	21.1	28.9	50		53.7	45	1.3		62.3	1.4	36.2		2.3	32.6	65.1		
PHF	.400	.688	.528	.731	.888	.853	.563	.922	.782	1.00	.806	.802	.875	.750	.717	.884	.934

City of Yorba Linda
 N/S: Bryant Ranch Road/Gypsum Canyon Rd
 E/W: La Palma Avenue
 Weather: Clear

File Name : 19_YLA_BR_La P AM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 2



City of Yorba Linda
 N/S: Bryant Ranch Road/Gypsum Canyon Rd
 E/W: La Palma Avenue
 Weather: Clear

File Name : 19_YLA_BR_La P AM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 3

Start Time	Bryant Ranch Road Southbound				La Palma Avenue Westbound				Gypsum Canyon Road Northbound				La Palma Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:30 AM				07:00 AM				07:45 AM				
+0 mins.	4	2	2	8	103	79	3	185	47	0	19	66	2	27	57	86	
+15 mins.	5	1	4	10	90	70	4	164	41	1	21	63	2	24	39	65	
+30 mins.	1	4	4	9	88	90	0	178	36	1	31	68	2	33	33	68	
+45 mins.	0	4	9	13	85	68	2	155	55	1	30	86	2	45	44	91	
Total Volume	10	11	19	40	366	307	9	682	179	3	101	283	8	129	173	310	
% App. Total	25	27.5	47.5		53.7	45	1.3		63.3	1.1	35.7		2.6	41.6	55.8		
PHF	.500	.688	.528	.769	.888	.853	.563	.922	.814	.750	.815	.823	1.000	.717	.759	.852	

City of Yorba Linda
 N/S: Bryant Ranch Road/Gypsum Canyon Rd
 E/W: La Palma Avenue
 Weather: Clear

File Name : 19_YLA_BR_La P PM
 Site Code : 05124172
 Start Date : 2/27/2024
 Page No : 1

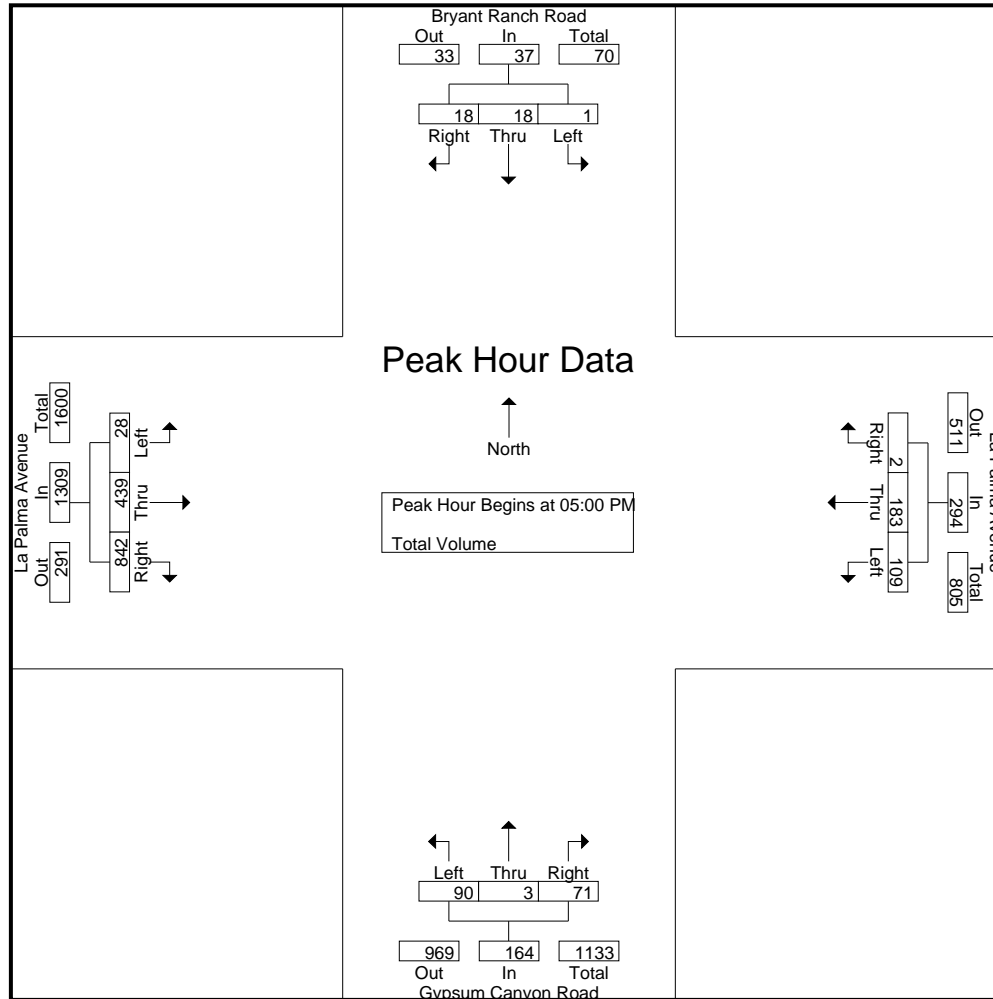
Groups Printed- Total Volume

Start Time	Bryant Ranch Road Southbound					La Palma Avenue Westbound					Gypsum Canyon Road Northbound					La Palma Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	1	1	0	2	39	37	0	0	76	23	0	9	6	32	6	85	222	66	313	72	423	495
04:15 PM	0	6	3	1	9	20	32	1	0	53	24	0	13	12	37	10	86	280	65	376	78	475	553
04:30 PM	0	6	2	0	8	29	42	1	0	72	17	1	14	9	32	8	90	266	75	364	84	476	560
04:45 PM	0	4	2	1	6	24	32	2	1	58	15	0	19	14	34	8	90	216	54	314	70	412	482
Total	0	17	8	2	25	112	143	4	1	259	79	1	55	41	135	32	351	984	260	1367	304	1786	2090
05:00 PM	1	7	7	6	15	31	56	1	0	88	18	1	11	7	30	9	118	177	45	304	58	437	495
05:15 PM	0	1	5	3	6	23	37	1	0	61	26	0	23	14	49	7	104	227	49	338	66	454	520
05:30 PM	0	4	4	1	8	25	56	0	0	81	23	1	16	11	40	5	95	224	56	324	68	453	521
05:45 PM	0	6	2	0	8	30	34	0	0	64	23	1	21	16	45	7	122	214	47	343	63	460	523
Total	1	18	18	10	37	109	183	2	0	294	90	3	71	48	164	28	439	842	197	1309	255	1804	2059
06:00 PM	0	0	0	0	0	35	30	0	0	65	15	2	18	15	35	7	117	160	35	284	50	384	434
Grand Total	1	35	26	12	62	256	356	6	1	618	184	6	144	104	334	67	907	1986	492	2960	609	3974	4583
Apprch %	1.6	56.5	41.9			41.4	57.6	1			55.1	1.8	43.1			2.3	30.6	67.1					
Total %	0	0.9	0.7		1.6	6.4	9	0.2		15.6	4.6	0.2	3.6		8.4	1.7	22.8	50		74.5	13.3	86.7	

Start Time	Bryant Ranch Road Southbound				La Palma Avenue Westbound				Gypsum Canyon Road Northbound				La Palma Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	7	7	15	31	56	1	88	18	1	11	30	9	118	177	304	437
05:15 PM	0	1	5	6	23	37	1	61	26	0	23	49	7	104	227	338	454
05:30 PM	0	4	4	8	25	56	0	81	23	1	16	40	5	95	224	324	453
05:45 PM	0	6	2	8	30	34	0	64	23	1	21	45	7	122	214	343	460
Total Volume	1	18	18	37	109	183	2	294	90	3	71	164	28	439	842	1309	1804
% App. Total	2.7	48.6	48.6		37.1	62.2	0.7		54.9	1.8	43.3		2.1	33.5	64.3		
PHF	.250	.643	.643	.617	.879	.817	.500	.835	.865	.750	.772	.837	.778	.900	.927	.954	.980

City of Yorba Linda
 N/S: Bryant Ranch Road/Gypsum Canyon Rd
 E/W: La Palma Avenue
 Weather: Clear

File Name : 19_YLA_BR_La P PM
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City of Yorba Linda
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File Name : 19_YLA_BR_La P PM
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Start Time	Bryant Ranch Road Southbound				La Palma Avenue Westbound				Gypsum Canyon Road Northbound				La Palma Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				05:00 PM				05:15 PM				04:00 PM				
+0 mins.	0	6	3	9	31	56	1	88	26	0	23	49	6	85	222	313	
+15 mins.	0	6	2	8	23	37	1	61	23	1	16	40	10	86	280	376	
+30 mins.	0	4	2	6	25	56	0	81	23	1	21	45	8	90	266	364	
+45 mins.	1	7	7	15	30	34	0	64	15	2	18	35	8	90	216	314	
Total Volume	1	23	14	38	109	183	2	294	87	4	78	169	32	351	984	1367	
% App. Total	2.6	60.5	36.8		37.1	62.2	0.7		51.5	2.4	46.2		2.3	25.7	72		
PHF	.250	.821	.500	.633	.879	.817	.500	.835	.837	.500	.848	.862	.800	.975	.879	.909	

Location: Yorba Linda
 N/S: Bryant Ranch Rd/Gypsum Cyn Rd
 E/W: La Palma Avenue



Date: 2/27/2024
 Day: Tuesday

PEDESTRIANS

	North Leg Bryant Ranch Road	East Leg La Palma Avenue	South Leg Gypsum Canyon Road	West Leg La Palma Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	0	0	1
7:15 AM	0	0	3	0	3
7:30 AM	0	1	3	0	4
7:45 AM	0	0	0	0	0
8:00 AM	0	0	2	0	2
8:15 AM	1	0	3	0	4
8:30 AM	0	0	1	0	1
8:45 AM	0	2	2	0	4
TOTAL VOLUMES:	2	3	14	0	19

	North Leg Bryant Ranch Road	East Leg La Palma Avenue	South Leg Gypsum Canyon Road	West Leg La Palma Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	1	0	0	2
4:15 PM	0	1	0	1	2
4:30 PM	2	0	1	2	5
4:45 PM	1	0	0	0	1
5:00 PM	0	0	2	0	2
5:15 PM	0	0	3	0	3
5:30 PM	0	0	3	0	3
5:45 PM	0	0	2	0	2
6:00 PM	0	0	0	1	1
TOTAL VOLUMES:	4	2	11	4	21

Location: Yorba Linda
 N/S: Bryant Ranch Rd/Gypsum Cyn Rd
 E/W: La Palma Avenue



Date: 2/27/2024
 Day: Tuesday

BICYCLES

	Southbound Bryant Ranch Road			Westbound La Palma Avenue			Northbound Gypsum Canyon Road			Eastbound La Palma Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Bryant Ranch Road			Westbound La Palma Avenue			Northbound Gypsum Canyon Road			Eastbound La Palma Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	2	0	2

Counts Unlimited, Inc.

City of Yorba Linda
 Bastanchury Road
 E/ Imperial Highway
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

YLA001
 Site Code: 051-24172

Start Time	2/27/24 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		7	119			4	117				
12:15		3	116			7	104				
12:30		6	117			0	127				
12:45		3	123	19	475	3	144	14	492	33	967
01:00		10	118			4	106				
01:15		4	124			7	140				
01:30		3	122			6	159				
01:45		7	162	24	526	3	133	20	538	44	1064
02:00		5	134			1	146				
02:15		1	164			2	168				
02:30		2	184			0	186				
02:45		2	233	10	715	1	144	4	644	14	1359
03:00		3	209			2	149				
03:15		2	180			3	146				
03:30		1	196			3	131				
03:45		0	219	6	804	5	174	13	600	19	1404
04:00		2	224			4	153				
04:15		5	218			6	175				
04:30		3	224			13	157				
04:45		5	254	15	920	21	192	44	677	59	1597
05:00		14	256			25	166				
05:15		3	253			32	187				
05:30		11	253			36	160				
05:45		10	238	38	1000	48	178	141	691	179	1691
06:00		25	219			49	138				
06:15		30	223			75	130				
06:30		30	196			95	144				
06:45		64	184	149	822	113	132	332	544	481	1366
07:00		109	231			232	100				
07:15		124	162			191	80				
07:30		147	153			281	82				
07:45		156	131	536	677	273	74	977	336	1513	1013
08:00		195	176			308	71				
08:15		192	147			203	61				
08:30		127	88			180	54				
08:45		103	87	617	498	206	50	897	236	1514	734
09:00		125	68			157	40				
09:15		134	80			180	44				
09:30		108	55			145	34				
09:45		118	35	485	238	160	21	642	139	1127	377
10:00		102	53			146	15				
10:15		103	32			140	15				
10:30		88	47			138	20				
10:45		121	24	414	156	134	4	558	54	972	210
11:00		116	25			139	7				
11:15		123	18			133	13				
11:30		115	19			121	8				
11:45		121	15	475	77	127	9	520	37	995	114
Total		2788	6908	2788	6908	4162	4988	4162	4988	6950	11896
Combined Total		9696		9696		9150		9150		18846	
AM Peak	-	07:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	690	-	-	-	1065	-	-	-	-	-
P.H.F.	-	0.885	-	-	-	0.864	-	-	-	-	-
PM Peak	-	-	04:45	-	-	-	04:45	-	-	-	-
Vol.	-	-	1016	-	-	-	705	-	-	-	-
P.H.F.	-	-	0.992	-	-	-	0.918	-	-	-	-
Percentage		28.8%	71.2%			45.5%	54.5%				
ADT/AADT		ADT 18,846		AADT 18,846							

Counts Unlimited, Inc.

City of Yorba Linda
 Fairmont Boulevard
 S/ Yorba Linda Boulevard
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

YLA003
 Site Code: 051-24172

Start Time	2/27/24 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	48			3	59				
12:15		0	72			0	60				
12:30		0	50			2	57				
12:45		2	56	3	226	2	68	7	244	10	470
01:00		1	54			1	78				
01:15		0	54			1	79				
01:30		2	63			1	72				
01:45		1	69	4	240	0	73	3	302	7	542
02:00		0	60			2	85				
02:15		2	82			1	75				
02:30		1	105			2	112				
02:45		1	86	4	333	2	70	7	342	11	675
03:00		1	75			0	92				
03:15		0	88			1	125				
03:30		0	167			1	100				
03:45		0	88	1	418	1	67	3	384	4	802
04:00		3	72			4	86				
04:15		3	85			2	82				
04:30		6	60			3	86				
04:45		9	69	21	286	4	104	13	358	34	644
05:00		10	83			5	73				
05:15		5	72			6	97				
05:30		10	98			8	112				
05:45		11	81	36	334	11	96	30	378	66	712
06:00		25	58			16	96				
06:15		20	64			17	75				
06:30		22	49			16	81				
06:45		47	64	114	235	18	75	67	327	181	562
07:00		60	36			38	61				
07:15		70	34			73	53				
07:30		123	40			152	55				
07:45		173	32	426	142	98	35	361	204	787	346
08:00		132	27			64	57				
08:15		102	31			119	43				
08:30		169	26			119	39				
08:45		105	20	508	104	79	44	381	183	889	287
09:00		59	15			43	42				
09:15		59	11			44	33				
09:30		54	15			55	18				
09:45		56	16	228	57	46	24	188	117	416	174
10:00		57	12			50	9				
10:15		46	6			49	8				
10:30		52	6			40	11				
10:45		58	5	213	29	49	4	188	32	401	61
11:00		46	5			39	8				
11:15		65	6			44	4				
11:30		37	4			58	10				
11:45		52	4	200	19	59	2	200	24	400	43
Total		1758	2423	1758	2423	1448	2895	1448	2895	3206	5318
Combined Total		4181		4181		4343		4343		8524	
AM Peak	-	07:45	-	-	-	07:30	-	-	-	-	-
Vol.	-	576	-	-	-	433	-	-	-	-	-
P.H.F.	-	0.832	-	-	-	0.712	-	-	-	-	-
PM Peak	-	-	03:00	-	-	-	05:15	-	-	-	-
Vol.	-	-	418	-	-	-	401	-	-	-	-
P.H.F.	-	-	0.626	-	-	-	0.802	-	-	-	-
Percentage		42.0%	58.0%			33.3%	66.7%				
ADT/AADT		ADT 8,524		AADT 8,524							

Counts Unlimited, Inc.

City of Yorba Linda
 Imperial Highway
 N/ Yorba Linda Boulevard
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

YLA002
 Site Code: 051-24172

Start Time	2/27/24 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		11	233			13	211				
12:15		14	253			12	248				
12:30		11	230			15	248				
12:45		11	255	47	971	12	211	52	918	99	1889
01:00		6	222			5	236				
01:15		5	252			6	237				
01:30		10	244			9	261				
01:45		5	252	26	970	4	289	24	1023	50	1993
02:00		4	248			4	307				
02:15		6	259			5	266				
02:30		8	271			3	351				
02:45		12	295	30	1073	7	309	19	1233	49	2306
03:00		4	297			6	334				
03:15		6	313			8	334				
03:30		14	327			6	328				
03:45		14	324	38	1261	7	396	27	1392	65	2653
04:00		17	352			12	363				
04:15		25	314			17	391				
04:30		40	345			20	445				
04:45		65	360	147	1371	29	413	78	1612	225	2983
05:00		37	371			32	409				
05:15		52	362			42	452				
05:30		81	376			73	404				
05:45		87	347	257	1456	84	419	231	1684	488	3140
06:00		93	304			100	364				
06:15		87	285			99	343				
06:30		146	236			173	271				
06:45		180	247	506	1072	221	273	593	1251	1099	2323
07:00		202	227			308	237				
07:15		280	195			353	200				
07:30		333	147			371	199				
07:45		373	155	1188	724	448	158	1480	794	2668	1518
08:00		359	134			412	162				
08:15		372	121			435	168				
08:30		383	134			314	115				
08:45		303	118	1417	507	293	149	1454	594	2871	1101
09:00		259	103			260	144				
09:15		272	88			220	94				
09:30		237	98			222	72				
09:45		260	86	1028	375	237	68	939	378	1967	753
10:00		205	68			198	70				
10:15		230	46			198	53				
10:30		220	34			185	52				
10:45		236	30	891	178	191	45	772	220	1663	398
11:00		224	21			178	47				
11:15		231	15			224	29				
11:30		228	22			244	23				
11:45		247	15	930	73	271	32	917	131	1847	204
Total		6505	10031	6505	10031	6586	11230	6586	11230	13091	21261
Combined Total			16536		16536		17816		17816		34352
AM Peak	-	07:45	-	-	-	07:30	-	-	-	-	-
Vol.	-	1487	-	-	-	1666	-	-	-	-	-
P.H.F.		0.971				0.930					
PM Peak	-	-	04:45	-	-	-	04:30	-	-	-	-
Vol.	-	-	1469	-	-	-	1719	-	-	-	-
P.H.F.			0.977				0.951				
Percentage			39.3%	60.7%			37.0%	63.0%			
ADT/AADT		ADT 34,352		AADT 34,352							

Counts Unlimited, Inc.

City of Yorba Linda
 Yorba Linda Boulevard
 N/ Savi Ranch Parkway
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

YLA004
 Site Code: 051-24172

Start Time	2/27/24 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		13	327			19	343				
12:15		17	294			12	309				
12:30		8	350			11	358				
12:45		15	319	53	1290	10	296	52	1306	105	2596
01:00		7	282			9	389				
01:15		10	339			7	337				
01:30		7	378			8	378				
01:45		9	326	33	1325	12	292	36	1396	69	2721
02:00		8	364			2	279				
02:15		4	350			3	279				
02:30		7	408			6	346				
02:45		5	409	24	1531	4	323	15	1227	39	2758
03:00		8	431			8	369				
03:15		18	432			11	338				
03:30		13	418			10	351				
03:45		22	474	61	1755	10	384	39	1442	100	3197
04:00		13	503			18	343				
04:15		20	478			31	351				
04:30		26	452			41	395				
04:45		50	447	109	1880	47	400	137	1489	246	3369
05:00		35	458			56	396				
05:15		44	451			69	399				
05:30		33	501			75	363				
05:45		66	448	178	1858	109	405	309	1563	487	3421
06:00		83	441			143	375				
06:15		89	402			161	347				
06:30		126	348			191	262				
06:45		168	306	466	1497	252	275	747	1259	1213	2756
07:00		168	286			249	262				
07:15		179	289			372	230				
07:30		257	286			384	200				
07:45		317	271	921	1132	415	197	1420	889	2341	2021
08:00		315	222			432	162				
08:15		297	212			365	158				
08:30		263	156			415	138				
08:45		273	162	1148	752	350	136	1562	594	2710	1346
09:00		252	154			279	133				
09:15		225	114			293	116				
09:30		248	110			296	80				
09:45		257	70	982	448	313	74	1181	403	2163	851
10:00		261	73			294	50				
10:15		287	52			321	39				
10:30		297	40			302	18				
10:45		294	22	1139	187	334	31	1251	138	2390	325
11:00		299	28			323	24				
11:15		321	33			314	15				
11:30		341	34			323	16				
11:45		328	16	1289	111	306	15	1266	70	2555	181
Total		6403	13766	6403	13766	8015	11776	8015	11776	14418	25542
Combined Total			20169		20169		19791		19791		39960
AM Peak	-	11:00	-	-	-	07:45	-	-	-	-	-
Vol.	-	1289	-	-	-	1627	-	-	-	-	-
P.H.F.		0.945				0.942					
PM Peak	-	-	03:45	-	-	-	04:30	-	-	-	-
Vol.	-	-	1907	-	-	-	1590	-	-	-	-
P.H.F.			0.948				0.994				
Percentage			31.7%	68.3%			40.5%	59.5%			
ADT/AADT		ADT 39,960		AADT 39,960							

**APPENDIX 4.2: EXISTING (2024) CONDITIONS INTERSECTION
OPERATIONS ANALYSIS WORKSHEETS**

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Timings
1: Rose Drive & Imperial Hwy (SR-90)

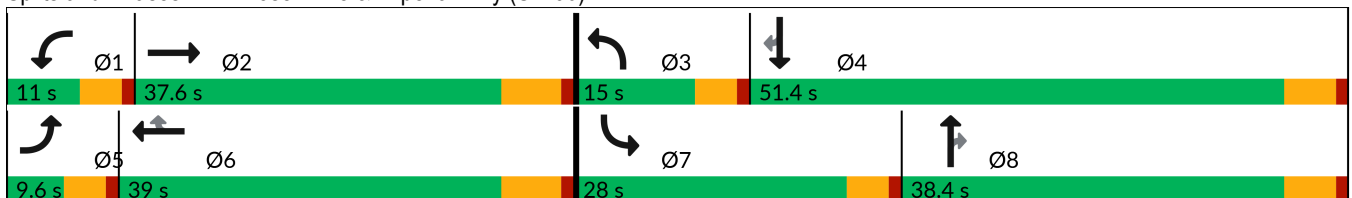


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	31	1159	204	1085	506	162	156	144	754	448	20
Future Volume (vph)	31	1159	204	1085	506	162	156	144	754	448	20
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8		7	4	
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.2	9.6	33.2	33.2	9.9	38.4	38.4	9.9	38.4	38.4
Total Split (s)	9.6	37.6	11.0	39.0	39.0	15.0	38.4	38.4	28.0	51.4	51.4
Total Split (%)	8.3%	32.7%	9.6%	33.9%	33.9%	13.0%	33.4%	33.4%	24.3%	44.7%	44.7%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.4	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.0	31.6	6.4	37.0	37.0	8.7	13.6	13.6	23.5	28.4	28.4
Actuated g/C Ratio	0.05	0.33	0.07	0.39	0.39	0.09	0.14	0.14	0.24	0.30	0.30
v/c Ratio	0.35	0.85	0.93	0.58	0.57	0.54	0.32	0.41	0.94	0.45	0.03
Control Delay (s/veh)	57.4	36.7	91.8	26.7	5.3	49.7	38.0	8.5	57.1	28.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.4	36.7	91.8	26.7	5.3	49.7	38.0	8.5	57.1	28.8	0.1
LOS	E	D	F	C	A	D	D	A	E	C	A
Approach Delay (s/veh)		37.2		28.1			32.9			45.9	
Approach LOS		D		C			C			D	

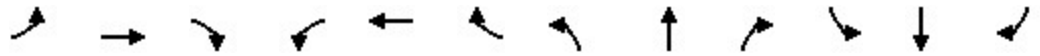
Intersection Summary

Cycle Length: 115	
Actuated Cycle Length: 96.1	
Natural Cycle: 125	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay (s/veh): 35.6	Intersection LOS: D
Intersection Capacity Utilization 79.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Rose Drive & Imperial Hwy (SR-90)



HCM 7th Signalized Intersection Summary Yorba Linda Housing Element Update (JN 15459)
 1: Rose Drive & Imperial Hwy (SR-90) 04/04/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗↘		↖↗	↗↘↙	↖	↖↗	↗↘	↖	↖↗	↗↘	↖↗
Traffic Volume (veh/h)	31	1159	185	204	1085	506	162	156	144	754	448	20
Future Volume (veh/h)	31	1159	185	204	1085	506	162	156	144	754	448	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	1220	175	215	1142	292	171	164	89	794	472	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	1492	214	249	1897	588	245	399	178	865	1037	
Arrive On Green	0.03	0.33	0.33	0.07	0.37	0.37	0.07	0.11	0.11	0.25	0.29	0.00
Sat Flow, veh/h	1781	4509	647	3456	5106	1582	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	33	921	474	215	1142	292	171	164	89	794	472	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1752	1728	1702	1582	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	1.6	22.0	22.0	5.5	16.1	12.6	4.3	3.8	4.7	19.9	9.6	0.0
Cycle Q Clear(g_c), s	1.6	22.0	22.0	5.5	16.1	12.6	4.3	3.8	4.7	19.9	9.6	0.0
Prop In Lane	1.00		0.37	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	56	1126	580	249	1897	588	245	399	178	865	1037	
V/C Ratio(X)	0.59	0.82	0.82	0.86	0.60	0.50	0.70	0.41	0.50	0.92	0.46	
Avail Cap(c_a), veh/h	100	1204	619	249	1897	588	405	1321	589	911	1841	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	42.4	27.3	27.3	40.8	22.6	21.5	40.3	36.7	37.1	32.4	25.7	0.0
Incr Delay (d2), s/veh	3.7	4.6	8.5	24.4	0.6	0.9	1.3	0.7	2.2	13.1	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	8.6	9.5	3.0	5.7	4.5	1.8	1.6	1.9	9.4	3.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.1	31.8	35.8	65.2	23.2	22.4	41.7	37.4	39.2	45.5	26.0	0.0
LnGrp LOS	D	C	D	E	C	C	D	D	D	D	C	
Approach Vol, veh/h		1428			1649			424			1266	
Approach Delay, s/veh		33.5			28.6			39.5			38.2	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	35.6	10.9	31.3	7.4	39.2	26.8	15.4				
Change Period (Y+Rc), s	4.6	6.2	4.6	5.4	4.6	6.2	4.6	5.4				
Max Green Setting (Gmax), s	6.4	31.4	10.4	46.0	5.0	32.8	23.4	33.0				
Max Q Clear Time (g_c+I1), s	7.5	24.0	6.3	11.6	3.6	18.1	21.9	6.7				
Green Ext Time (p_c), s	0.0	5.3	0.1	3.2	0.0	9.0	0.4	1.2				

Intersection Summary												
HCM 7th Control Delay, s/veh											33.6	
HCM 7th LOS											C	

Notes
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

 Yorba Linda Housing Element Update (JN 15459)
 Existing (2024)
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Prospect Av. & Imperial Hwy.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.675
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	2	1	0	2

Volume Module:

Base Vol:	24	83	19	63	102	156	136	1757	46	30	1621	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	83	19	63	102	156	136	1757	46	30	1621	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	83	19	63	102	156	136	1757	46	30	1621	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	83	19	63	102	156	136	1757	46	30	1621	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	83	19	63	102	156	136	1757	46	30	1621	60

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.81	0.19	1.00	0.40	0.60	1.00	2.92	0.08	1.00	2.89	0.11
Final Sat.:	1700	1383	317	1700	672	1028	1700	4970	130	1700	4918	182

Capacity Analysis Module:

Vol/Sat:	0.01	0.06	0.06	0.04	0.15	0.15	0.08	0.35	0.35	0.02	0.33	0.33
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 Existing (2024)
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Imperial Hwy. & Bastanchury Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.762
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 59 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	1	0	1	1	0	2

Volume Module:

Base Vol:	330	1182	3	264	1470	2	28	291	376	0	490	574
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	1182	3	264	1470	2	28	291	376	0	490	574
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	1182	3	264	1470	2	28	291	376	0	490	574
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	1182	3	264	1470	2	28	291	376	0	490	574
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	330	1182	3	264	1470	2	28	291	376	0	490	574
OvlAdjVol:												442

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	5100	1700	3400	5100	1700	1700	1700	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.10	0.23	0.00	0.08	0.29	0.00	0.02	0.17	0.22	0.00	0.14	0.34
OvlAdjV/S:												0.26
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 Existing (2024)
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Imperial Hwy. & Lemon Dr.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.484
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 59 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	0	0	0	0	1	0	0	1

Volume Module:

Base Vol:	0	1378	27	52	1676	8	3	0	6	49	7	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1378	27	52	1676	8	3	0	6	49	7	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1378	27	52	1676	8	3	0	6	49	7	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1378	27	52	1676	8	3	0	6	49	7	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1378	27	52	1676	8	3	0	6	49	7	89

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.94	0.06	1.00	2.99	0.01	0.33	0.00	0.67	0.88	0.12	1.00
Final Sat.:	0	5002	98	1700	5076	24	567	0	1133	1488	213	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.28	0.28	0.03	0.33	0.33	0.00	0.00	0.01	0.03	0.03	0.05
Crit Moves:				****			****					****

 Yorba Linda Housing Element Update (JN 15459)
 Existing (2024)
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Imperial Hwy. & Yorba Linda Bl.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.821
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 72 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected			Protected			Protected			Protected				
Rights:	Include			Include			Include			Ovl				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lanes:	1	0	2	1	0	0	2	0	2	1	0	3	0	2

Volume Module:

Base Vol:	335	966	244	392	1139	53	43	419	318	176	581	449
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	335	966	244	392	1139	53	43	419	318	176	581	449
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	335	966	244	392	1139	53	43	419	318	176	581	449
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	966	244	392	1139	53	43	419	318	176	581	449
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	335	966	244	392	1139	53	43	419	318	176	581	449
OvlAdjVol:												57

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.40	0.60	2.00	2.87	0.13	1.00	2.00	1.00	1.00	3.00	2.00
Final Sat.:	1700	4072	1028	3400	4873	227	1700	3400	1700	1700	5100	3400

Capacity Analysis Module:

Vol/Sat:	0.20	0.24	0.24	0.12	0.23	0.23	0.03	0.12	0.19	0.10	0.11	0.13	
OvlAdjV/S:												0.02	
Crit Moves:	****						****			****	****		

Intersection	
Intersection Delay, s/veh	97.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷	↶	↶	↷	↷
Traffic Vol, veh/h	179	98	88	87	124	80	57	276	52	54	631	96
Future Vol, veh/h	179	98	88	87	124	80	57	276	52	54	631	96
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	208	114	102	101	144	93	66	321	60	63	734	112
Number of Lanes	1	1	0	1	1	0	1	1	1	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay, s/veh	34.7	35.1	65.7	165.9
HCM LOS	D	E	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	0%	53%	0%	61%	0%	100%	69%
Vol Right, %	0%	0%	100%	0%	47%	0%	39%	0%	0%	31%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	57	276	52	179	186	87	204	54	421	306
LT Vol	57	0	0	179	0	87	0	54	0	0
Through Vol	0	276	0	0	98	0	124	0	421	210
RT Vol	0	0	52	0	88	0	80	0	0	96
Lane Flow Rate	66	321	60	208	216	101	237	63	489	356
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.214	0.991	0.175	0.673	0.65	0.335	0.736	0.194	1.44	1.026
Departure Headway (Hd)	12.262	11.735	10.996	12.175	11.317	12.47	11.67	11.126	10.599	10.368
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	294	311	328	300	322	290	313	324	347	353
Service Time	9.962	9.435	8.696	9.875	9.017	10.17	9.37	8.848	8.321	8.089
HCM Lane V/C Ratio	0.224	1.032	0.183	0.693	0.671	0.348	0.757	0.194	1.409	1.008
HCM Control Delay, s/veh	18.3	84.8	16	36.7	32.8	21.3	41	16.5	241.5	88.4
HCM Lane LOS	C	F	C	E	D	C	E	C	F	F
HCM 95th-tile Q	0.8	10.5	0.6	4.5	4.3	1.4	5.4	0.7	25.8	12.1

Intersection												
Int Delay, s/veh	7.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘		↗					↕		↘	↕	
Traffic Vol, veh/h	31	0	251	0	0	0	0	382	165	304	442	0
Future Vol, veh/h	31	0	251	0	0	0	0	382	165	304	442	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	0	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	360	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	0	318	0	0	0	0	484	209	385	559	0

Major/Minor	Minor2		Major1			Major2			
Conflicting Flow All	1571	-	280	-	0	0	694	0	0
Stage 1	1329	-	-	-	-	-	-	-	-
Stage 2	242	-	-	-	-	-	-	-	-
Critical Hdwy	6.84	-	6.94	-	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	-	3.32	-	-	-	2.22	-	-
Pot Cap-1 Maneuver	101	0	717	0	-	-	897	-	0
Stage 1	212	0	-	0	-	-	-	-	0
Stage 2	776	0	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	58	0	717	-	-	-	897	-	-
Mov Cap-2 Maneuver	58	0	-	-	-	-	-	-	-
Stage 1	212	0	-	-	-	-	-	-	-
Stage 2	443	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v28.99		0	4.89
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	58	717	897	-
HCM Lane V/C Ratio	-	-	0.679	0.443	0.429	-
HCM Control Delay (s/veh)	-	-	150.8	13.9	12	-
HCM Lane LOS	-	-	F	B	B	-
HCM 95th %tile Q(veh)	-	-	2.8	2.3	2.2	-

Timings
8: Kellog Dr. & SR 90 WB Ramps

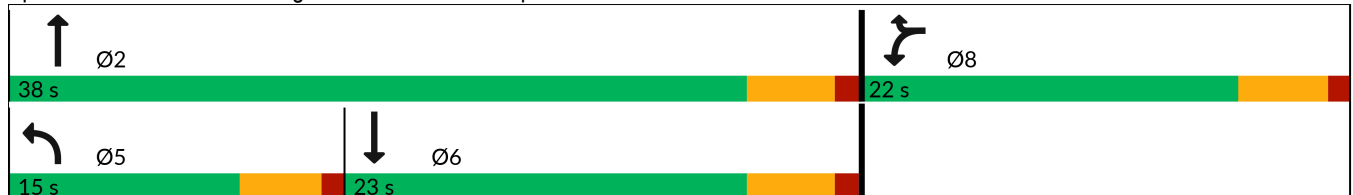


Lane Group	WBL	WBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	114	285	160	253	632
Future Volume (vph)	114	285	160	253	632
Turn Type	Prot	Prot	Prot	NA	NA
Protected Phases	8	8	5	2	6
Permitted Phases					
Detector Phase	8	8	5	2	6
Switch Phase					
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	22.0	22.0	14.0	23.0	23.0
Total Split (s)	22.0	22.0	15.0	38.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	63.3%	38.3%
Yellow Time (s)	4.0	4.0	3.6	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.6	5.0	5.0
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	None	None

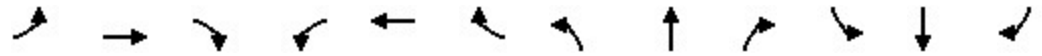
Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 49.1
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Kellog Dr. & SR 90 WB Ramps



HCM 7th Signalized Intersection Summary Yorba Linda Housing Element Update (JN 15459)
 8: Kellog Dr. & SR 90 WB Ramps 03/29/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙		↗	↙	↑↑			↑↑	
Traffic Volume (veh/h)	0	0	0	114	0	285	160	253	0	0	632	66
Future Volume (veh/h)	0	0	0	114	0	285	160	253	0	0	632	66
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1870	0	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				134	0	111	188	298	0	0	744	70
Peak Hour Factor				0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %				2	0	2	2	2	0	0	2	2
Cap, veh/h				386	0	343	240	1973	0	0	1035	97
Arrive On Green				0.22	0.00	0.22	0.13	0.56	0.00	0.00	0.32	0.32
Sat Flow, veh/h				1781	0	1585	1781	3647	0	0	3375	309
Grp Volume(v), veh/h				134	0	111	188	298	0	0	403	411
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1781	1777	0	0	1777	1813
Q Serve(g_s), s				2.8	0.0	2.6	4.5	1.8	0.0	0.0	8.8	8.8
Cycle Q Clear(g_c), s				2.8	0.0	2.6	4.5	1.8	0.0	0.0	8.8	8.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.17
Lane Grp Cap(c), veh/h				386	0	343	240	1973	0	0	561	572
V/C Ratio(X)				0.35	0.00	0.32	0.78	0.15	0.00	0.00	0.72	0.72
Avail Cap(c_a), veh/h				691	0	615	423	2676	0	0	730	745
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				14.5	0.0	14.5	18.3	4.7	0.0	0.0	13.3	13.3
Incr Delay (d2), s/veh				0.5	0.0	0.5	2.1	0.0	0.0	0.0	2.4	2.4
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.0	0.0	0.8	1.8	0.4	0.0	0.0	3.2	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				15.1	0.0	15.0	20.5	4.8	0.0	0.0	15.7	15.6
LnGrp LOS				B		B	C	A			B	B
Approach Vol, veh/h					245			486			814	
Approach Delay, s/veh					15.0			10.8			15.6	
Approach LOS					B			B			B	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		29.3			10.5	18.8		14.5				
Change Period (Y+Rc), s		5.0			4.6	5.0		5.0				
Max Green Setting (Gmax), s		33.0			10.4	18.0		17.0				
Max Q Clear Time (g_c+I1), s		3.8			6.5	10.8		4.8				
Green Ext Time (p_c), s		2.0			0.1	3.0		0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh				14.0								
HCM 7th LOS				B								

 Yorba Linda Housing Element Update (JN 15459)
 Existing (2024)
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Grandview Av. & Kellogg Dr.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.376
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	1	0

Volume Module:

Base Vol:	54	471	13	7	596	7	10	1	69	33	2	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	471	13	7	596	7	10	1	69	33	2	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	471	13	7	596	7	10	1	69	33	2	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	471	13	7	596	7	10	1	69	33	2	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	471	13	7	596	7	10	1	69	33	2	8

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	1.98	0.02	0.12	0.01	0.87	1.00	0.63	0.37
Final Sat.:	1700	3309	91	1700	3361	39	213	21	1466	1700	1067	633

Capacity Analysis Module:

Vol/Sat:	0.03	0.14	0.14	0.00	0.18	0.18	0.01	0.05	0.05	0.02	0.00	0.01
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 Existing (2024)
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Plumosa Dr. & Bastanchury Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.401
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	0	0	1	1	0	1

Volume Module:

Base Vol:	85	0	56	0	0	0	0	462	37	76	754	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	0	56	0	0	0	0	462	37	76	754	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	0	56	0	0	0	0	462	37	76	754	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	0	56	0	0	0	0	462	37	76	754	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	0	56	0	0	0	0	462	37	76	754	100

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.85	0.15	1.00	1.77	0.23
Final Sat.:	1700	0	1700	0	0	0	0	3148	252	1700	3002	398

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.03	0.00	0.00	0.00	0.00	0.15	0.15	0.04	0.25	0.25
Crit Moves:	****						****			****		

 Yorba Linda Housing Element Update (JN 15459)
 Existing (2024)
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #11 Lakeview Av. & Bastanchury Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.594
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	107	54	189	108	149	34	29	467	145	237	691	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	54	189	108	149	34	29	467	145	237	691	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	54	189	108	149	34	29	467	145	237	691	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	54	189	108	149	34	29	467	145	237	691	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	54	189	108	149	34	29	467	145	237	691	69
OvlAdjVol:	5											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.53	0.47	1.00	1.82	0.18
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	2594	806	1700	3091	309

Capacity Analysis Module:

Vol/Sat:	0.06	0.03	0.11	0.06	0.09	0.02	0.02	0.18	0.18	0.14	0.22	0.22
OvlAdjV/S:	0.00											
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 Existing (2024)
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #12 Lakeview Av. & Lemon Dr.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.328
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	0	0	0	1

Volume Module:

Base Vol:	41	291	0	2	489	69	28	4	64	0	1	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	291	0	2	489	69	28	4	64	0	1	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	291	0	2	489	69	28	4	64	0	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	291	0	2	489	69	28	4	64	0	1	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	291	0	2	489	69	28	4	64	0	1	2

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.75	0.25	0.88	0.12	1.00	0.00	0.33	0.67
Final Sat.:	1700	3400	0	1700	2980	420	1488	213	1700	0	567	1133

Capacity Analysis Module:

Vol/Sat:	0.02	0.09	0.00	0.00	0.16	0.16	0.02	0.02	0.04	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 Existing (2024)
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #13 Lakeview Av. & Yorba Linda Bl.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.629
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 42 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	1	0	2	1	0

Volume Module:

Base Vol:	158	208	231	101	315	99	166	653	221	322	959	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	208	231	101	315	99	166	653	221	322	959	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	208	231	101	315	99	166	653	221	322	959	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	208	231	101	315	99	166	653	221	322	959	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	208	231	101	315	99	166	653	221	322	959	84
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.52	0.48	1.00	2.24	0.76	1.00	2.76	0.24
Final Sat.:	3400	3400	1700	3400	2587	813	1700	3810	1290	1700	4689	411

Capacity Analysis Module:

Vol/Sat:	0.05	0.06	0.14	0.03	0.12	0.12	0.10	0.17	0.17	0.19	0.20	0.20
OvlAdjV/S:	0.00											
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 Existing (2024)
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #14 Ohio St. & Yorba Linda Bl.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.366
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	1	0	2	0	0	2

Volume Module:

Base Vol:	1	1	0	21	0	30	17	776	0	0	1185	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	0	21	0	30	17	776	0	0	1185	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1	0	21	0	30	17	776	0	0	1185	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	0	21	0	30	17	776	0	0	1185	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	0	21	0	30	17	776	0	0	1185	30

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.50	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.93	0.07
Final Sat.:	850	850	0	1700	0	1700	1700	5100	0	0	4974	126

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.02	0.01	0.15	0.00	0.00	0.24	0.24
Crit Moves:	****					****	****				****	

 Yorba Linda Housing Element Update (JN 15459)
 Existing (2024)
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #15 Fairmont Bl. & Bastanchury Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.539
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	1

Volume Module:

Base Vol:	162	104	42	36	220	213	100	319	165	130	488	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	104	42	36	220	213	100	319	165	130	488	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	104	42	36	220	213	100	319	165	130	488	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	104	42	36	220	213	100	319	165	130	488	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	104	42	36	220	213	100	319	165	130	488	16

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.32	0.68	1.00	1.94	0.06
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	2241	1159	1700	3292	108

Capacity Analysis Module:

Vol/Sat:	0.10	0.03	0.02	0.02	0.06	0.13	0.06	0.14	0.14	0.08	0.15	0.15
Crit Moves:	****					****	****			****		

 Yorba Linda Housing Element Update (JN 15459)
 Existing (2024)
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #16 Fairmont Bl. & Yorba Linda Bl.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.568
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	0	3	0	1	0	2

Volume Module:

Base Vol:	283	214	76	108	179	323	197	593	154	63	767	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	283	214	76	108	179	323	197	593	154	63	767	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	283	214	76	108	179	323	197	593	154	63	767	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	214	76	108	179	323	197	593	154	63	767	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	283	214	76	108	179	323	197	593	154	63	767	68
OvlAdjVol:						0			13			

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.48	0.52	1.00	1.00	2.00	1.00	3.00	1.00	1.00	2.76	0.24
Final Sat.:	3400	2509	891	1700	1700	3400	1700	5100	1700	1700	4685	415

Capacity Analysis Module:

Vol/Sat:	0.08	0.09	0.09	0.06	0.11	0.10	0.12	0.12	0.09	0.04	0.16	0.16
OvlAdjV/S:						0.00			0.01			
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 Existing (2024)
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #17

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 59 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Protected			Protected			Protected			Protected								
Rights:	Ovl			Include			Ovl			Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0						
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0						
Lanes:	2	0	2	1	1		2	0	2	0	1		2	0	2	0	1	

Volume Module:

Base Vol:	426	859	221	309	1137	79	49	125	301	209	263	485
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	426	859	221	309	1137	79	49	125	301	209	263	485
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	426	859	221	309	1137	79	49	125	301	209	263	485
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	426	859	221	309	1137	79	49	125	301	209	263	485
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	426	859	221	309	1137	79	49	125	301	209	263	485
OvlAdjVol:			117						88			

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.81	0.19	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5100	1700	3400	4769	331	3400	3400	1700	3400	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.13	0.17	0.13	0.09	0.24	0.24	0.01	0.04	0.18	0.06	0.08	0.29
OvlAdjV/S:			0.07						0.05			
Crit Moves:	****			****			****			****		

Yorba Linda Housing Element Update (JN 15459)
Existing (2024)
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #18 Yorba Linda Bl. & Savi Ranch Pkwy.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.545
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors like Vol/Sat, OvlAdjV/S, Crit Moves.

Timings

19: Weir Canyon Rd/Yorba Linda Bl. & SR-91 WB Ramps



Lane Group	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	335	0	613	1416	538	1283	366
Future Volume (vph)	335	0	613	1416	538	1283	366
Turn Type	Split	NA	Perm	NA	Free	NA	Free
Protected Phases	4	4		2		6	
Permitted Phases			4		Free		Free
Detector Phase	4	4	4	2		6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	15.0		15.0	
Minimum Split (s)	10.5	10.5	10.5	23.8		23.8	
Total Split (s)	31.0	31.0	31.0	49.0		49.0	
Total Split (%)	38.8%	38.8%	38.8%	61.3%		61.3%	
Yellow Time (s)	3.5	3.5	3.5	4.3		4.3	
All-Red Time (s)	2.0	2.0	2.0	1.5		1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.8		5.8	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	C-Min		C-Min	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 40
 Control Type: Actuated-Coordinated

Splits and Phases: 19: Weir Canyon Rd/Yorba Linda Bl. & SR-91 WB Ramps



HCM 7th Signalized Intersection Summary Yorba Linda Housing Element Update (JN 15459)

19: Weir Canyon Rd/Yorba Linda Bl. & SR-91 WB Ramps

03/29/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↔	↗		↑↑↑	↗		↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	335	0	613	0	1416	538	0	1283	366
Future Volume (veh/h)	0	0	0	335	0	613	0	1416	538	0	1283	366
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				525	0	294	0	1539	0	0	1395	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	0	2	2	0	2	2
Cap, veh/h				835	0	372	0	3188		0	3503	
Arrive On Green				0.23	0.00	0.23	0.00	1.00	0.00	0.00	0.62	0.00
Sat Flow, veh/h				3563	0	1585	0	5274	1585	0	5611	1585
Grp Volume(v), veh/h				525	0	294	0	1539	0	0	1395	0
Grp Sat Flow(s),veh/h/ln				1781	0	1585	0	1702	1585	0	1870	1585
Q Serve(g_s), s				10.6	0.0	13.9	0.0	0.0	0.0	0.0	9.9	0.0
Cycle Q Clear(g_c), s				10.6	0.0	13.9	0.0	0.0	0.0	0.0	9.9	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				835	0	372	0	3188		0	3503	
V/C Ratio(X)				0.63	0.00	0.79	0.00	0.48		0.00	0.40	
Avail Cap(c_a), veh/h				1136	0	505	0	3188		0	3503	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.76	0.00	0.00	0.74	0.00
Uniform Delay (d), s/veh				27.5	0.0	28.8	0.0	0.0	0.0	0.0	7.5	0.0
Incr Delay (d2), s/veh				0.9	0.0	6.6	0.0	0.4	0.0	0.0	0.3	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.5	0.0	5.8	0.0	0.1	0.0	0.0	3.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				28.4	0.0	35.3	0.0	0.4	0.0	0.0	7.8	0.0
LnGrp LOS				C		D		A			A	
Approach Vol, veh/h					819			1539			1395	
Approach Delay, s/veh					30.9			0.4			7.8	
Approach LOS					C			A			A	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		55.7		24.3		55.7						
Change Period (Y+Rc), s		5.8		5.5		5.8						
Max Green Setting (Gmax), s		43.2		25.5		43.2						
Max Q Clear Time (g_c+I1), s		2.0		15.9		11.9						
Green Ext Time (p_c), s		15.1		2.8		11.9						

Intersection Summary

HCM 7th Control Delay, s/veh	9.8
HCM 7th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

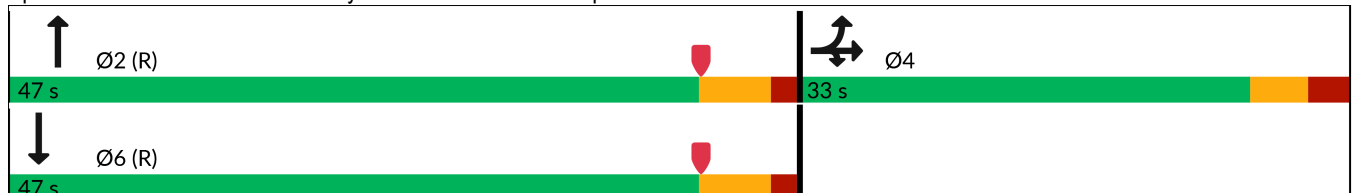


Lane Group	EBL	EBT	EBR	NBT	NBR	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	637	0	565	1317	600	838	780
Future Volume (vph)	637	0	565	1317	600	838	780
Turn Type	Split	NA	Prot	NA	Free	NA	Free
Protected Phases	4	4	4	2		6	
Permitted Phases					Free		Free
Detector Phase	4	4	4	2		6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	15.0		15.0	
Minimum Split (s)	11.0	11.0	11.0	23.8		27.8	
Total Split (s)	33.0	33.0	33.0	47.0		47.0	
Total Split (%)	41.3%	41.3%	41.3%	58.8%		58.8%	
Yellow Time (s)	3.5	3.5	3.5	4.3		4.3	
All-Red Time (s)	2.5	2.5	2.5	1.5		1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	5.8		5.8	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	C-Min		C-Min	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 78.2 (98%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 20: Weir Canyon Rd & SR-91 EB Ramps



HCM 7th Signalized Intersection Summary Yorba Linda Housing Element Update (JN 15459)
 20: Weir Canyon Rd & SR-91 EB Ramps 03/29/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	637	0	565	0	0	0	0	1317	600	0	838	780
Future Volume (veh/h)	637	0	565	0	0	0	0	1317	600	0	838	780
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	812	0	258				0	1432	0	0	911	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	0	2	2
Cap, veh/h	996	0	443				0	2926		0	2926	
Arrive On Green	0.28	0.00	0.28				0.00	0.57	0.00	0.00	1.00	0.00
Sat Flow, veh/h	3563	0	1585				0	5274	1585	0	5274	1585
Grp Volume(v), veh/h	812	0	258				0	1432	0	0	911	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1585	0	1702	1585
Q Serve(g_s), s	17.0	0.0	11.2				0.0	13.3	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	17.0	0.0	11.2				0.0	13.3	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	996	0	443				0	2926		0	2926	
V/C Ratio(X)	0.82	0.00	0.58				0.00	0.49		0.00	0.31	
Avail Cap(c_a), veh/h	1202	0	535				0	2926		0	2926	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	0.81	0.00
Uniform Delay (d), s/veh	26.9	0.0	24.8				0.0	10.1	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	4.0	0.0	1.5				0.0	0.6	0.0	0.0	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	0.0	4.2				0.0	4.2	0.0	0.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.9	0.0	26.3				0.0	10.7	0.0	0.0	0.2	0.0
LnGrp LOS	C		C					B			A	
Approach Vol, veh/h		1070						1432			911	
Approach Delay, s/veh		29.7						10.7			0.2	
Approach LOS		C						B			A	
Timer - Assigned Phs		2		4				6				
Phs Duration (G+Y+Rc), s		51.6		28.4				51.6				
Change Period (Y+Rc), s		5.8		6.0				5.8				
Max Green Setting (Gmax), s		41.2		27.0				41.2				
Max Q Clear Time (g_c+I1), s		15.3		19.0				2.0				
Green Ext Time (p_c), s		18.1		3.3				13.9				

Intersection Summary

HCM 7th Control Delay, s/veh	13.9
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

 Yorba Linda Housing Element Update (JN 15459)
 Existing (2024)
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #21 Gypsum Canyon Rd. & La Palma Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.439
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	172	4	100	8	11	19	7	99	198	366	307	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	4	100	8	11	19	7	99	198	366	307	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	4	100	8	11	19	7	99	198	366	307	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	4	100	8	11	19	7	99	198	366	307	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	4	100	8	11	19	7	99	198	366	307	9
OvlAdjVol:									106			

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.87	0.04	1.09	0.42	0.58	1.00	1.00	1.00	1.00	1.00	1.94	0.06
Final Sat.:	3178	74	1848	716	984	1700	1700	1700	1700	1700	3303	97

Capacity Analysis Module:

Vol/Sat:	0.05	0.05	0.05	0.01	0.01	0.01	0.00	0.06	0.12	0.22	0.09	0.09
OvlAdjV/S:									0.06			
Crit Moves:	****			****			****			****		

Timings

1: Rose Drive & Imperial Hwy (SR-90)

04/04/2024

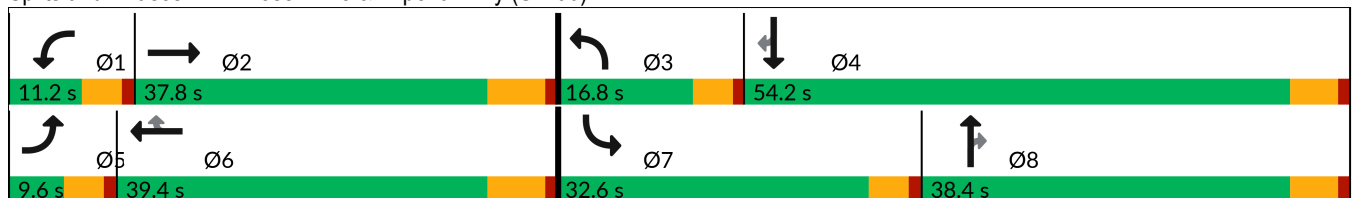


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↶↶↶	↶↶	↶↶↶	↶	↶↶	↶↶	↶	↶↶	↶↶	↶
Traffic Volume (vph)	30	1201	171	946	684	190	313	116	825	345	24
Future Volume (vph)	30	1201	171	946	684	190	313	116	825	345	24
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8		7	4	
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.2	9.6	33.2	33.2	9.9	38.4	38.4	9.9	38.4	38.4
Total Split (s)	9.6	37.8	11.2	39.4	39.4	16.8	38.4	38.4	32.6	54.2	54.2
Total Split (%)	8.0%	31.5%	9.3%	32.8%	32.8%	14.0%	32.0%	32.0%	27.2%	45.2%	45.2%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.4	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.0	31.7	6.6	37.4	37.4	9.9	16.5	16.5	28.1	34.7	34.7
Actuated g/C Ratio	0.05	0.31	0.06	0.36	0.36	0.10	0.16	0.16	0.27	0.33	0.33
v/c Ratio	0.36	0.93	0.80	0.53	0.75	0.60	0.57	0.31	0.91	0.30	0.04
Control Delay (s/veh)	62.6	47.4	75.9	29.3	12.8	53.8	44.1	4.6	52.9	26.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.6	47.4	75.9	29.3	12.8	53.8	44.1	4.6	52.9	26.3	0.1
LOS	E	D	E	C	B	D	D	A	D	C	A
Approach Delay (s/veh)		47.7		27.5			39.7			44.2	
Approach LOS		D		C			D			D	

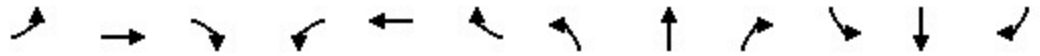
Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 103.8	
Natural Cycle: 135	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay (s/veh): 38.7	Intersection LOS: D
Intersection Capacity Utilization 83.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: Rose Drive & Imperial Hwy (SR-90)



HCM 7th Signalized Intersection Summary Yorba Linda Housing Element Update (JN 15459)
 1: Rose Drive & Imperial Hwy (SR-90) 04/04/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖↖	↑↑↑	↖	↖↖	↑↑	↖	↖↖	↑↑	↖
Traffic Volume (veh/h)	30	1201	192	171	946	684	190	313	116	825	345	24
Future Volume (veh/h)	30	1201	192	171	946	684	190	313	116	825	345	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	1238	178	176	975	341	196	323	68	851	356	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	52	1422	204	235	1812	562	267	476	208	923	1151	
Arrive On Green	0.03	0.32	0.32	0.07	0.35	0.35	0.08	0.13	0.13	0.27	0.32	0.00
Sat Flow, veh/h	1781	4499	647	3456	5106	1584	3456	3554	1554	3456	3554	1585
Grp Volume(v), veh/h	31	937	479	176	975	341	196	323	68	851	356	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1742	1728	1702	1584	1728	1777	1554	1728	1777	1585
Q Serve(g_s), s	1.7	25.2	25.2	4.8	14.7	17.1	5.4	8.4	3.8	23.2	7.3	0.0
Cycle Q Clear(g_c), s	1.7	25.2	25.2	4.8	14.7	17.1	5.4	8.4	3.8	23.2	7.3	0.0
Prop In Lane	1.00		0.37	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	52	1076	551	235	1812	562	267	476	208	923	1151	
V/C Ratio(X)	0.60	0.87	0.87	0.75	0.54	0.61	0.73	0.68	0.33	0.92	0.31	
Avail Cap(c_a), veh/h	92	1110	568	235	1812	562	435	1211	529	999	1790	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	46.5	31.3	31.3	44.3	24.9	25.7	43.7	40.0	38.0	34.5	24.6	0.0
Incr Delay (d2), s/veh	4.0	7.8	13.9	11.0	0.4	2.2	1.5	1.7	0.9	12.4	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	10.5	11.6	2.3	5.4	6.4	2.3	3.7	1.5	10.8	3.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.5	39.0	45.2	55.4	25.3	27.9	45.2	41.7	38.9	46.9	24.8	0.0
LnGrp LOS	D	D	D	E	C	C	D	D	D	D	C	
Approach Vol, veh/h		1447			1492			587			1207	
Approach Delay, s/veh		41.3			29.5			42.5			40.4	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	36.8	12.1	36.8	7.4	40.6	30.5	18.4				
Change Period (Y+Rc), s	4.6	6.2	4.6	5.4	4.6	6.2	4.6	5.4				
Max Green Setting (Gmax), s	6.6	31.6	12.2	48.8	5.0	33.2	28.0	33.0				
Max Q Clear Time (g_c+I1), s	6.8	27.2	7.4	9.3	3.7	19.1	25.2	10.4				
Green Ext Time (p_c), s	0.0	3.5	0.1	2.3	0.0	8.0	0.7	2.1				

Intersection Summary												
HCM 7th Control Delay, s/veh											37.5	
HCM 7th LOS											D	

Notes
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

 Yorba Linda Housing Element Update (JN 15459)
 Existing (2024)
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Prospect Av. & Imperial Hwy.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.656
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 45 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	2	1	0	2

Volume Module:

Base Vol:	49	96	7	90	104	129	106	1889	71	23	1626	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	96	7	90	104	129	106	1889	71	23	1626	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	96	7	90	104	129	106	1889	71	23	1626	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	96	7	90	104	129	106	1889	71	23	1626	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	96	7	90	104	129	106	1889	71	23	1626	46

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.93	0.07	1.00	0.45	0.55	1.00	2.89	0.11	1.00	2.92	0.08
Final Sat.:	1700	1584	116	1700	759	941	1700	4915	185	1700	4960	140

Capacity Analysis Module:

Vol/Sat:	0.03	0.06	0.06	0.05	0.14	0.14	0.06	0.38	0.38	0.01	0.33	0.33
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 Existing (2024)
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Imperial Hwy. & Bastanchury Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.718
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Protected			Protected			Permitted			Permitted								
Rights:	Include			Include			Include			Ovl								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0						
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0						
Lanes:	2	0	3	0	1	1	2	0	3	0	1	1	0	1	0	2	0	1

Volume Module:

Base Vol:	273	1221	4	472	1453	4	22	433	360	11	317	371
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	273	1221	4	472	1453	4	22	433	360	11	317	371
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	273	1221	4	472	1453	4	22	433	360	11	317	371
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	1221	4	472	1453	4	22	433	360	11	317	371
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	273	1221	4	472	1453	4	22	433	360	11	317	371
OvlAdjVol:												135

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.09	0.91	1.00	2.00	1.00
Final Sat.:	3400	5100	1700	3400	5100	1700	1700	1856	1544	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.08	0.24	0.00	0.14	0.28	0.00	0.01	0.23	0.23	0.01	0.09	0.22
OvlAdjV/S:												0.08
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 Existing (2024)
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Imperial Hwy. & Lemon Dr.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.569
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	0	0	0	0	1	0	0	1

Volume Module:

Base Vol:	0	1281	73	140	1646	22	18	4	14	60	8	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1281	73	140	1646	22	18	4	14	60	8	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1281	73	140	1646	22	18	4	14	60	8	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1281	73	140	1646	22	18	4	14	60	8	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1281	73	140	1646	22	18	4	14	60	8	188

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.84	0.16	1.00	2.96	0.04	0.50	0.11	0.39	0.88	0.12	1.00
Final Sat.:	0	4825	275	1700	5033	67	850	189	661	1500	200	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.27	0.27	0.08	0.33	0.33	0.01	0.02	0.02	0.04	0.04	0.11
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 Existing (2024)
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Imperial Hwy. & Yorba Linda Bl.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.790
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 64 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	0	2	0	2	1	0	3

Volume Module:

Base Vol:	302	894	173	609	1054	64	116	664	338	166	524	413
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	302	894	173	609	1054	64	116	664	338	166	524	413
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	302	894	173	609	1054	64	116	664	338	166	524	413
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	894	173	609	1054	64	116	664	338	166	524	413
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	302	894	173	609	1054	64	116	664	338	166	524	413
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.51	0.49	2.00	2.83	0.17	1.00	2.00	1.00	1.00	3.00	2.00
Final Sat.:	1700	4273	827	3400	4808	292	1700	3400	1700	1700	5100	3400

Capacity Analysis Module:

Vol/Sat:	0.18	0.21	0.21	0.18	0.22	0.22	0.07	0.20	0.20	0.10	0.10	0.12
OvlAdjV/S:	0.00											
Crit Moves:	****	****					****	****				

Intersection	
Intersection Delay, s/veh	57.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↘		↙	↘		↙	↑	↘	↙	↘	
Traffic Vol, veh/h	220	77	91	33	77	48	94	436	51	32	447	143
Future Vol, veh/h	220	77	91	33	77	48	94	436	51	32	447	143
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	232	81	96	35	81	51	99	459	54	34	471	151
Number of Lanes	1	1	0	1	1	0	1	1	1	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay, s/veh	26.1	19	110.9	36.2
HCM LOS	D	C	F	E

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	0%	46%	0%	62%	0%	100%	51%
Vol Right, %	0%	0%	100%	0%	54%	0%	38%	0%	0%	49%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	94	436	51	220	168	33	125	32	298	292
LT Vol	94	0	0	220	0	33	0	32	0	0
Through Vol	0	436	0	0	77	0	77	0	298	149
RT Vol	0	0	51	0	91	0	48	0	0	143
Lane Flow Rate	99	459	54	232	177	35	132	34	314	307
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.274	1.203	0.13	0.646	0.451	0.107	0.377	0.09	0.791	0.745
Departure Headway (Hd)	9.96	9.44	8.713	10.568	9.668	11.574	10.779	10.133	9.612	9.254
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	362	390	413	345	375	312	336	356	380	393
Service Time	7.67	7.15	6.423	8.268	7.368	9.274	8.479	7.833	7.312	6.954
HCM Lane V/C Ratio	0.273	1.177	0.131	0.672	0.472	0.112	0.393	0.096	0.826	0.781
HCM Control Delay, s/veh	16.4	142.7	12.7	30.7	20.1	15.7	19.9	13.8	40.3	34.5
HCM Lane LOS	C	F	B	D	C	C	C	B	E	D
HCM 95th-tile Q	1.1	18.8	0.4	4.3	2.3	0.4	1.7	0.3	6.7	5.9

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖		↗					↕		↖	↗	
Traffic Vol, veh/h	88	0	157	0	0	0	0	407	118	253	274	0
Future Vol, veh/h	88	0	157	0	0	0	0	407	118	253	274	0
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	2	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	360	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	92	0	164	0	0	0	0	424	123	264	285	0

Major/Minor	Minor2		Major1			Major2			
Conflicting Flow All	1024	-	144	-	0	0	549	0	0
Stage 1	813	-	-	-	-	-	-	-	-
Stage 2	212	-	-	-	-	-	-	-	-
Critical Hdwy	6.84	-	6.94	-	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	-	3.32	-	-	-	2.22	-	-
Pot Cap-1 Maneuver	231	0	878	0	-	-	1017	-	0
Stage 1	397	0	-	0	-	-	-	-	0
Stage 2	803	0	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	171	0	877	-	-	-	1017	-	-
Mov Cap-2 Maneuver	171	0	-	-	-	-	-	-	-
Stage 1	397	0	-	-	-	-	-	-	-
Stage 2	595	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v23.66		0	4.69
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	171	877	1017	-
HCM Lane V/C Ratio	-	-	0.535	0.187	0.259	-
HCM Control Delay (s/veh)	-	-	47.9	10	9.8	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	2.7	0.7	1	-

Timings
8: Kellog Dr. & SR 90 WB Ramps

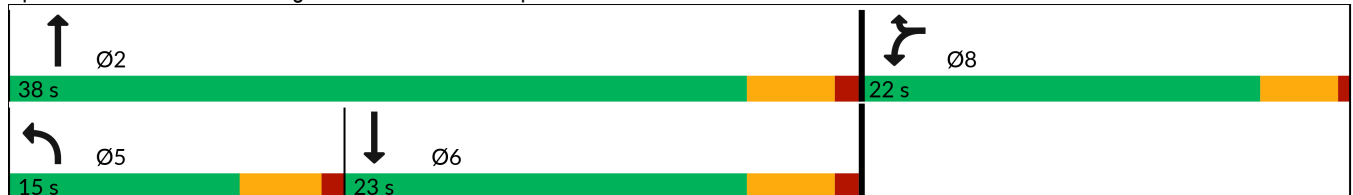


Lane Group	WBL	WBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	107	346	147	348	420
Future Volume (vph)	107	346	147	348	420
Turn Type	Prot	Prot	Prot	NA	NA
Protected Phases	8	8	5	2	6
Permitted Phases					
Detector Phase	8	8	5	2	6
Switch Phase					
Minimum Initial (s)	4.0	4.0	5.0	10.0	10.0
Minimum Split (s)	22.0	22.0	9.6	23.0	23.0
Total Split (s)	22.0	22.0	15.0	38.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	63.3%	38.3%
Yellow Time (s)	3.5	3.5	3.6	4.0	4.0
All-Red Time (s)	0.5	0.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.6	5.0	5.0
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	None	None

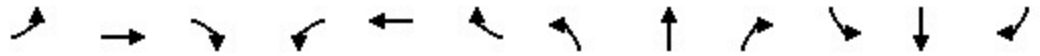
Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 41.8
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Kellog Dr. & SR 90 WB Ramps



HCM 7th Signalized Intersection Summary Yorba Linda Housing Element Update (JN 15459)
 8: Kellog Dr. & SR 90 WB Ramps 03/29/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙		↗	↙	↑↑			↑↑	
Traffic Volume (veh/h)	0	0	0	107	0	346	147	348	0	0	420	59
Future Volume (veh/h)	0	0	0	107	0	346	147	348	0	0	420	59
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1870	0	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				110	0	162	152	359	0	0	433	55
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				2	0	2	2	2	0	0	2	2
Cap, veh/h				289	0	258	204	1993	0	0	964	122
Arrive On Green				0.16	0.00	0.16	0.11	0.56	0.00	0.00	0.30	0.30
Sat Flow, veh/h				1781	0	1585	1781	3647	0	0	3258	400
Grp Volume(v), veh/h				110	0	162	152	359	0	0	242	246
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1781	1777	0	0	1777	1787
Q Serve(g_s), s				1.8	0.0	3.1	2.7	1.6	0.0	0.0	3.6	3.6
Cycle Q Clear(g_c), s				1.8	0.0	3.1	2.7	1.6	0.0	0.0	3.6	3.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.22
Lane Grp Cap(c), veh/h				289	0	258	204	1993	0	0	541	545
V/C Ratio(X)				0.38	0.00	0.63	0.74	0.18	0.00	0.00	0.45	0.45
Avail Cap(c_a), veh/h				986	0	877	569	3605	0	0	983	989
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				12.2	0.0	12.7	13.9	3.5	0.0	0.0	9.1	9.1
Incr Delay (d2), s/veh				0.8	0.0	2.5	2.0	0.0	0.0	0.0	0.6	0.6
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.6	0.0	1.0	1.0	0.2	0.0	0.0	1.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				13.0	0.0	15.2	15.9	3.5	0.0	0.0	9.7	9.7
LnGrp LOS				B		B	B	A			A	A
Approach Vol, veh/h					272			511			488	
Approach Delay, s/veh					14.3			7.2			9.7	
Approach LOS					B			A			A	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		23.2			8.3	14.9		9.3				
Change Period (Y+Rc), s		5.0			4.6	5.0		4.0				
Max Green Setting (Gmax), s		33.0			10.4	18.0		18.0				
Max Q Clear Time (g_c+I1), s		3.6			4.7	5.6		5.1				
Green Ext Time (p_c), s		2.5			0.1	2.3		0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh											9.7	
HCM 7th LOS											A	

 Yorba Linda Housing Element Update (JN 15459)
 Existing (2024)
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Grandview Av. & Kellogg Dr.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.332
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	1	0

Volume Module:

Base Vol:	38	628	28	7	427	4	3	4	26	26	2	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	628	28	7	427	4	3	4	26	26	2	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	628	28	7	427	4	3	4	26	26	2	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	628	28	7	427	4	3	4	26	26	2	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	628	28	7	427	4	3	4	26	26	2	10

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.91	0.09	1.00	1.98	0.02	0.09	0.12	0.79	1.00	0.47	0.53
Final Sat.:	1700	3255	145	1700	3368	32	155	206	1339	1700	805	895

Capacity Analysis Module:

Vol/Sat:	0.02	0.19	0.19	0.00	0.13	0.13	0.00	0.02	0.02	0.02	0.00	0.01
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 Existing (2024)
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Plumosa Dr. & Bastanchury Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.375
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	0	0	1	1	0	1

Volume Module:

Base Vol:	35	0	17	0	0	0	0	767	45	26	575	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	0	17	0	0	0	0	767	45	26	575	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	0	17	0	0	0	0	767	45	26	575	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	0	17	0	0	0	0	767	45	26	575	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	0	17	0	0	0	0	767	45	26	575	31

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.89	0.11	1.00	1.90	0.10
Final Sat.:	1700	0	1700	0	0	0	0	3212	188	1700	3226	174

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.24	0.24	0.02	0.18	0.18
Crit Moves:	****							****		****		

 Yorba Linda Housing Element Update (JN 15459)
 Existing (2024)
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #11 Lakeview Av. & Bastanchury Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.608
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 41 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	85	115	220	74	101	18	36	654	120	182	514	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	115	220	74	101	18	36	654	120	182	514	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	115	220	74	101	18	36	654	120	182	514	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	115	220	74	101	18	36	654	120	182	514	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	115	220	74	101	18	36	654	120	182	514	75
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.69	0.31	1.00	1.75	0.25
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	2873	527	1700	2967	433

Capacity Analysis Module:

Vol/Sat:	0.05	0.07	0.13	0.04	0.06	0.01	0.02	0.23	0.23	0.11	0.17	0.17
OvlAdjV/S:							0.00					
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 Existing (2024)
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #12 Lakeview Av. & Lemon Dr.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.379
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	132	426	4	0	353	57	80	0	135	1	2	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	426	4	0	353	57	80	0	135	1	2	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	426	4	0	353	57	80	0	135	1	2	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	426	4	0	353	57	80	0	135	1	2	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	426	4	0	353	57	80	0	135	1	2	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.72	0.28	1.00	0.00	1.00	0.33	0.67	0.00
Final Sat.:	1700	3368	32	1700	2927	473	1700	0	1700	567	1133	0

Capacity Analysis Module:

Vol/Sat:	0.08	0.13	0.13	0.00	0.12	0.12	0.05	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 Existing (2024)
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #13 Lakeview Av. & Yorba Linda Bl.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.626
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 42 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	1	0	2	1	0

Volume Module:

Base Vol:	160	233	248	168	285	142	196	1136	113	184	847	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	233	248	168	285	142	196	1136	113	184	847	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	233	248	168	285	142	196	1136	113	184	847	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	233	248	168	285	142	196	1136	113	184	847	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	233	248	168	285	142	196	1136	113	184	847	92
OvlAdjVol:	64											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.33	0.67	1.00	2.73	0.27	1.00	2.71	0.29
Final Sat.:	3400	3400	1700	3400	2269	1131	1700	4639	461	1700	4600	500

Capacity Analysis Module:

Vol/Sat:	0.05	0.07	0.15	0.05	0.13	0.13	0.12	0.24	0.24	0.11	0.18	0.18
OvlAdjV/S:	0.04											
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 Existing (2024)
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #14 Ohio St. & Yorba Linda Bl.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.393
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	1	0	2	0	0	2

Volume Module:

Base Vol:	2	0	0	17	0	19	17	1445	0	0	950	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	0	17	0	19	17	1445	0	0	950	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	0	17	0	19	17	1445	0	0	950	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	0	17	0	19	17	1445	0	0	950	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	0	0	17	0	19	17	1445	0	0	950	19

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.94	0.06
Final Sat.:	1700	0	0	1700	0	1700	1700	5100	0	0	5000	100

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.01	0.01	0.28	0.00	0.00	0.19	0.19
Crit Moves:	****			****			****					

 Yorba Linda Housing Element Update (JN 15459)
 Existing (2024)
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #15 Fairmont Bl. & Bastanchury Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.473
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	1

Volume Module:

Base Vol:	139	117	38	28	76	109	169	451	236	47	388	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	117	38	28	76	109	169	451	236	47	388	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	117	38	28	76	109	169	451	236	47	388	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	117	38	28	76	109	169	451	236	47	388	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	117	38	28	76	109	169	451	236	47	388	45

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.31	0.69	1.00	1.79	0.21
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	2232	1168	1700	3047	353

Capacity Analysis Module:

Vol/Sat:	0.08	0.03	0.02	0.02	0.02	0.06	0.10	0.20	0.20	0.03	0.13	0.13
Crit Moves:	****					****	****				****	

 Yorba Linda Housing Element Update (JN 15459)
 Existing (2024)
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #16 Fairmont Bl. & Yorba Linda Bl.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.548
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	0	3	0	1	0	2

Volume Module:

Base Vol:	176	110	37	122	141	192	272	999	215	31	717	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	110	37	122	141	192	272	999	215	31	717	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	110	37	122	141	192	272	999	215	31	717	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	110	37	122	141	192	272	999	215	31	717	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	110	37	122	141	192	272	999	215	31	717	63
OvlAdjVol:						0			127			

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.50	0.50	1.00	1.00	2.00	1.00	3.00	1.00	1.00	2.76	0.24
Final Sat.:	3400	2544	856	1700	1700	3400	1700	5100	1700	1700	4688	412

Capacity Analysis Module:

Vol/Sat:	0.05	0.04	0.04	0.07	0.08	0.06	0.16	0.20	0.13	0.02	0.15	0.15
OvlAdjV/S:						0.00			0.07			
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 Existing (2024)
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #17

Cycle (sec): 100 Critical Vol./Cap.(X): 0.852
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 81 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Protected			Protected			Protected			Protected							
Rights:	Ovl			Include			Ovl			Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0					
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0					
Lanes:	2	0	2	1	1		2	0	2	0	1		2	0	2	0	1

Volume Module:

Base Vol:	348	1077	508	634	1189	29	47	747	489	383	185	309
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	348	1077	508	634	1189	29	47	747	489	383	185	309
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	348	1077	508	634	1189	29	47	747	489	383	185	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	348	1077	508	634	1189	29	47	747	489	383	185	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	348	1077	508	634	1189	29	47	747	489	383	185	309
OvlAdjVol:			262						315			

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.72	1.28	2.00	2.93	0.07	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	4621	2179	3400	4979	121	3400	3400	1700	3400	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.10	0.23	0.23	0.19	0.24	0.24	0.01	0.22	0.29	0.11	0.05	0.18
OvlAdjV/S:			0.12						0.19			
Crit Moves:	****			****			****			****		

Yorba Linda Housing Element Update (JN 15459)
Existing (2024)
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #18 Yorba Linda Bl. & Savi Ranch Pkwy.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.755
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 13 columns representing different volume and adjustment factors.

Saturation Flow Module: Table with 13 columns representing saturation flow and adjustment factors.

Capacity Analysis Module: Table with 13 columns representing capacity analysis metrics.

Timings

19: Weir Canyon Rd/Yorba Linda Bl. & SR-91 WB Ramps



Lane Group	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	540	0	724	1180	424	1558	636
Future Volume (vph)	540	0	724	1180	424	1558	636
Turn Type	Split	NA	Perm	NA	Free	NA	Free
Protected Phases	4	4		2		6	
Permitted Phases			4		Free		Free
Detector Phase	4	4	4	2		6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	15.0		15.0	
Minimum Split (s)	10.5	10.5	10.5	23.8		23.8	
Total Split (s)	31.0	31.0	31.0	49.0		49.0	
Total Split (%)	38.8%	38.8%	38.8%	61.3%		61.3%	
Yellow Time (s)	3.5	3.5	3.5	4.3		4.3	
All-Red Time (s)	2.0	2.0	2.0	1.5		1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.8		5.8	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	C-Min		C-Min	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 43.2 (54%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

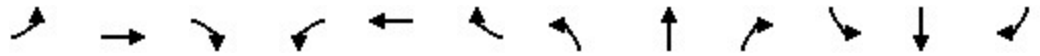
Natural Cycle: 55

Control Type: Actuated-Coordinated

Splits and Phases: 19: Weir Canyon Rd/Yorba Linda Bl. & SR-91 WB Ramps



HCM 7th Signalized Intersection Summary Yorba Linda Housing Element Update (JN 15459)
 19: Weir Canyon Rd/Yorba Linda Bl. & SR-91 WB Ramps 03/29/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↔	↗		↑↑↑	↗		↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	540	0	724	0	1180	424	0	1558	636
Future Volume (veh/h)	0	0	0	540	0	724	0	1180	424	0	1558	636
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				713	0	360	0	1192	0	0	1706	0
Peak Hour Factor				0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %				2	2	2	0	2	2	0	2	2
Cap, veh/h				977	0	435	0	2984		0	3279	
Arrive On Green				0.27	0.00	0.27	0.00	1.00	0.00	0.00	0.58	0.00
Sat Flow, veh/h				3563	0	1585	0	5274	1585	0	5611	1585
Grp Volume(v), veh/h				713	0	360	0	1192	0	0	1706	0
Grp Sat Flow(s),veh/h/ln				1781	0	1585	0	1702	1585	0	1870	1585
Q Serve(g_s), s				14.5	0.0	17.1	0.0	0.0	0.0	0.0	14.5	0.0
Cycle Q Clear(g_c), s				14.5	0.0	17.1	0.0	0.0	0.0	0.0	14.5	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				977	0	435	0	2984		0	3279	
V/C Ratio(X)				0.73	0.00	0.83	0.00	0.40		0.00	0.52	
Avail Cap(c_a), veh/h				1136	0	505	0	2984		0	3279	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.86	0.00	0.00	0.69	0.00
Uniform Delay (d), s/veh				26.3	0.0	27.3	0.0	0.0	0.0	0.0	9.9	0.0
Incr Delay (d2), s/veh				2.2	0.0	10.1	0.0	0.3	0.0	0.0	0.4	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.2	0.0	7.4	0.0	0.1	0.0	0.0	5.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				28.5	0.0	37.4	0.0	0.3	0.0	0.0	10.3	0.0
LnGrp LOS				C		D		A			B	
Approach Vol, veh/h					1073			1192			1706	
Approach Delay, s/veh					31.5			0.3			10.3	
Approach LOS					C			A			B	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		52.6		27.4		52.6						
Change Period (Y+Rc), s		5.8		5.5		5.8						
Max Green Setting (Gmax), s		43.2		25.5		43.2						
Max Q Clear Time (g_c+I1), s		2.0		19.1		16.5						
Green Ext Time (p_c), s		10.3		2.9		14.4						
Intersection Summary												
HCM 7th Control Delay, s/veh				13.1								
HCM 7th LOS				B								
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

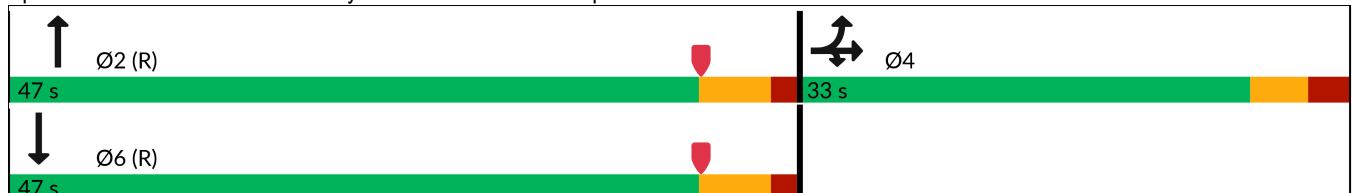


Lane Group	EBL	EBT	EBR	NBT	NBR	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	281	0	613	1323	818	1745	353
Future Volume (vph)	281	0	613	1323	818	1745	353
Turn Type	Split	NA	Prot	NA	Free	NA	Free
Protected Phases	4	4	4	2		6	
Permitted Phases					Free		Free
Detector Phase	4	4	4	2		6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	15.0		15.0	
Minimum Split (s)	11.0	11.0	11.0	23.8		27.8	
Total Split (s)	33.0	33.0	33.0	47.0		47.0	
Total Split (%)	41.3%	41.3%	41.3%	58.8%		58.8%	
Yellow Time (s)	3.5	3.5	3.5	4.3		4.3	
All-Red Time (s)	2.5	2.5	2.5	1.5		1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	5.8		5.8	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	C-Min		C-Min	

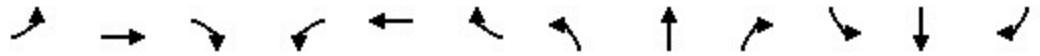
Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 41.2 (52%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

Splits and Phases: 20: Weir Canyon Rd & SR-91 EB Ramps



HCM 7th Signalized Intersection Summary Yorba Linda Housing Element Update (JN 15459)
 20: Weir Canyon Rd & SR-91 EB Ramps 03/29/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	281	0	613	0	0	0	0	1323	818	0	1745	353
Future Volume (veh/h)	281	0	613	0	0	0	0	1323	818	0	1745	353
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	195	0	619				0	1378	0	0	1818	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2				0	2	2	0	2	2
Cap, veh/h	439	0	781				0	3095		0	3095	
Arrive On Green	0.25	0.00	0.25				0.00	0.61	0.00	0.00	1.00	0.00
Sat Flow, veh/h	1781	0	3170				0	5274	1585	0	5274	1585
Grp Volume(v), veh/h	195	0	619				0	1378	0	0	1818	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1585	0	1702	1585
Q Serve(g_s), s	7.4	0.0	14.6				0.0	11.6	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.4	0.0	14.6				0.0	11.6	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	439	0	781				0	3095		0	3095	
V/C Ratio(X)	0.44	0.00	0.79				0.00	0.45		0.00	0.59	
Avail Cap(c_a), veh/h	601	0	1070				0	3095		0	3095	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	0.64	0.00
Uniform Delay (d), s/veh	25.5	0.0	28.2				0.0	8.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	3.2				0.0	0.5	0.0	0.0	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	5.7				0.0	3.5	0.0	0.0	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.4	0.0	31.5				0.0	9.0	0.0	0.0	0.5	0.0
LnGrp LOS	C		C					A			A	
Approach Vol, veh/h		814						1378			1818	
Approach Delay, s/veh		30.2						9.0			0.5	
Approach LOS		C						A			A	
Timer - Assigned Phs		2		4				6				
Phs Duration (G+Y+Rc), s		54.3		25.7				54.3				
Change Period (Y+Rc), s		5.8		6.0				5.8				
Max Green Setting (Gmax), s		41.2		27.0				41.2				
Max Q Clear Time (g_c+I1), s		13.6		16.6				2.0				
Green Ext Time (p_c), s		18.3		3.1				30.5				
Intersection Summary												
HCM 7th Control Delay, s/veh			9.5									
HCM 7th LOS			A									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

 Yorba Linda Housing Element Update (JN 15459)
 Existing (2024)
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #21 Gypsum Canyon Rd. & La Palma Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.671
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	90	3	71	1	18	18	28	439	842	109	183	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	3	71	1	18	18	28	439	842	109	183	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	3	71	1	18	18	28	439	842	109	183	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	3	71	1	18	18	28	439	842	109	183	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	3	71	1	18	18	28	439	842	109	183	2
OvlAdjVol:									787			

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.65	0.05	1.30	0.05	0.95	1.00	1.00	1.00	1.00	1.00	1.98	0.02
Final Sat.:	2799	93	2208	89	1611	1700	1700	1700	1700	1700	3363	37

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.03	0.01	0.01	0.01	0.02	0.26	0.50	0.06	0.05	0.05
OvlAdjV/S:									0.46			
Crit Moves:	****			****			****			****		

**APPENDIX 4.3: EXISTING (2024) CONDITIONS TRAFFIC SIGNAL
WARRANT ANALYSIS WORKSHEETS**

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Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = Existing (2024) Conditions - Weekday AM Peak Hour

Major Street Name = Lakeview Avenue

Total of Both Approaches (VPH) = 1166

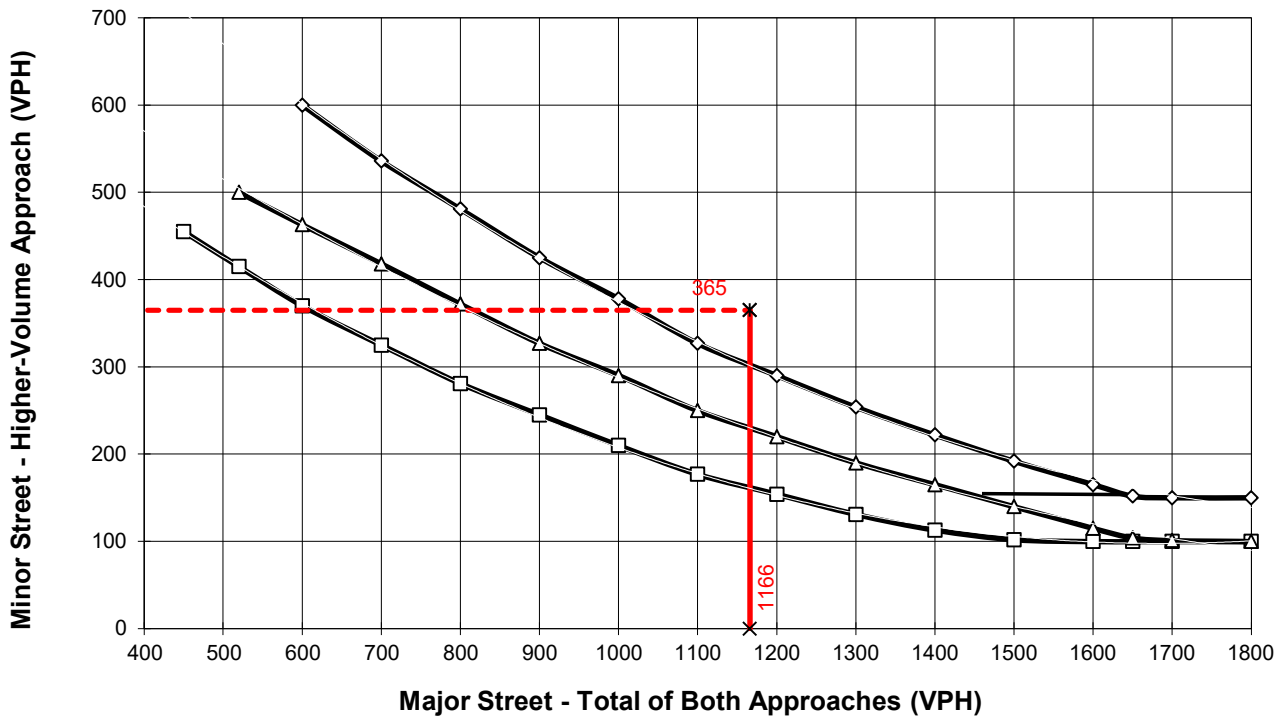
Number of Approach Lanes on Major Street = 2

Minor Street Name = Buena Vista Avenue

High Volume Approach (VPH) = 365

Number of Approach Lanes On Minor Street = 1

WARRANTED FOR A SIGNAL



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- x— Major Street Approaches
- x- Minor Street Approaches

*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = Existing (2024) Conditions - Weekday AM Peak Hour

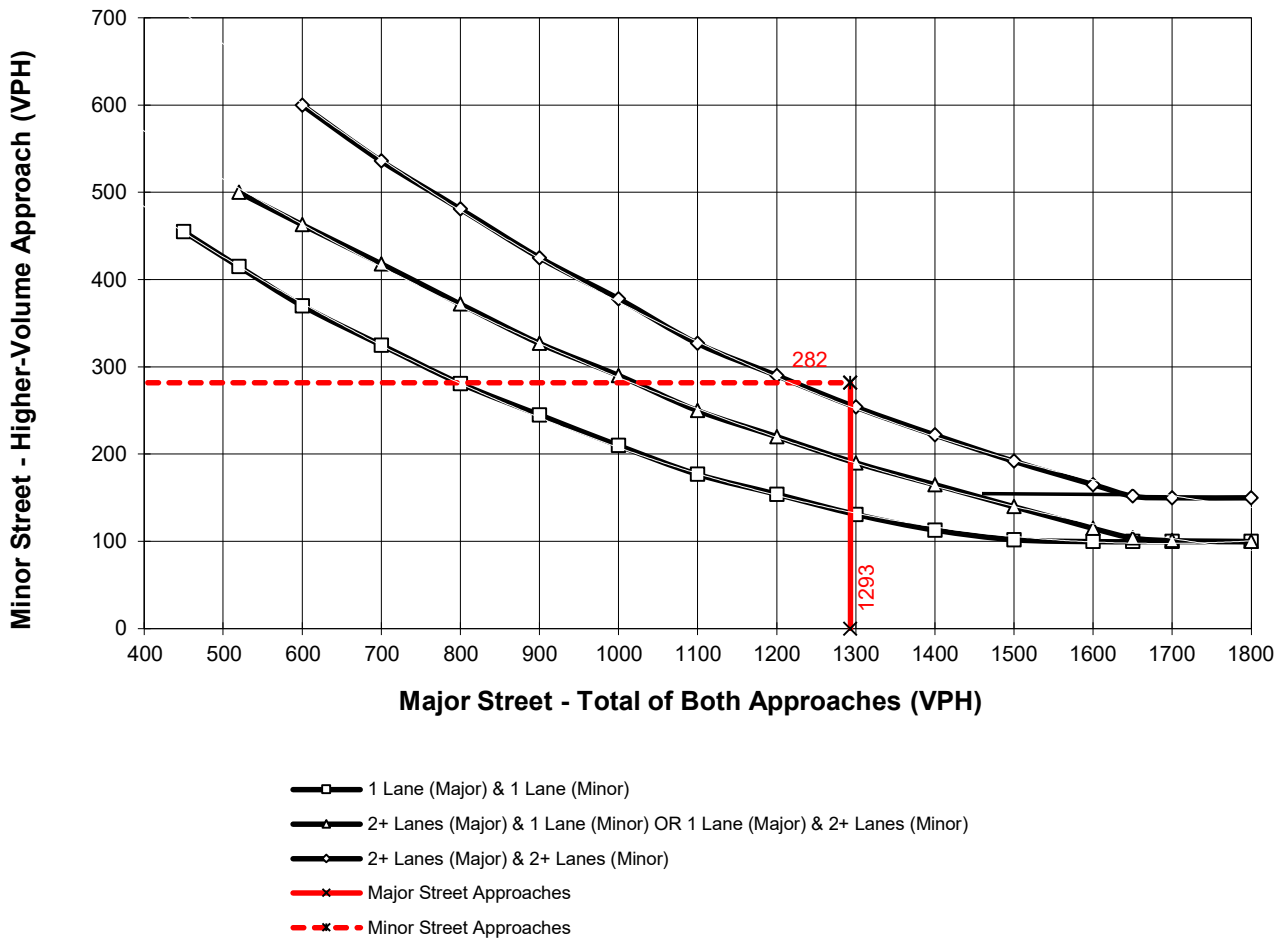
Major Street Name = Kellogg Drive

Total of Both Approaches (VPH) = 1293
 Number of Approach Lanes on Major Street = 2

Minor Street Name = SR 90 EB ramps

High Volume Approach (VPH) = 282
 Number of Approach Lanes On Minor Street = 2

WARRANTED FOR A SIGNAL



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

**APPENDIX 5.1: POST PROCESSING WORKSHEETS FOR HORIZON YEAR
(2045) WITHOUT PROJECT**

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Project: Yorba Linda Housing Element/SP
 Scenario: Horizon Year (2045) Without Project

Job #: 15459
 Analyst: JB
 Date: 4/1/24

LOCATION: Rose Dr. & Imperial Hwy.
 FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	162	170	8	5%	190	224	34	18%
	Through	156	209	53	34%	313	357	44	14%
	Right	144	149	5	3%	116	138	22	19%
	NB Total	462	528	66	14%	619	719	100	16%
SOUTH BOUND	Left	754	858	104	14%	825	864	39	5%
	Through	448	528	80	18%	345	382	37	11%
	Right	20	23	3	15%	24	25	1	4%
	SB Total	1,222	1,409	187	15%	1,194	1,271	77	6%
EAST BOUND	Left	31	43	12	39%	30	29	-1	-3%
	Through	1,159	1,233	74	6%	1,201	1,208	7	1%
	Right	185	204	19	10%	192	204	12	6%
	EB Total	1,375	1,480	105	8%	1,423	1,441	18	1%
WEST BOUND	Left	204	209	5	2%	171	203	32	19%
	Through	1,085	1,087	2	0%	946	1,051	105	11%
	Right	506	648	142	28%	684	734	50	7%
	WB Total	1,795	1,944	149	8%	1,801	1,988	187	10%
TOTAL ENTERING VOLUME		4,854	5,361	507	10%	5,037	5,419	382	8%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	1,409	1,271			
North Leg	Outbound	900	1,120			
North Leg	TOTAL	2,309	2,391	7%	7%	32,128
South Leg	Inbound	528	719			
South Leg	Outbound	941	789			
South Leg	TOTAL	1,469	1,508	8%	9%	17,381
East Leg	Inbound	1,944	1,988			
East Leg	Outbound	2,240	2,210			
East Leg	TOTAL	4,184	4,198	9%	9%	47,888
West Leg	Inbound	1,480	1,441			
West Leg	Outbound	1,280	1,300			
West Leg	TOTAL	2,760	2,741	9%	9%	30,906
OVERALL TOTAL		10,722	10,838	8%	8%	128,304

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Project: Yorba Linda Housing Element/SP
 Scenario: Horizon Year (2045) Without Project

Job #: 15459
 Analyst: JB
 Date: 4/1/24

LOCATION: Imperial Hwy. & Bastanchury Rd.
 FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	330	317	-13	-4%	273	309	36	13%
	Through	1,182	1,180	-2	0%	1,221	1,376	155	13%
	Right	3	4	1	33%	4	6	2	50%
	NB Total	1,515	1,501	-14	-1%	1,498	1,691	193	13%
SOUTH BOUND	Left	264	284	20	8%	472	566	94	20%
	Through	1,470	1,630	160	11%	1,453	1,471	18	1%
	Right	2	2	0	0%	4	4	0	0%
	SB Total	1,736	1,916	180	10%	1,929	2,041	112	6%
EAST BOUND	Left	28	27	-1	-4%	22	19	-3	-14%
	Through	291	323	32	11%	433	478	45	10%
	Right	376	430	54	14%	360	336	-24	-7%
	EB Total	695	780	85	12%	815	833	18	2%
WEST BOUND	Left	0	0	0	#DIV/0!	11	13	2	18%
	Through	490	561	71	14%	317	348	31	10%
	Right	574	683	109	19%	371	405	34	9%
	WB Total	1,064	1,244	180	17%	699	766	67	10%
TOTAL ENTERING VOLUME		5,010	5,441	431	9%	4,941	5,331	390	8%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	1,916	2,041			
North Leg	Outbound	1,890	1,800			
North Leg	TOTAL	3,806	3,841	9%	9%	43,778
South Leg	Inbound	1,501	1,691			
South Leg	Outbound	2,060	1,820			
South Leg	TOTAL	3,561	3,511	9%	9%	39,775
East Leg	Inbound	1,244	766			
East Leg	Outbound	611	1,050			
East Leg	TOTAL	1,855	1,816	8%	8%	22,406
West Leg	Inbound	780	833			
West Leg	Outbound	880	661			
West Leg	TOTAL	1,660	1,494	10%	9%	17,120
OVERALL TOTAL		10,882	10,662	9%	9%	123,080

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Project: Yorba Linda Housing Element/SP
 Scenario: Horizon Year (2045) Without Project

Job #: 15459
 Analyst: JB
 Date: 4/1/24

LOCATION: Imperial Hwy. & Yorba Linda Bl.
 FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	335	386	51	15%	302	337	35	12%
	Through	966	1,061	95	10%	894	1,051	157	18%
	Right	244	263	19	8%	173	157	-16	-9%
	NB Total	1,545	1,710	165	11%	1,369	1,545	176	13%
SOUTH BOUND	Left	392	397	5	1%	609	546	-63	-10%
	Through	1,139	1,286	147	13%	1,054	1,136	82	8%
	Right	53	57	4	8%	64	71	7	11%
	SB Total	1,584	1,740	156	10%	1,727	1,753	26	2%
EAST BOUND	Left	43	45	2	5%	116	137	21	18%
	Through	419	426	7	2%	644	587	-57	-9%
	Right	318	360	42	13%	338	370	32	9%
	EB Total	780	831	51	7%	1,098	1,094	-4	0%
WEST BOUND	Left	176	168	-8	-5%	166	164	-2	-1%
	Through	581	531	-50	-9%	524	532	8	2%
	Right	449	391	-58	-13%	413	442	29	7%
	WB Total	1,206	1,090	-116	-10%	1,103	1,138	35	3%
TOTAL ENTERING VOLUME		5,115	5,371	256	5%	5,297	5,530	233	4%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	1,740	1,753			
North Leg	Outbound	1,497	1,630			
North Leg	TOTAL	3,237	3,383	9%	9%	37,921
South Leg	Inbound	1,710	1,545			
South Leg	Outbound	1,814	1,670			
South Leg	TOTAL	3,524	3,215	10%	9%	36,448
East Leg	Inbound	1,090	1,138			
East Leg	Outbound	1,086	1,290			
East Leg	TOTAL	2,176	2,428	9%	10%	23,888
West Leg	Inbound	831	1,094			
West Leg	Outbound	974	940			
West Leg	TOTAL	1,805	2,034	9%	10%	21,034
OVERALL TOTAL		10,742	11,060	9%	9%	119,292

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Project: Yorba Linda Housing Element/SP
 Scenario: Horizon Year (2045) Without Project

Job #: 15459
 Analyst: JB
 Date: 4/1/24

LOCATION: Lakeview Av. & Buena Vista Av.
 FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	57	52	-5	-9%	94	115	21	22%
	Through	276	316	40	14%	436	683	247	57%
	Right	52	44	-8	-15%	51	52	1	2%
	NB Total	385	412	27	7%	581	850	269	46%
SOUTH BOUND	Left	54	83	29	54%	32	27	-5	-16%
	Through	631	844	213	34%	447	517	70	16%
	Right	96	160	64	67%	143	145	2	1%
	SB Total	781	1,087	306	39%	622	689	67	11%
EAST BOUND	Left	179	234	55	31%	220	232	12	5%
	Through	98	94	-4	-4%	77	53	-24	-31%
	Right	88	73	-15	-17%	91	86	-5	-5%
	EB Total	365	401	36	10%	388	371	-17	-4%
WEST BOUND	Left	87	54	-33	-38%	33	36	3	9%
	Through	124	97	-27	-22%	77	74	-3	-4%
	Right	80	79	-1	-1%	48	59	11	23%
	WB Total	291	230	-61	-21%	158	169	11	7%
TOTAL ENTERING VOLUME		1,822	2,130	308	17%	1,749	2,079	330	19%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	1,087	689			
North Leg	Outbound	629	974			
North Leg	TOTAL	1,716	1,663	10%	9%	17,586
South Leg	Inbound	412	850			
South Leg	Outbound	971	639			
South Leg	TOTAL	1,383	1,489	10%	10%	14,418
East Leg	Inbound	230	169			
East Leg	Outbound	221	132			
East Leg	TOTAL	451	301	17%	11%	2,632
West Leg	Inbound	401	371			
West Leg	Outbound	309	334			
West Leg	TOTAL	710	705	10%	10%	7,095
OVERALL TOTAL		4,260	4,158	10%	10%	41,730

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Project: Yorba Linda Housing Element/SP
 Scenario: Horizon Year (2045) Without Project

Job #: 15459
 Analyst: JB
 Date: 4/1/24

LOCATION: Kellogg Dr. & SR-90 SB Ramps
 FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	382	383	1	0%	407	395	-12	-3%
	Right	165	201	36	22%	118	109	-9	-8%
	NB Total	547	584	37	7%	525	504	-21	-4%
SOUTH BOUND	Left	304	439	135	44%	253	251	-2	-1%
	Through	442	415	-27	-6%	274	242	-32	-12%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	746	854	108	14%	527	493	-34	-6%
EAST BOUND	Left	31	37	6	19%	88	105	17	19%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	251	235	-16	-6%	157	158	1	1%
	EB Total	282	272	-10	-4%	245	263	18	7%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
TOTAL ENTERING VOLUME		1,575	1,710	135	9%	1,297	1,260	-37	-3%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	854	493			
North Leg	Outbound	420	500			
North Leg	TOTAL	1,274	993	14%	11%	9,412
South Leg	Inbound	584	504			
South Leg	Outbound	650	400			
South Leg	TOTAL	1,234	904	14%	10%	8,947
East Leg	Inbound	0	0			
East Leg	Outbound	640	360			
East Leg	TOTAL	640	360	17%	10%	3,677
West Leg	Inbound	272	263			
West Leg	Outbound	0	0			
West Leg	TOTAL	272	263	11%	10%	2,518
OVERALL TOTAL		3,420	2,520	14%	10%	24,553

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Project: Yorba Linda Housing Element/SP
 Scenario: Horizon Year (2045) Without Project

Job #: 15459
 Analyst: JB
 Date: 4/1/24

LOCATION: SR-90 NB Ramps & Kellogg Dr.
 FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	160	180	20	13%	147	137	-10	-7%
	Through	253	244	-9	-4%	348	374	26	7%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	413	424	11	3%	495	511	16	3%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	632	763	131	21%	420	395	-25	-6%
	Right	66	110	44	67%	59	63	4	7%
	SB Total	698	873	175	25%	479	458	-21	-4%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
WEST BOUND	Left	114	87	-27	-24%	107	95	-12	-11%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	285	256	-29	-10%	346	406	60	17%
	WB Total	399	343	-56	-14%	453	501	48	11%
TOTAL ENTERING VOLUME		1,510	1,640	130	9%	1,427	1,470	43	3%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	873	458			
North Leg	Outbound	500	780			
North Leg	TOTAL	1,373	1,238	13%	11%	10,846
South Leg	Inbound	424	511			
South Leg	Outbound	850	490			
South Leg	TOTAL	1,274	1,001	14%	11%	9,402
East Leg	Inbound	343	501			
East Leg	Outbound	0	0			
East Leg	TOTAL	343	501	9%	13%	3,748
West Leg	Inbound	0	0			
West Leg	Outbound	290	200			
West Leg	TOTAL	290	200	15%	11%	1,904
OVERALL TOTAL		3,280	2,940	13%	11%	25,899

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Project: Yorba Linda Housing Element/SP
 Scenario: Horizon Year (2045) Without Project

Job #: 15459
 Analyst: JB
 Date: 4/1/24

LOCATION: Lakeview Av. & Bastanchury Rd.
 FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	107	118	11	10%	85	88	3	4%
	Through	54	55	1	2%	115	109	-6	-5%
	Right	189	177	-12	-6%	220	225	5	2%
	NB Total	350	350	0	0%	420	422	2	0%
SOUTH BOUND	Left	108	111	3	3%	74	71	-3	-4%
	Through	149	148	-1	-1%	101	92	-9	-9%
	Right	34	41	7	21%	18	18	0	0%
	SB Total	291	300	9	3%	193	181	-12	-6%
EAST BOUND	Left	29	33	4	14%	36	39	3	8%
	Through	467	482	15	3%	654	754	100	15%
	Right	145	144	-1	-1%	120	131	11	9%
	EB Total	641	659	18	3%	810	924	114	14%
WEST BOUND	Left	237	248	11	5%	182	177	-5	-3%
	Through	691	881	190	27%	514	535	21	4%
	Right	69	82	13	19%	75	72	-3	-4%
	WB Total	997	1,211	214	21%	771	784	13	2%
TOTAL ENTERING VOLUME		2,279	2,520	241	11%	2,194	2,311	117	5%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	300	181			
North Leg	Outbound	170	220			
North Leg	TOTAL	470	401	11%	9%	4,298
South Leg	Inbound	350	422			
South Leg	Outbound	540	400			
South Leg	TOTAL	890	822	10%	9%	9,243
East Leg	Inbound	1,211	784			
East Leg	Outbound	770	1,050			
East Leg	TOTAL	1,981	1,834	9%	9%	21,229
West Leg	Inbound	659	924			
West Leg	Outbound	1,040	641			
West Leg	TOTAL	1,699	1,565	9%	8%	18,510
OVERALL TOTAL		5,040	4,622	9%	9%	53,280

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Project: Yorba Linda Housing Element/SP
 Scenario: Horizon Year (2045) Without Project

Job #: 15459
 Analyst: JB
 Date: 4/1/24

LOCATION: Lakeview Av. & Yorba Linda Bl.
 FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE
NORTH BOUND	Left	158	157	-1	-1%	160	210	50	31%
	Through	208	249	41	20%	233	318	85	36%
	Right	231	259	28	12%	248	312	64	26%
	NB Total	597	665	68	11%	641	840	199	31%
SOUTH BOUND	Left	101	98	-3	-3%	168	170	2	1%
	Through	315	419	104	33%	285	340	55	19%
	Right	99	85	-14	-14%	142	150	8	6%
	SB Total	515	602	87	17%	595	660	65	11%
EAST BOUND	Left	166	171	5	3%	196	188	-8	-4%
	Through	653	633	-20	-3%	1,136	1,004	-132	-12%
	Right	221	294	73	33%	113	118	5	4%
	EB Total	1,040	1,098	58	6%	1,445	1,310	-135	-9%
WEST BOUND	Left	322	446	124	39%	184	204	20	11%
	Through	959	858	-101	-11%	847	832	-15	-2%
	Right	84	90	6	7%	92	94	2	2%
	WB Total	1,365	1,394	29	2%	1,123	1,130	7	1%
TOTAL ENTERING VOLUME		3,517	3,759	242	7%	3,804	3,940	136	4%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	602	660			
North Leg	Outbound	510	600			
North Leg	TOTAL	1,112	1,260	8%	9%	14,219
South Leg	Inbound	665	840			
South Leg	Outbound	1,159	662			
South Leg	TOTAL	1,824	1,502	11%	9%	16,137
East Leg	Inbound	1,394	1,130			
East Leg	Outbound	990	1,486			
East Leg	TOTAL	2,384	2,616	9%	10%	26,811
West Leg	Inbound	1,098	1,310			
West Leg	Outbound	1,100	1,192			
West Leg	TOTAL	2,198	2,502	9%	10%	24,502
OVERALL TOTAL		7,518	7,880	9%	10%	81,669

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Project: Yorba Linda Housing Element/SP
 Scenario: Horizon Year (2045) Without Project

Job #: 15459
 Analyst: JB
 Date: 4/1/24

LOCATION: Ohio St. & Yorba Linda Bl.
 FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	0	-1	-100%	2	0	-2	-100%
	Through	1	0	-1	-100%	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	2	0	-2	-100%	2	0	-2	-100%
SOUTH BOUND	Left	21	23	2	10%	17	24	7	41%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	30	17	-13	-43%	19	16	-3	-16%
	SB Total	51	40	-11	-22%	36	40	4	11%
EAST BOUND	Left	17	10	-7	-41%	17	14	-3	-18%
	Through	776	799	23	3%	1,445	1,416	-29	-2%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	793	809	16	2%	1,462	1,430	-32	-2%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	1,185	1,190	5	0%	950	934	-16	-2%
	Right	30	31	1	3%	19	26	7	37%
	WB Total	1,215	1,221	6	0%	969	960	-9	-1%
TOTAL ENTERING VOLUME		2,061	2,070	9	0%	2,469	2,430	-39	-2%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	40	40			
North Leg	Outbound	41	40			
North Leg	TOTAL	81	80	12%	12%	668
South Leg	Inbound	0	0			
South Leg	Outbound	0	0			
South Leg	TOTAL	0	0	0%	0%	20
East Leg	Inbound	1,221	960			
East Leg	Outbound	822	1,440			
East Leg	TOTAL	2,043	2,400	8%	9%	25,760
West Leg	Inbound	809	1,430			
West Leg	Outbound	1,207	950			
West Leg	TOTAL	2,016	2,380	8%	10%	24,473
OVERALL TOTAL		4,140	4,860	8%	10%	50,920

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Project: Yorba Linda Housing Element/SP
 Scenario: Horizon Year (2045) Without Project

Job #: 15459
 Analyst: JB
 Date: 4/1/24

LOCATION: Fairmont Bl. & Bastanchury Rd.
 FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE
NORTH BOUND	Left	162	213	51	31%	139	167	28	20%
	Through	104	114	10	10%	117	142	25	21%
	Right	42	44	2	5%	38	41	3	8%
	NB Total	308	371	63	20%	294	350	56	19%
SOUTH BOUND	Left	36	36	0	0%	28	27	-1	-4%
	Through	220	244	24	11%	76	80	4	5%
	Right	213	263	50	23%	109	114	5	5%
	SB Total	469	543	74	16%	213	221	8	4%
EAST BOUND	Left	100	102	2	2%	169	189	20	12%
	Through	319	310	-9	-3%	451	450	-1	0%
	Right	165	181	16	10%	236	260	24	10%
	EB Total	584	593	9	2%	856	899	43	5%
WEST BOUND	Left	130	125	-5	-4%	47	46	-1	-2%
	Through	488	524	36	7%	388	380	-8	-2%
	Right	16	14	-2	-13%	45	45	0	0%
	WB Total	634	663	29	5%	480	471	-9	-2%
TOTAL ENTERING VOLUME		1,995	2,170	175	9%	1,843	1,941	98	5%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	543	221			
North Leg	Outbound	230	376			
North Leg	TOTAL	773	597	12%	9%	6,554
South Leg	Inbound	371	350			
South Leg	Outbound	550	386			
South Leg	TOTAL	921	736	11%	9%	8,102
East Leg	Inbound	663	471			
East Leg	Outbound	390	518			
East Leg	TOTAL	1,053	989	10%	10%	10,410
West Leg	Inbound	593	899			
West Leg	Outbound	1,000	661			
West Leg	TOTAL	1,593	1,560	9%	9%	18,219
OVERALL TOTAL		4,340	3,882	10%	9%	43,285

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Project: Yorba Linda Housing Element/SP
 Scenario: Horizon Year (2045) Without Project

Job #: 15459
 Analyst: JB
 Date: 4/1/24

LOCATION: Fairmont Bl. & Yorba Linda Bl.
 FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	283	309	26	9%	176	198	22	13%
	Through	214	238	24	11%	110	164	54	49%
	Right	76	93	17	22%	37	58	21	57%
	NB Total	573	640	67	12%	323	420	97	30%
SOUTH BOUND	Left	108	123	15	14%	122	134	12	10%
	Through	179	221	42	23%	141	183	42	30%
	Right	323	326	3	1%	192	152	-40	-21%
	SB Total	610	670	60	10%	455	469	14	3%
EAST BOUND	Left	197	173	-24	-12%	272	254	-18	-7%
	Through	593	574	-19	-3%	999	972	-27	-3%
	Right	154	163	9	6%	215	248	33	15%
	EB Total	944	910	-34	-4%	1,486	1,474	-12	-1%
WEST BOUND	Left	63	76	13	21%	31	51	20	65%
	Through	767	755	-12	-2%	717	713	-4	-1%
	Right	68	68	0	0%	63	83	20	32%
	WB Total	898	899	1	0%	811	847	36	4%
TOTAL ENTERING VOLUME		3,025	3,119	94	3%	3,075	3,210	135	4%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	670	469			
North Leg	Outbound	479	501			
North Leg	TOTAL	1,149	970	10%	9%	11,059
South Leg	Inbound	640	420			
South Leg	Outbound	460	482			
South Leg	TOTAL	1,100	902	6%	5%	17,830
East Leg	Inbound	899	847			
East Leg	Outbound	790	1,164			
East Leg	TOTAL	1,689	2,011	8%	9%	21,619
West Leg	Inbound	910	1,474			
West Leg	Outbound	1,390	1,063			
West Leg	TOTAL	2,300	2,537	9%	10%	25,442
OVERALL TOTAL		6,238	6,420	8%	8%	75,949

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Project: Yorba Linda Housing Element/SP
 Scenario: Horizon Year (2045) Without Project

Job #: 15459
 Analyst: JB
 Date: 4/1/24

LOCATION: Yorba Linda Bl. & La Palma Av.
 FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE
NORTH BOUND	Left	426	501	75	18%	348	316	-32	-9%
	Through	859	881	22	3%	1,077	1,015	-62	-6%
	Right	221	134	-87	-39%	508	391	-117	-23%
	NB Total	1,506	1,516	10	1%	1,933	1,722	-211	-11%
SOUTH BOUND	Left	309	366	57	18%	634	697	63	10%
	Through	1,137	1,058	-79	-7%	1,189	1,113	-76	-6%
	Right	79	182	103	130%	29	38	9	31%
	SB Total	1,525	1,606	81	5%	1,852	1,848	-4	0%
EAST BOUND	Left	49	107	58	118%	47	72	25	53%
	Through	125	160	35	28%	747	929	182	24%
	Right	301	303	2	1%	489	518	29	6%
	EB Total	475	570	95	20%	1,283	1,519	236	18%
WEST BOUND	Left	209	108	-101	-48%	383	315	-68	-18%
	Through	263	337	74	28%	185	211	26	14%
	Right	485	543	58	12%	309	365	56	18%
	WB Total	957	988	31	3%	877	891	14	2%
TOTAL ENTERING VOLUME		4,463	4,680	217	5%	5,945	5,980	35	1%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	1,606	1,848			
North Leg	Outbound	1,531	1,452			
North Leg	TOTAL	3,137	3,300	9%	9%	35,197
South Leg	Inbound	1,516	1,722			
South Leg	Outbound	1,469	1,946			
South Leg	TOTAL	2,985	3,668	9%	11%	34,032
East Leg	Inbound	988	891			
East Leg	Outbound	660	2,017			
East Leg	TOTAL	1,648	2,908	5%	10%	30,558
West Leg	Inbound	570	1,519			
West Leg	Outbound	1,020	565			
West Leg	TOTAL	1,590	2,084	7%	9%	24,375
OVERALL TOTAL		9,360	11,960	8%	10%	124,162

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Project: Yorba Linda Housing Element/SP
 Scenario: Horizon Year (2045) Without Project

Job #: 15459
 Analyst: JB
 Date: 4/1/24

LOCATION: Weir Canyon Rd. & SR-91 WB Ramps
 FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	1,416	1,405	-11	-1%	1,180	1,191	11	1%
	Right	538	530	-8	-1%	424	420	-4	-1%
	NB Total	1,954	1,935	-19	-1%	1,604	1,611	7	0%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	1,283	1,231	-52	-4%	1,558	1,542	-16	-1%
	Right	366	350	-16	-4%	636	610	-26	-4%
	SB Total	1,649	1,581	-68	-4%	2,194	2,152	-42	-2%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
WEST BOUND	Left	335	349	14	4%	540	668	128	24%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	613	615	2	0%	724	589	-135	-19%
	WB Total	948	964	16	2%	1,264	1,257	-7	-1%
TOTAL ENTERING VOLUME		4,551	4,480	-71	-2%	5,062	5,020	-42	-1%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	1,581	2,152			
North Leg	Outbound	2,020	1,780			
North Leg	TOTAL	3,601	3,932	10%	11%	37,100
South Leg	Inbound	1,935	1,611			
South Leg	Outbound	1,580	2,210			
South Leg	TOTAL	3,515	3,821	10%	11%	35,999
East Leg	Inbound	964	1,257			
East Leg	Outbound	530	420			
East Leg	TOTAL	1,494	1,677	8%	9%	18,053
West Leg	Inbound	0	0			
West Leg	Outbound	350	610			
West Leg	TOTAL	350	610	7%	12%	5,287
OVERALL TOTAL		8,960	10,040	9%	10%	96,440

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Project: Yorba Linda Housing Element/SP
 Scenario: Horizon Year (2045) Without Project

Job #: 15459
 Analyst: JB
 Date: 4/1/24

LOCATION: Weir Canyon Rd. & SR-91 EB Ramps
 FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	1,317	1,371	54	4%	1,323	1,385	62	5%
	Right	600	536	-64	-11%	818	737	-81	-10%
	NB Total	1,917	1,907	-10	-1%	2,141	2,122	-19	-1%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	838	885	47	6%	1,745	1,904	159	9%
	Right	780	698	-82	-11%	353	313	-40	-11%
	SB Total	1,618	1,583	-35	-2%	2,098	2,217	119	6%
EAST BOUND	Left	637	540	-97	-15%	281	241	-40	-14%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	565	520	-45	-8%	613	550	-63	-10%
	EB Total	1,202	1,060	-142	-12%	894	791	-103	-12%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
TOTAL ENTERING VOLUME		4,737	4,550	-187	-4%	5,133	5,130	-3	0%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	1,583	2,217			
North Leg	Outbound	1,911	1,626			
North Leg	TOTAL	3,494	3,843	10%	11%	35,801
South Leg	Inbound	1,907	2,122			
South Leg	Outbound	1,405	2,454			
South Leg	TOTAL	3,312	4,576	7%	10%	46,080
East Leg	Inbound	0	0			
East Leg	Outbound	536	737			
East Leg	TOTAL	536	737	7%	10%	7,529
West Leg	Inbound	1,060	791			
West Leg	Outbound	698	313			
West Leg	TOTAL	1,758	1,104	16%	10%	10,996
OVERALL TOTAL		9,100	10,260	9%	10%	100,405

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Project: Yorba Linda Housing Element/SP
 Scenario: Horizon Year (2045) Without Project

Job #: 15459
 Analyst: JB
 Date: 4/1/24

LOCATION: Gypsum Canyon Rd. & La Palma Av.
 FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE
NORTH BOUND	Left	172	197	25	15%	90	90	0	0%
	Through	4	4	0	0%	3	3	0	0%
	Right	100	108	8	8%	71	67	-4	-6%
	NB Total	276	309	33	12%	164	160	-4	-2%
SOUTH BOUND	Left	8	8	0	0%	1	1	0	0%
	Through	11	12	1	9%	18	20	2	11%
	Right	19	21	2	11%	18	19	1	6%
	SB Total	38	41	3	8%	37	40	3	8%
EAST BOUND	Left	7	7	0	0%	28	26	-2	-7%
	Through	99	104	5	5%	439	432	-7	-2%
	Right	198	208	10	5%	842	882	40	5%
	EB Total	304	319	15	5%	1,309	1,340	31	2%
WEST BOUND	Left	366	360	-6	-2%	109	108	-1	-1%
	Through	307	321	14	5%	183	180	-3	-2%
	Right	9	9	0	0%	2	2	0	0%
	WB Total	682	690	8	1%	294	290	-4	-1%
TOTAL ENTERING VOLUME		1,300	1,359	59	5%	1,804	1,830	26	1%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	41	40			
North Leg	Outbound	20	31			
North Leg	TOTAL	61	71	8%	9%	772
South Leg	Inbound	309	160			
South Leg	Outbound	580	1,010			
South Leg	TOTAL	889	1,170	7%	9%	12,450
East Leg	Inbound	690	290			
East Leg	Outbound	220	500			
East Leg	TOTAL	910	790	10%	9%	8,685
West Leg	Inbound	319	1,340			
West Leg	Outbound	539	289			
West Leg	TOTAL	858	1,629	5%	9%	18,077
OVERALL TOTAL		2,718	3,660	7%	9%	39,983

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**APPENDIX 5.2: POST PROCESSING WORKSHEETS FOR HORIZON YEAR
(2045) WITH PROJECT**

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Project: Yorba Linda Housing Element/SP
 Scenario: Horizon Year (2045) With Project

Job #: 15459
 Analyst: JB
 Date: 4/1/24

LOCATION: Rose Dr. & Imperial Hwy.
 FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	162	167	5	3%	190	229	39	21%
	Through	156	214	58	37%	313	363	50	16%
	Right	144	155	11	8%	116	157	41	35%
	NB Total	462	536	74	16%	619	749	130	21%
SOUTH BOUND	Left	754	828	74	10%	825	893	68	8%
	Through	448	528	80	18%	345	398	53	15%
	Right	20	21	1	5%	24	23	-1	-4%
	SB Total	1,222	1,377	155	13%	1,194	1,314	120	10%
EAST BOUND	Left	31	42	11	35%	30	26	-4	-13%
	Through	1,159	1,227	68	6%	1,201	1,221	20	2%
	Right	185	210	25	14%	192	208	16	8%
	EB Total	1,375	1,479	104	8%	1,423	1,455	32	2%
WEST BOUND	Left	204	232	28	14%	171	224	53	31%
	Through	1,085	1,102	17	2%	946	1,038	92	10%
	Right	506	684	178	35%	684	721	37	5%
	WB Total	1,795	2,018	223	12%	1,801	1,983	182	10%
TOTAL ENTERING VOLUME		4,854	5,410	556	11%	5,037	5,501	464	9%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	1,377	1,314			
North Leg	Outbound	940	1,110			
North Leg	TOTAL	2,317	2,424	7%	7%	32,398
South Leg	Inbound	536	749			
South Leg	Outbound	970	830			
South Leg	TOTAL	1,506	1,579	8%	9%	18,147
East Leg	Inbound	2,018	1,983			
East Leg	Outbound	2,210	2,271			
East Leg	TOTAL	4,228	4,254	9%	9%	49,180
West Leg	Inbound	1,479	1,455			
West Leg	Outbound	1,290	1,290			
West Leg	TOTAL	2,769	2,745	9%	9%	31,202
OVERALL TOTAL		10,820	11,002	8%	8%	130,927

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Project: Yorba Linda Housing Element/SP
 Scenario: Horizon Year (2045) With Project

Job #: 15459
 Analyst: JB
 Date: 4/1/24

LOCATION: Imperial Hwy. & Bastanchury Rd.
 FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE
NORTH BOUND	Left	330	326	-4	-1%	273	307	34	12%
	Through	1,182	1,180	-2	0%	1,221	1,358	137	11%
	Right	3	3	0	0%	4	6	2	50%
	NB Total	1,515	1,509	-6	0%	1,498	1,671	173	12%
SOUTH BOUND	Left	264	269	5	2%	472	576	104	22%
	Through	1,470	1,605	135	9%	1,453	1,471	18	1%
	Right	2	2	0	0%	4	4	0	0%
	SB Total	1,736	1,876	140	8%	1,929	2,051	122	6%
EAST BOUND	Left	28	28	0	0%	22	19	-3	-14%
	Through	291	313	22	8%	433	488	55	13%
	Right	376	434	58	15%	360	336	-24	-7%
	EB Total	695	775	80	12%	815	843	28	3%
WEST BOUND	Left	0	0	0	#DIV/0!	11	13	2	18%
	Through	490	591	101	21%	317	340	23	7%
	Right	574	699	125	22%	371	393	22	6%
	WB Total	1,064	1,290	226	21%	699	746	47	7%
TOTAL ENTERING VOLUME		5,010	5,450	440	9%	4,941	5,311	370	7%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	1,876	2,051			
North Leg	Outbound	1,907	1,770			
North Leg	TOTAL	3,783	3,821	9%	9%	43,725
South Leg	Inbound	1,509	1,671			
South Leg	Outbound	2,039	1,820			
South Leg	TOTAL	3,548	3,491	9%	9%	39,657
East Leg	Inbound	1,290	746			
East Leg	Outbound	585	1,070			
East Leg	TOTAL	1,875	1,816	8%	8%	22,791
West Leg	Inbound	775	843			
West Leg	Outbound	919	651			
West Leg	TOTAL	1,694	1,494	10%	8%	17,592
OVERALL TOTAL		10,900	10,622	9%	9%	123,765

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Project: Yorba Linda Housing Element/SP
 Scenario: Horizon Year (2045) With Project

Job #: 15459
 Analyst: JB
 Date: 4/1/24

LOCATION: Imperial Hwy. & Yorba Linda Bl.
 FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE
NORTH BOUND	Left	335	379	44	13%	302	339	37	12%
	Through	966	1,043	77	8%	894	1,047	153	17%
	Right	244	257	13	5%	173	159	-14	-8%
	NB Total	1,545	1,679	134	9%	1,369	1,545	176	13%
SOUTH BOUND	Left	392	397	5	1%	609	553	-56	-9%
	Through	1,139	1,276	137	12%	1,054	1,128	74	7%
	Right	53	58	5	9%	64	71	7	11%
	SB Total	1,584	1,731	147	9%	1,727	1,752	25	1%
EAST BOUND	Left	43	45	2	5%	116	137	21	18%
	Through	419	427	8	2%	644	598	-46	-7%
	Right	318	359	41	13%	338	370	32	9%
	EB Total	780	831	51	7%	1,098	1,105	7	1%
WEST BOUND	Left	176	169	-7	-4%	166	162	-4	-2%
	Through	581	541	-40	-7%	524	530	6	1%
	Right	449	399	-50	-11%	413	436	23	6%
	WB Total	1,206	1,109	-97	-8%	1,103	1,128	25	2%
TOTAL ENTERING VOLUME		5,115	5,350	235	5%	5,297	5,530	233	4%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	1,731	1,752			
North Leg	Outbound	1,487	1,620			
North Leg	TOTAL	3,218	3,372	9%	9%	37,844
South Leg	Inbound	1,679	1,545			
South Leg	Outbound	1,804	1,660			
South Leg	TOTAL	3,483	3,205	10%	9%	36,257
East Leg	Inbound	1,109	1,128			
East Leg	Outbound	1,081	1,310			
East Leg	TOTAL	2,190	2,438	9%	10%	24,233
West Leg	Inbound	831	1,105			
West Leg	Outbound	978	940			
West Leg	TOTAL	1,809	2,045	8%	10%	21,337
OVERALL TOTAL		10,700	11,060	9%	9%	119,671

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Project: Yorba Linda Housing Element/SP
 Scenario: Horizon Year (2045) With Project

Job #: 15459
 Analyst: JB
 Date: 4/1/24

LOCATION: Lakeview Av. & Buena Vista Av.
 FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE
NORTH BOUND	Left	57	57	0	0%	94	120	26	28%
	Through	276	309	33	12%	436	700	264	61%
	Right	52	44	-8	-15%	51	51	0	0%
	NB Total	385	410	25	6%	581	871	290	50%
SOUTH BOUND	Left	54	78	24	44%	32	26	-6	-19%
	Through	631	864	233	37%	447	516	69	15%
	Right	96	166	70	73%	143	147	4	3%
	SB Total	781	1,108	327	42%	622	689	67	11%
EAST BOUND	Left	179	244	65	36%	220	246	26	12%
	Through	98	101	3	3%	77	54	-23	-30%
	Right	88	86	-2	-2%	91	91	0	0%
	EB Total	365	431	66	18%	388	391	3	1%
WEST BOUND	Left	87	56	-31	-36%	33	36	3	9%
	Through	124	101	-23	-19%	77	75	-2	-3%
	Right	80	73	-7	-9%	48	59	11	23%
	WB Total	291	230	-61	-21%	158	170	12	8%
TOTAL ENTERING VOLUME		1,822	2,179	357	20%	1,749	2,121	372	21%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	1,108	689			
North Leg	Outbound	626	1,005			
North Leg	TOTAL	1,734	1,694	10%	9%	18,106
South Leg	Inbound	410	871			
South Leg	Outbound	1,006	643			
South Leg	TOTAL	1,416	1,514	9%	10%	14,960
East Leg	Inbound	230	170			
East Leg	Outbound	223	131			
East Leg	TOTAL	453	301	17%	11%	2,620
West Leg	Inbound	431	391			
West Leg	Outbound	324	342			
West Leg	TOTAL	755	733	10%	10%	7,679
OVERALL TOTAL		4,358	4,242	10%	10%	43,364

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Project: Yorba Linda Housing Element/SP
 Scenario: Horizon Year (2045) With Project

Job #: 15459
 Analyst: JB
 Date: 4/1/24

LOCATION: Kellogg Dr. & SR-90 SB Ramps
 FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	382	376	-6	-2%	407	414	7	2%
	Right	165	194	29	18%	118	106	-12	-10%
	NB Total	547	570	23	4%	525	520	-5	-1%
SOUTH BOUND	Left	304	449	145	48%	253	254	1	0%
	Through	442	440	-2	0%	274	256	-18	-7%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	746	889	143	19%	527	510	-17	-3%
EAST BOUND	Left	31	36	5	16%	88	106	18	20%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	251	234	-17	-7%	157	154	-3	-2%
	EB Total	282	270	-12	-4%	245	260	15	6%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
TOTAL ENTERING VOLUME		1,575	1,729	154	10%	1,297	1,290	-7	-1%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	889	510			
North Leg	Outbound	412	520			
North Leg	TOTAL	1,301	1,030	13%	11%	9,695
South Leg	Inbound	570	520			
South Leg	Outbound	674	410			
South Leg	TOTAL	1,244	930	13%	10%	9,248
East Leg	Inbound	0	0			
East Leg	Outbound	643	360			
East Leg	TOTAL	643	360	17%	10%	3,703
West Leg	Inbound	270	260			
West Leg	Outbound	0	0			
West Leg	TOTAL	270	260	11%	10%	2,550
OVERALL TOTAL		3,458	2,580	14%	10%	25,195

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Project: Yorba Linda Housing Element/SP
 Scenario: Horizon Year (2045) With Project

Job #: 15459
 Analyst: JB
 Date: 4/1/24

LOCATION: SR-90 NB Ramps & Kellogg Dr.
 FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE
NORTH BOUND	Left	160	172	12	8%	147	138	-9	-6%
	Through	253	246	-7	-3%	348	400	52	15%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	413	418	5	1%	495	538	43	9%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	632	806	174	28%	420	412	-8	-2%
	Right	66	118	52	79%	59	62	3	5%
	SB Total	698	924	226	32%	479	474	-5	-1%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
WEST BOUND	Left	114	84	-30	-26%	107	98	-9	-8%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	285	264	-21	-7%	346	410	64	18%
	WB Total	399	348	-51	-13%	453	508	55	12%
TOTAL ENTERING VOLUME		1,510	1,690	180	12%	1,427	1,520	93	7%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	924	474			
North Leg	Outbound	510	810			
North Leg	TOTAL	1,434	1,284	13%	11%	11,170
South Leg	Inbound	418	538			
South Leg	Outbound	890	510			
South Leg	TOTAL	1,308	1,048	14%	11%	9,685
East Leg	Inbound	348	508			
East Leg	Outbound	0	0			
East Leg	TOTAL	348	508	9%	13%	3,797
West Leg	Inbound	0	0			
West Leg	Outbound	290	200			
West Leg	TOTAL	290	200	15%	10%	1,922
OVERALL TOTAL		3,380	3,040	13%	11%	26,575

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Project: Yorba Linda Housing Element/SP
 Scenario: Horizon Year (2045) With Project

Job #: 15459
 Analyst: JB
 Date: 4/1/24

LOCATION: Lakeview Av. & Bastanchury Rd.
 FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	107	124	17	16%	85	99	14	16%
	Through	54	57	3	6%	115	118	3	3%
	Right	189	179	-10	-5%	220	223	3	1%
	NB Total	350	360	10	3%	420	440	20	5%
SOUTH BOUND	Left	108	107	-1	-1%	74	71	-3	-4%
	Through	149	151	2	1%	101	99	-2	-2%
	Right	34	41	7	21%	18	20	2	11%
	SB Total	291	299	8	3%	193	190	-3	-2%
EAST BOUND	Left	29	34	5	17%	36	42	6	17%
	Through	467	497	30	6%	654	756	102	16%
	Right	145	158	13	9%	120	141	21	18%
	EB Total	641	689	48	7%	810	939	129	16%
WEST BOUND	Left	237	253	16	7%	182	170	-12	-7%
	Through	691	879	188	27%	514	541	27	5%
	Right	69	80	11	16%	75	70	-5	-7%
	WB Total	997	1,212	215	22%	771	781	10	1%
TOTAL ENTERING VOLUME		2,279	2,560	281	12%	2,194	2,350	156	7%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	299	190			
North Leg	Outbound	171	230			
North Leg	TOTAL	470	420	11%	9%	4,456
South Leg	Inbound	360	440			
South Leg	Outbound	562	410			
South Leg	TOTAL	922	850	9%	9%	9,968
East Leg	Inbound	1,212	781			
East Leg	Outbound	783	1,050			
East Leg	TOTAL	1,995	1,831	9%	9%	21,251
West Leg	Inbound	689	939			
West Leg	Outbound	1,044	660			
West Leg	TOTAL	1,733	1,599	9%	8%	19,873
OVERALL TOTAL		5,120	4,700	9%	8%	55,548

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Project: Yorba Linda Housing Element/SP
 Scenario: Horizon Year (2045) With Project

Job #: 15459
 Analyst: JB
 Date: 4/1/24

LOCATION: Lakeview Av. & Yorba Linda Bl.
 FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	158	159	1	1%	160	215	55	34%
	Through	208	233	25	12%	233	334	101	43%
	Right	231	256	25	11%	248	322	74	30%
	NB Total	597	648	51	9%	641	871	230	36%
SOUTH BOUND	Left	101	103	2	2%	168	164	-4	-2%
	Through	315	442	127	40%	285	333	48	17%
	Right	99	92	-7	-7%	142	143	1	1%
	SB Total	515	637	122	24%	595	640	45	8%
EAST BOUND	Left	166	163	-3	-2%	196	193	-3	-2%
	Through	653	631	-22	-3%	1,136	1,015	-121	-11%
	Right	221	293	72	33%	113	121	8	7%
	EB Total	1,040	1,087	47	5%	1,445	1,329	-116	-8%
WEST BOUND	Left	322	435	113	35%	184	208	24	13%
	Through	959	859	-100	-10%	847	826	-21	-2%
	Right	84	84	0	0%	92	96	4	4%
	WB Total	1,365	1,378	13	1%	1,123	1,130	7	1%
TOTAL ENTERING VOLUME		3,517	3,750	233	7%	3,804	3,970	166	4%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	637	640			
North Leg	Outbound	480	623			
North Leg	TOTAL	1,117	1,263	8%	9%	14,180
South Leg	Inbound	648	871			
South Leg	Outbound	1,170	662			
South Leg	TOTAL	1,818	1,533	11%	9%	16,616
East Leg	Inbound	1,378	1,130			
East Leg	Outbound	990	1,501			
East Leg	TOTAL	2,368	2,631	9%	10%	27,108
West Leg	Inbound	1,087	1,329			
West Leg	Outbound	1,110	1,184			
West Leg	TOTAL	2,197	2,513	9%	10%	24,856
OVERALL TOTAL		7,500	7,940	9%	10%	82,760

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Project: Yorba Linda Housing Element/SP
 Scenario: Horizon Year (2045) With Project

Job #: 15459
 Analyst: JB
 Date: 4/1/24

LOCATION: Ohio St. & Yorba Linda Bl.
 FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE
NORTH BOUND	Left	1	0	-1	-100%	2	0	-2	-100%
	Through	1	0	-1	-100%	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	2	0	-2	-100%	2	0	-2	-100%
SOUTH BOUND	Left	21	28	7	33%	17	23	6	35%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	30	23	-7	-23%	19	18	-1	-5%
	SB Total	51	51	0	0%	36	41	5	14%
EAST BOUND	Left	17	12	-5	-29%	17	15	-2	-12%
	Through	776	790	14	2%	1,445	1,407	-38	-3%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	793	802	9	1%	1,462	1,422	-40	-3%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	1,185	1,189	4	0%	950	942	-8	-1%
	Right	30	38	8	27%	19	25	6	32%
	WB Total	1,215	1,227	12	1%	969	967	-2	0%
TOTAL ENTERING VOLUME		2,061	2,080	19	1%	2,469	2,430	-39	-2%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	51	41			
North Leg	Outbound	50	40			
North Leg	TOTAL	101	81	14%	11%	719
South Leg	Inbound	0	0			
South Leg	Outbound	0	0			
South Leg	TOTAL	0	0	0%	0%	20
East Leg	Inbound	1,227	967			
East Leg	Outbound	818	1,430			
East Leg	TOTAL	2,045	2,397	8%	9%	25,620
West Leg	Inbound	802	1,422			
West Leg	Outbound	1,212	960			
West Leg	TOTAL	2,014	2,382	8%	10%	24,783
OVERALL TOTAL		4,160	4,860	8%	10%	51,141

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Project: Yorba Linda Housing Element/SP
 Scenario: Horizon Year (2045) With Project

Job #: 15459
 Analyst: JB
 Date: 4/1/24

LOCATION: Fairmont Bl. & Bastanchury Rd.
 FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	162	205	43	27%	139	167	28	20%
	Through	104	114	10	10%	117	142	25	21%
	Right	42	44	2	5%	38	41	3	8%
	NB Total	308	363	55	18%	294	350	56	19%
SOUTH BOUND	Left	36	36	0	0%	28	26	-2	-7%
	Through	220	253	33	15%	76	79	3	4%
	Right	213	256	43	20%	109	114	5	5%
	SB Total	469	545	76	16%	213	219	6	3%
EAST BOUND	Left	100	101	1	1%	169	187	18	11%
	Through	319	310	-9	-3%	451	445	-6	-1%
	Right	165	184	19	12%	236	258	22	9%
	EB Total	584	595	11	2%	856	890	34	4%
WEST BOUND	Left	130	132	2	2%	47	45	-2	-4%
	Through	488	519	31	6%	388	372	-16	-4%
	Right	16	15	-1	-6%	45	43	-2	-4%
	WB Total	634	666	32	5%	480	460	-20	-4%
TOTAL ENTERING VOLUME		1,995	2,169	174	9%	1,843	1,919	76	4%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	545	219			
North Leg	Outbound	230	372			
North Leg	TOTAL	775	591	12%	9%	6,559
South Leg	Inbound	363	350			
South Leg	Outbound	569	382			
South Leg	TOTAL	932	732	11%	9%	8,191
East Leg	Inbound	666	460			
East Leg	Outbound	390	512			
East Leg	TOTAL	1,056	972	10%	10%	10,158
West Leg	Inbound	595	890			
West Leg	Outbound	980	653			
West Leg	TOTAL	1,575	1,543	9%	9%	18,067
OVERALL TOTAL		4,338	3,838	10%	9%	42,975

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Project: Yorba Linda Housing Element/SP
 Scenario: Horizon Year (2045) With Project

Job #: 15459
 Analyst: JB
 Date: 4/1/24

LOCATION: Fairmont Bl. & Yorba Linda Bl.
 FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	283	308	25	9%	176	202	26	15%
	Through	214	239	25	12%	110	170	60	55%
	Right	76	94	18	24%	37	57	20	54%
	NB Total	573	641	68	12%	323	429	106	33%
SOUTH BOUND	Left	108	127	19	18%	122	133	11	9%
	Through	179	239	60	34%	141	182	41	29%
	Right	323	334	11	3%	192	155	-37	-19%
	SB Total	610	700	90	15%	455	470	15	3%
EAST BOUND	Left	197	171	-26	-13%	272	265	-7	-3%
	Through	593	570	-23	-4%	999	970	-29	-3%
	Right	154	169	15	10%	215	248	33	15%
	EB Total	944	910	-34	-4%	1,486	1,483	-3	0%
WEST BOUND	Left	63	82	19	30%	31	49	18	58%
	Through	767	768	1	0%	717	713	-4	-1%
	Right	68	70	2	3%	63	85	22	35%
	WB Total	898	920	22	2%	811	847	36	4%
TOTAL ENTERING VOLUME		3,025	3,171	146	5%	3,075	3,229	154	5%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	700	470			
North Leg	Outbound	480	520			
North Leg	TOTAL	1,180	990	10%	9%	11,506
South Leg	Inbound	641	429			
South Leg	Outbound	490	479			
South Leg	TOTAL	1,131	908	6%	5%	18,321
East Leg	Inbound	920	847			
East Leg	Outbound	791	1,160			
East Leg	TOTAL	1,711	2,007	8%	9%	21,734
West Leg	Inbound	910	1,483			
West Leg	Outbound	1,410	1,070			
West Leg	TOTAL	2,320	2,553	9%	10%	25,710
OVERALL TOTAL		6,342	6,458	8%	8%	77,272

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Project: Yorba Linda Housing Element/SP
 Scenario: Horizon Year (2045) With Project

Job #: 15459
 Analyst: JB
 Date: 4/1/24

LOCATION: Yorba Linda Bl. & La Palma Av.
 FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE
NORTH BOUND	Left	426	536	110	26%	348	322	-26	-7%
	Through	859	900	41	5%	1,077	1,021	-56	-5%
	Right	221	139	-82	-37%	508	390	-118	-23%
	NB Total	1,506	1,575	69	5%	1,933	1,733	-200	-10%
SOUTH BOUND	Left	309	361	52	17%	634	674	40	6%
	Through	1,137	1,061	-76	-7%	1,189	1,137	-52	-4%
	Right	79	185	106	134%	29	37	8	28%
	SB Total	1,525	1,607	82	5%	1,852	1,848	-4	0%
EAST BOUND	Left	49	105	56	114%	47	73	26	55%
	Through	125	160	35	28%	747	936	189	25%
	Right	301	309	8	3%	489	550	61	12%
	EB Total	475	574	99	21%	1,283	1,559	276	22%
WEST BOUND	Left	209	111	-98	-47%	383	323	-60	-16%
	Through	263	349	86	33%	185	209	24	13%
	Right	485	535	50	10%	309	358	49	16%
	WB Total	957	995	38	4%	877	890	13	1%
TOTAL ENTERING VOLUME		4,463	4,751	288	6%	5,945	6,030	85	1%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	1,607	1,848			
North Leg	Outbound	1,540	1,452			
North Leg	TOTAL	3,147	3,300	9%	9%	35,188
South Leg	Inbound	1,575	1,733			
South Leg	Outbound	1,481	2,010			
South Leg	TOTAL	3,056	3,743	9%	11%	34,231
East Leg	Inbound	995	890			
East Leg	Outbound	660	2,000			
East Leg	TOTAL	1,655	2,890	5%	10%	30,290
West Leg	Inbound	574	1,559			
West Leg	Outbound	1,070	568			
West Leg	TOTAL	1,644	2,127	7%	9%	25,003
OVERALL TOTAL		9,502	12,060	8%	10%	124,712

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Project: Yorba Linda Housing Element/SP
 Scenario: Horizon Year (2045) With Project

Job #: 15459
 Analyst: JB
 Date: 4/1/24

LOCATION: Weir Canyon Rd. & SR-91 WB Ramps
 FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	1,416	1,379	-37	-3%	1,180	1,247	67	6%
	Right	538	530	-8	-1%	424	422	-2	0%
	NB Total	1,954	1,909	-45	-2%	1,604	1,669	65	4%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	1,283	1,252	-31	-2%	1,558	1,530	-28	-2%
	Right	366	370	4	1%	636	643	7	1%
	SB Total	1,649	1,622	-27	-2%	2,194	2,173	-21	-1%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
WEST BOUND	Left	335	328	-7	-2%	540	699	159	29%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	613	621	8	1%	724	541	-183	-25%
	WB Total	948	949	1	0%	1,264	1,240	-24	-2%
TOTAL ENTERING VOLUME		4,551	4,480	-71	-2%	5,062	5,082	20	0%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	1,622	2,173			
North Leg	Outbound	2,000	1,788			
North Leg	TOTAL	3,622	3,961	10%	11%	37,100
South Leg	Inbound	1,909	1,669			
South Leg	Outbound	1,580	2,229			
South Leg	TOTAL	3,489	3,898	10%	11%	35,999
East Leg	Inbound	949	1,240			
East Leg	Outbound	530	422			
East Leg	TOTAL	1,479	1,662	8%	9%	18,053
West Leg	Inbound	0	0			
West Leg	Outbound	370	643			
West Leg	TOTAL	370	643	6%	10%	6,139
OVERALL TOTAL		8,960	10,164	9%	10%	97,292

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Project: Yorba Linda Housing Element/SP
 Scenario: Horizon Year (2045) With Project

Job #: 15459
 Analyst: JB
 Date: 4/1/24

LOCATION: Weir Canyon Rd. & SR-91 EB Ramps
 FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	1,317	1,367	50	4%	1,323	1,413	90	7%
	Right	600	542	-58	-10%	818	740	-78	-10%
	NB Total	1,917	1,909	-8	0%	2,141	2,153	12	1%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	838	877	39	5%	1,745	1,888	143	8%
	Right	780	713	-67	-9%	353	320	-33	-9%
	SB Total	1,618	1,590	-28	-2%	2,098	2,208	110	5%
EAST BOUND	Left	637	531	-106	-17%	281	287	6	2%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	565	579	14	2%	613	532	-81	-13%
	EB Total	1,202	1,110	-92	-8%	894	819	-75	-8%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
TOTAL ENTERING VOLUME		4,737	4,609	-128	-3%	5,133	5,180	47	1%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	1,590	2,208			
North Leg	Outbound	1,898	1,700			
North Leg	TOTAL	3,488	3,908	10%	11%	35,801
South Leg	Inbound	1,909	2,153			
South Leg	Outbound	1,456	2,420			
South Leg	TOTAL	3,365	4,573	7%	10%	46,618
East Leg	Inbound	0	0			
East Leg	Outbound	542	740			
East Leg	TOTAL	542	740	7%	10%	7,679
West Leg	Inbound	1,110	819			
West Leg	Outbound	713	320			
West Leg	TOTAL	1,823	1,139	16%	10%	11,627
OVERALL TOTAL		9,218	10,360	9%	10%	101,724

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Project: Yorba Linda Housing Element/SP
 Scenario: Horizon Year (2045) With Project

Job #: 15459
 Analyst: JB
 Date: 4/1/24

LOCATION: Gypsum Canyon Rd. & La Palma Av.
 FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE
NORTH BOUND	Left	172	195	23	13%	90	89	-1	-1%
	Through	4	4	0	0%	3	3	0	0%
	Right	100	105	5	5%	71	69	-2	-3%
	NB Total	276	304	28	10%	164	161	-3	-2%
SOUTH BOUND	Left	8	8	0	0%	1	1	0	0%
	Through	11	11	0	0%	18	20	2	11%
	Right	19	21	2	11%	18	20	2	11%
	SB Total	38	40	2	5%	37	41	4	11%
EAST BOUND	Left	7	7	0	0%	28	26	-2	-7%
	Through	99	106	7	7%	439	440	1	0%
	Right	198	211	13	7%	842	872	30	4%
	EB Total	304	324	20	7%	1,309	1,338	29	2%
WEST BOUND	Left	366	357	-9	-2%	109	109	0	0%
	Through	307	324	17	6%	183	181	-2	-1%
	Right	9	9	0	0%	2	2	0	0%
	WB Total	682	690	8	1%	294	292	-2	-1%
TOTAL ENTERING VOLUME		1,300	1,358	58	4%	1,804	1,832	28	2%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	40	41			
North Leg	Outbound	20	31			
North Leg	TOTAL	60	72	8%	9%	778
South Leg	Inbound	304	161			
South Leg	Outbound	579	1,001			
South Leg	TOTAL	883	1,162	7%	9%	12,612
East Leg	Inbound	690	292			
East Leg	Outbound	219	510			
East Leg	TOTAL	909	802	10%	9%	8,803
West Leg	Inbound	324	1,338			
West Leg	Outbound	540	290			
West Leg	TOTAL	864	1,628	5%	9%	18,015
OVERALL TOTAL		2,716	3,664	7%	9%	40,209

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**APPENDIX 5.3: HORIZON YEAR (2045) WITHOUT PROJECT
CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS**

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Timings
1: Rose Drive & Imperial Hwy (SR-90)

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	43	1233	224	1087	648	170	209	158	858	528	23
Future Volume (vph)	43	1233	224	1087	648	170	209	158	858	528	23
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8		7	4	
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.2	9.6	33.2	33.2	9.9	38.4	38.4	9.9	38.4	38.4
Total Split (s)	9.8	37.6	12.0	39.8	39.8	15.6	38.4	38.4	27.0	49.8	49.8
Total Split (%)	8.5%	32.7%	10.4%	34.6%	34.6%	13.6%	33.4%	33.4%	23.5%	43.3%	43.3%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.4	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.2	31.6	7.4	35.9	35.9	9.0	14.2	14.2	22.5	27.8	27.8
Actuated g/C Ratio	0.05	0.33	0.08	0.37	0.37	0.09	0.15	0.15	0.23	0.29	0.29
v/c Ratio	0.47	0.92	0.89	0.60	0.70	0.56	0.42	0.44	1.13	0.54	0.04
Control Delay (s/veh)	63.7	42.0	80.0	27.8	8.7	49.9	39.2	10.1	109.4	31.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.7	42.0	80.0	27.8	8.7	49.9	39.2	10.1	109.4	31.2	0.1
LOS	E	D	F	C	A	D	D	B	F	C	A
Approach Delay (s/veh)		42.7		27.5			34.1			78.4	
Approach LOS		D		C			C			E	

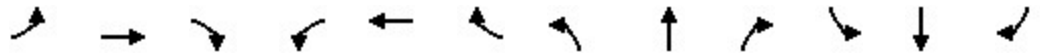
Intersection Summary

Cycle Length: 115
 Actuated Cycle Length: 96.7
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.13
 Intersection Signal Delay (s/veh): 45.6
 Intersection LOS: D
 Intersection Capacity Utilization 84.9%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 1: Rose Drive & Imperial Hwy (SR-90)



HCM 7th Signalized Intersection Summary Yorba Linda Housing Element Update (JN 15459)
 1: Rose Drive & Imperial Hwy (SR-90) 04/04/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	1233	204	224	1087	648	170	209	158	858	528	23
Future Volume (veh/h)	43	1233	204	224	1087	648	170	209	158	858	528	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	1298	195	236	1144	441	179	220	103	903	556	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	1498	225	281	1932	599	253	390	174	850	1005	
Arrive On Green	0.04	0.33	0.33	0.08	0.38	0.38	0.07	0.11	0.11	0.25	0.28	0.00
Sat Flow, veh/h	1781	4478	673	3456	5106	1583	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	45	987	506	236	1144	441	179	220	103	903	556	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1747	1728	1702	1583	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	2.3	24.7	24.7	6.1	16.3	21.9	4.6	5.3	5.6	22.4	12.1	0.0
Cycle Q Clear(g_c), s	2.3	24.7	24.7	6.1	16.3	21.9	4.6	5.3	5.6	22.4	12.1	0.0
Prop In Lane	1.00		0.39	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	66	1139	584	281	1932	599	253	390	174	850	1005	
V/C Ratio(X)	0.68	0.87	0.87	0.84	0.59	0.74	0.71	0.56	0.59	1.06	0.55	
Avail Cap(c_a), veh/h	102	1174	603	281	1932	599	417	1288	574	850	1733	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.3	28.4	28.4	41.2	22.7	24.4	41.3	38.5	38.6	34.3	27.8	0.0
Incr Delay (d2), s/veh	4.4	7.1	12.8	18.9	0.6	5.1	1.4	1.3	3.2	48.7	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	10.0	11.2	3.2	5.8	8.4	1.9	2.3	2.3	14.6	4.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.7	35.5	41.2	60.1	23.3	29.5	42.6	39.7	41.8	83.1	28.2	0.0
LnGrp LOS	D	D	D	E	C	C	D	D	D	F	C	
Approach Vol, veh/h		1538			1821			502			1459	
Approach Delay, s/veh		37.8			29.5			41.2			62.2	
Approach LOS		D			C			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	36.7	11.3	31.1	8.0	40.7	27.0	15.4				
Change Period (Y+Rc), s	4.6	6.2	4.6	5.4	4.6	6.2	4.6	5.4				
Max Green Setting (Gmax), s	7.4	31.4	11.0	44.4	5.2	33.6	22.4	33.0				
Max Q Clear Time (g_c+I1), s	8.1	26.7	6.6	14.1	4.3	23.9	24.4	7.6				
Green Ext Time (p_c), s	0.0	3.7	0.1	3.8	0.0	7.0	0.0	1.6				

Intersection Summary												
HCM 7th Control Delay, s/veh											42.0	
HCM 7th LOS											D	

Notes
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

 Yorba Linda Housing Element Update (JN 15459)
 2045 Without Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Prospect Av. & Imperial Hwy.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.749
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 57 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	2	1	0	2

Volume Module:

Base Vol:	27	94	21	71	115	176	153	1983	52	34	1830	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	94	21	71	115	176	153	1983	52	34	1830	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	94	21	71	115	176	153	1983	52	34	1830	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	94	21	71	115	176	153	1983	52	34	1830	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	94	21	71	115	176	153	1983	52	34	1830	68

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.82	0.18	1.00	0.40	0.60	1.00	2.92	0.08	1.00	2.89	0.11
Final Sat.:	1700	1390	310	1700	672	1028	1700	4970	130	1700	4917	183

Capacity Analysis Module:

Vol/Sat:	0.02	0.07	0.07	0.04	0.17	0.17	0.09	0.40	0.40	0.02	0.37	0.37
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 2045 Without Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Imperial Hwy. & Bastanchury Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.847
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 79 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	1	0	1	1	0	2

Volume Module:

Base Vol:	317	1180	4	284	1630	2	27	323	30	0	561	683
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	317	1180	4	284	1630	2	27	323	30	0	561	683
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	317	1180	4	284	1630	2	27	323	30	0	561	683
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	1180	4	284	1630	2	27	323	30	0	561	683
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	317	1180	4	284	1630	2	27	323	30	0	561	683
OvlAdjVol:												541

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.83	0.17	1.00	2.00	1.00
Final Sat.:	3400	5100	1700	3400	5100	1700	1700	3111	289	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.09	0.23	0.00	0.08	0.32	0.00	0.02	0.10	0.10	0.00	0.17	0.40
OvlAdjV/S:												0.32
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 2045 Without Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Imperial Hwy. & Lemon Dr.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 78 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	0	0	0	0	1	0	0	1

Volume Module:

Base Vol:	0	1555	30	59	1892	9	3	0	7	55	8	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1555	30	59	1892	9	3	0	7	55	8	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1555	30	59	1892	9	3	0	7	55	8	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1555	30	59	1892	9	3	0	7	55	8	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1555	30	59	1892	9	3	0	7	55	8	100

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.94	0.06	1.00	2.99	0.01	0.30	0.00	0.70	0.87	0.13	1.00
Final Sat.:	0	5003	97	1700	5076	24	510	0	1190	1484	216	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.31	0.31	0.03	0.37	0.37	0.00	0.00	0.01	0.03	0.04	0.06
Crit Moves:				****			****					****

 Yorba Linda Housing Element Update (JN 15459)
 2045 Without Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Imperial Hwy. & Yorba Linda Bl.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.859
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 83 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	0	2	0	3	0	1	2

Volume Module:

Base Vol:	386	1061	268	397	1286	57	47	426	360	194	531	391
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	386	1061	268	397	1286	57	47	426	360	194	531	391
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	386	1061	268	397	1286	57	47	426	360	194	531	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	386	1061	268	397	1286	57	47	426	360	194	531	391
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	386	1061	268	397	1286	57	47	426	360	194	531	391
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.40	0.60	2.00	2.87	0.13	2.00	3.00	1.00	2.00	3.00	2.00
Final Sat.:	1700	4072	1028	3400	4884	216	3400	5100	1700	3400	5100	3400

Capacity Analysis Module:

Vol/Sat:	0.23	0.26	0.26	0.12	0.26	0.26	0.01	0.08	0.21	0.06	0.10	0.12
OvlAdjV/S:	0.00											
Crit Moves:	****	****					****	****				

Intersection	
Intersection Delay, s/veh	205.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷	↷	↶	↷↶	
Traffic Vol, veh/h	234	94	97	96	97	88	63	316	57	83	844	160
Future Vol, veh/h	234	94	97	96	97	88	63	316	57	83	844	160
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	272	109	113	112	113	102	73	367	66	97	981	186
Number of Lanes	1	1	0	1	1	0	1	1	1	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay, s/veh	54.7	35	110.9	346.2
HCM LOS	F	D	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	0%	49%	0%	52%	0%	100%	64%
Vol Right, %	0%	0%	100%	0%	51%	0%	48%	0%	0%	36%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	316	57	234	191	96	185	83	563	441
LT Vol	63	0	0	234	0	96	0	83	0	0
Through Vol	0	316	0	0	94	0	97	0	563	281
RT Vol	0	0	57	0	97	0	88	0	0	160
Lane Flow Rate	73	367	66	272	222	112	215	97	654	513
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.244	1.174	0.199	0.895	0.678	0.386	0.694	0.3	1.942	1.487
Departure Headway (Hd)	13.352	12.828	12.094	13.182	12.305	13.705	12.848	11.809	11.28	11.011
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	271	287	299	278	295	265	284	306	327	334
Service Time	11.052	10.528	9.794	10.882	10.005	11.405	10.548	9.509	8.98	8.711
HCM Lane V/C Ratio	0.269	1.279	0.221	0.978	0.753	0.423	0.757	0.317	2	1.536
HCM Control Delay, s/veh	20.3	145.8	17.8	68.9	37.4	24.8	40.3	19.5	460	262.5
HCM Lane LOS	C	F	C	F	E	C	E	C	F	F
HCM 95th-tile Q	0.9	14.6	0.7	7.9	4.6	1.7	4.7	1.2	43	26.7

Intersection												
Int Delay, s/veh	31.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖		↗					↕		↖	↗	
Traffic Vol, veh/h	37	0	276	0	0	0	0	421	201	439	486	0
Future Vol, veh/h	37	0	276	0	0	0	0	421	201	439	486	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	0	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	360	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	0	349	0	0	0	0	533	254	556	615	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1993	-	308	-	0	0
Stage 1	1727	-	-	-	-	-
Stage 2	266	-	-	-	-	-
Critical Hdwy	6.84	-	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	-	3.32	-	-	2.22
Pot Cap-1 Maneuver	53	0	688	0	-	826
Stage 1	129	0	-	0	-	-
Stage 2	754	0	-	0	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	~ 17	0	688	-	-	826
Mov Cap-2 Maneuver	~ 17	0	-	-	-	-
Stage 1	129	0	-	-	-	-
Stage 2	247	0	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/veh	59.63	0	8.46
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	17	688	826	-
HCM Lane V/C Ratio	-	-	2.714	0.508	0.673	-
HCM Control Delay (s/veh)	-	-	\$ 1234.8	15.5	17.8	-
HCM Lane LOS	-	-	F	C	C	-
HCM 95th %tile Q(veh)	-	-	6.4	2.9	5.3	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
8: Kellog Dr. & SR 90 WB Ramps

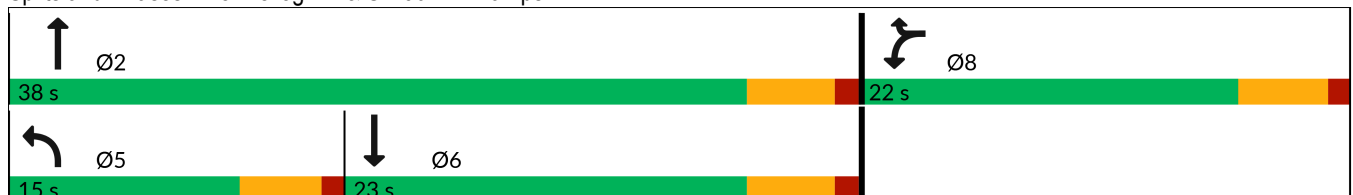


Lane Group	WBL	WBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	130	314	180	278	795
Future Volume (vph)	130	314	180	278	795
Turn Type	Prot	Prot	Prot	NA	NA
Protected Phases	8	8	5	2	6
Permitted Phases					
Detector Phase	8	8	5	2	6
Switch Phase					
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	22.0	22.0	14.0	23.0	23.0
Total Split (s)	22.0	22.0	15.0	38.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	63.3%	38.3%
Yellow Time (s)	4.0	4.0	3.6	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.6	5.0	5.0
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	None	None
Act Effct Green (s)	11.2	11.2	9.4	32.1	18.1
Actuated g/C Ratio	0.21	0.21	0.18	0.60	0.34
v/c Ratio	0.41	0.59	0.68	0.15	0.89
Control Delay (s/veh)	22.1	6.9	34.1	5.1	29.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.1	6.9	34.1	5.1	29.3
LOS	C	A	C	A	C
Approach Delay (s/veh)				16.5	29.4
Approach LOS				B	C

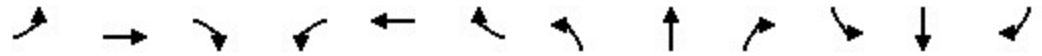
Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 53.3
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay (s/veh): 21.7
 Intersection LOS: C
 Intersection Capacity Utilization 56.0%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 8: Kellog Dr. & SR 90 WB Ramps



HCM 7th Signalized Intersection Summary Yorba Linda Housing Element Update (JN 15459)
 8: Kellog Dr. & SR 90 WB Ramps 04/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙		↗	↙	↑↑			↑↗	
Traffic Volume (veh/h)	0	0	0	130	0	314	180	278	0	0	795	110
Future Volume (veh/h)	0	0	0	130	0	314	180	278	0	0	795	110
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1870	0	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				153	0	145	212	327	0	0	935	121
Peak Hour Factor				0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %				2	0	2	2	2	0	0	2	2
Cap, veh/h				359	0	320	265	2106	0	0	1105	143
Arrive On Green				0.20	0.00	0.20	0.15	0.59	0.00	0.00	0.35	0.35
Sat Flow, veh/h				1781	0	1585	1781	3647	0	0	3256	409
Grp Volume(v), veh/h				153	0	145	212	327	0	0	525	531
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1781	1777	0	0	1777	1795
Q Serve(g_s), s				3.7	0.0	3.9	5.6	2.0	0.0	0.0	13.3	13.3
Cycle Q Clear(g_c), s				3.7	0.0	3.9	5.6	2.0	0.0	0.0	13.3	13.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.23
Lane Grp Cap(c), veh/h				359	0	320	265	2106	0	0	621	627
V/C Ratio(X)				0.43	0.00	0.45	0.80	0.16	0.00	0.00	0.85	0.85
Avail Cap(c_a), veh/h				622	0	554	381	2410	0	0	657	664
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				17.0	0.0	17.1	20.0	4.4	0.0	0.0	14.6	14.6
Incr Delay (d2), s/veh				0.8	0.0	1.0	4.8	0.0	0.0	0.0	9.6	9.5
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.4	0.0	1.3	2.4	0.5	0.0	0.0	6.1	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				17.8	0.0	18.1	24.8	4.5	0.0	0.0	24.2	24.2
LnGrp LOS				B		B	C	A			C	C
Approach Vol, veh/h					298			539			1056	
Approach Delay, s/veh					17.9			12.5			24.2	
Approach LOS					B			B			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		33.8			11.8	22.0		14.8				
Change Period (Y+Rc), s		5.0			4.6	5.0		5.0				
Max Green Setting (Gmax), s		33.0			10.4	18.0		17.0				
Max Q Clear Time (g_c+I1), s		4.0			7.6	15.3		5.9				
Green Ext Time (p_c), s		2.2			0.1	1.7		0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh											19.9	
HCM 7th LOS											B	

 Yorba Linda Housing Element Update (JN 15459)
 2045 Without Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Grandview Av. & Kellogg Dr.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.450
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	1	0

Volume Module:

Base Vol:	60	519	14	8	773	8	11	1	89	43	2	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	519	14	8	773	8	11	1	89	43	2	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	519	14	8	773	8	11	1	89	43	2	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	519	14	8	773	8	11	1	89	43	2	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	519	14	8	773	8	11	1	89	43	2	9

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	1.98	0.02	0.11	0.01	0.88	1.00	0.67	0.33
Final Sat.:	1700	3311	89	1700	3365	35	185	17	1498	1700	1133	567

Capacity Analysis Module:

Vol/Sat:	0.04	0.16	0.16	0.00	0.23	0.23	0.01	0.06	0.06	0.03	0.00	0.02
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 2045 Without Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Plumosa Dr. & Bastanchury Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.407
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	0	0	1	1	0	0

Volume Module:

Base Vol:	96	0	63	0	0	0	0	521	42	86	851	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	0	63	0	0	0	0	521	42	86	851	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	0	63	0	0	0	0	521	42	86	851	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	0	63	0	0	0	0	521	42	86	851	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	0	63	0	0	0	0	521	42	86	851	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.85	0.15	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3146	254	1700	3400	0

Capacity Analysis Module:

Vol/Sat:	0.06	0.00	0.04	0.00	0.00	0.00	0.00	0.17	0.17	0.05	0.25	0.00
Crit Moves:	****						****			****		

 Yorba Linda Housing Element Update (JN 15459)
 2045 Without Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #11 Lakeview Av. & Bastanchury Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.644
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 44 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	118	59	208	119	164	41	33	514	160	261	881	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	59	208	119	164	41	33	514	160	261	881	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	59	208	119	164	41	33	514	160	261	881	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	59	208	119	164	41	33	514	160	261	881	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	59	208	119	164	41	33	514	160	261	881	82
OvlAdjVol:	8											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.53	0.47	1.00	1.83	0.17
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	2593	807	1700	3110	290

Capacity Analysis Module:

Vol/Sat:	0.07	0.03	0.12	0.07	0.10	0.02	0.02	0.20	0.20	0.15	0.28	0.28
OvlAdjV/S:	0.00											
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 2045 Without Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #12 Lakeview Av. & Lemon Dr.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.359
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	46	328	5	2	552	78	32	5	72	5	1	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	328	5	2	552	78	32	5	72	5	1	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	328	5	2	552	78	32	5	72	5	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	328	5	2	552	78	32	5	72	5	1	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	328	5	2	552	78	32	5	72	5	1	2

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.75	0.25	0.86	0.14	1.00	0.63	0.12	0.25
Final Sat.:	1700	3349	51	1700	2979	421	1470	230	1700	1063	213	425

Capacity Analysis Module:

Vol/Sat:	0.03	0.10	0.10	0.00	0.19	0.19	0.02	0.02	0.04	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 2045 Without Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #13 Lakeview Av. & Yorba Linda Bl.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	1	0	2	1	0

Volume Module:

Base Vol:	174	249	259	11	419	109	171	718	294	446	1055	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	249	259	11	419	109	171	718	294	446	1055	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	249	259	11	419	109	171	718	294	446	1055	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	249	259	11	419	109	171	718	294	446	1055	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	249	259	11	419	109	171	718	294	446	1055	90
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.59	0.41	1.00	2.13	0.87	1.00	2.76	0.24
Final Sat.:	3400	3400	1700	3400	2698	702	1700	3618	1482	1700	4699	401

Capacity Analysis Module:

Vol/Sat:	0.05	0.07	0.15	0.00	0.16	0.16	0.10	0.20	0.20	0.26	0.22	0.22
OvlAdjV/S:	0.00											
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 2045 Without Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #14 Ohio St. & Yorba Linda Bl.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.371
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted			Permitted			Protected			Permitted						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	1	0	0	0	1	1	0	2	1	0	0	0	2	1	0

Volume Module:

Base Vol:	1	1	0	23	0	33	19	799	0	0	1190	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	0	23	0	33	19	799	0	0	1190	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1	0	23	0	33	19	799	0	0	1190	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	0	23	0	33	19	799	0	0	1190	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	0	23	0	33	19	799	0	0	1190	31

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.50	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.92	0.08
Final Sat.:	850	850	0	1700	0	1700	1700	5100	0	0	4971	129

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.02	0.01	0.16	0.00	0.00	0.24	0.24
Crit Moves:	****					****	****				****	

 Yorba Linda Housing Element Update (JN 15459)
 2045 Without Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #15 Fairmont Bl. & Bastanchury Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.621
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 42 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	1

Volume Module:

Base Vol:	213	114	44	40	244	263	110	351	181	143	524	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	213	114	44	40	244	263	110	351	181	143	524	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	114	44	40	244	263	110	351	181	143	524	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	114	44	40	244	263	110	351	181	143	524	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	213	114	44	40	244	263	110	351	181	143	524	18

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.32	0.68	1.00	1.93	0.07
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	2243	1157	1700	3287	113

Capacity Analysis Module:

Vol/Sat:	0.13	0.03	0.03	0.02	0.07	0.15	0.06	0.16	0.16	0.08	0.16	0.16
Crit Moves:	****					****	****			****		

 Yorba Linda Housing Element Update (JN 15459)
 2045 Without Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #16 Fairmont Bl. & Yorba Linda Bl.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.629
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 42 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	0	3	0	1	0	2

Volume Module:

Base Vol:	309	238	93	123	221	355	217	652	169	76	844	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	309	238	93	123	221	355	217	652	169	76	844	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	309	238	93	123	221	355	217	652	169	76	844	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	309	238	93	123	221	355	217	652	169	76	844	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	309	238	93	123	221	355	217	652	169	76	844	75
OvlAdjVol:						0			15			

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.44	0.56	1.00	1.00	2.00	1.00	3.00	1.00	1.00	2.76	0.24
Final Sat.:	3400	2445	955	1700	1700	3400	1700	5100	1700	1700	4684	416

Capacity Analysis Module:

Vol/Sat:	0.09	0.10	0.10	0.07	0.13	0.10	0.13	0.13	0.10	0.04	0.18	0.18
OvlAdjV/S:						0.00			0.01			
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 2045 Without Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #17

Cycle (sec): 100 Critical Vol./Cap.(X): 0.883
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 92 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	2	0	2	0	2	0	1	2

Volume Module:

Base Vol:	501	945	243	366	1272	182	107	160	336	233	337	543
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	501	945	243	366	1272	182	107	160	336	233	337	543
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	501	945	243	366	1272	182	107	160	336	233	337	543
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	501	945	243	366	1272	182	107	160	336	233	337	543
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	501	945	243	366	1272	182	107	160	336	233	337	543
OvlAdjVol:	10						86					

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	2.00	2.00	2.62	0.38	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5100	3400	3400	4462	638	3400	3400	1700	3400	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.15	0.19	0.07	0.11	0.29	0.29	0.03	0.05	0.20	0.07	0.10	0.32
OvlAdjV/S:	0.00						0.05					
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 2045 Without Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #18 Yorba Linda Bl. & Savi Ranch Pkwy.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.570
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound														
Movement:	L	T	R	L	T	R	L	T	R	L	T	R												
Control:	Protected			Protected			Protected			Protected														
Rights:	Include			Include			Ovl			Ovl														
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0												
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0												
Lanes:	1	0	3	1	1		2	0	3	0	1		1	0	0	0	2		3	0	0	0	2	

Volume Module:

Base Vol:	216	1338	729	270	1345	227	135	0	217	277	0	217
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	216	1338	729	270	1345	227	135	0	217	277	0	217
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	216	1338	729	270	1345	227	135	0	217	277	0	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	1338	729	270	1345	227	135	0	217	277	0	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	216	1338	729	270	1345	227	135	0	217	277	0	217
OvlAdjVol:									0			0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.24	1.76	2.00	3.00	1.00	1.00	0.00	2.00	3.00	0.00	2.00
Final Sat.:	1700	5502	2998	3400	5100	1700	1700	0	3400	5100	0	3400

Capacity Analysis Module:

Vol/Sat:	0.13	0.24	0.24	0.08	0.26	0.13	0.08	0.00	0.06	0.05	0.00	0.06
OvlAdjV/S:									0.00			0.00
Crit Moves:	****			****			****			****		

Timings

19: Weir Canyon Rd/Yorba Linda Bl. & SR-91 WB Ramps

04/03/2024

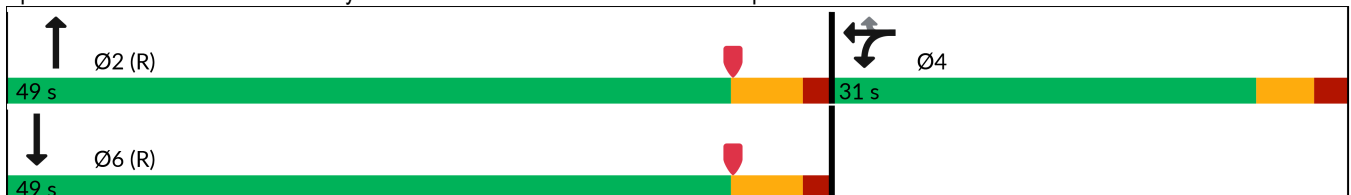


Lane Group	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	369	0	689	1593	592	1430	408
Future Volume (vph)	369	0	689	1593	592	1430	408
Turn Type	Split	NA	Perm	NA	Free	NA	Free
Protected Phases	4	4		2		6	
Permitted Phases			4		Free		Free
Detector Phase	4	4	4	2		6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	15.0		15.0	
Minimum Split (s)	10.5	10.5	10.5	23.8		23.8	
Total Split (s)	31.0	31.0	31.0	49.0		49.0	
Total Split (%)	38.8%	38.8%	38.8%	61.3%		61.3%	
Yellow Time (s)	3.5	3.5	3.5	4.3		4.3	
All-Red Time (s)	2.0	2.0	2.0	1.5		1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.8		5.8	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	C-Min		C-Min	
Act Effct Green (s)	25.0	25.0	25.0	43.7	80.0	43.7	80.0
Actuated g/C Ratio	0.31	0.31	0.31	0.55	1.00	0.55	1.00
v/c Ratio	0.68	0.82	0.78	0.62	0.40	0.61	0.29
Control Delay (s/veh)	31.5	39.4	35.1	8.3	0.5	13.8	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.5	39.4	35.1	8.3	0.5	13.8	0.5
LOS	C	D	D	A	A	B	A
Approach Delay (s/veh)		35.5		6.2		11.2	
Approach LOS		D		A		B	

Intersection Summary

Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay (s/veh): 14.1	Intersection LOS: B
Intersection Capacity Utilization 68.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 19: Weir Canyon Rd/Yorba Linda Bl. & SR-91 WB Ramps



HCM 7th Signalized Intersection Summary Yorba Linda Housing Element Update (JN 15459)




















19: Weir Canyon Rd/Yorba Linda Bl. & SR-91 WB Ramps

04/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↔	↗		↑↑↑	↗		↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	369	0	689	0	1593	592	0	1430	408
Future Volume (veh/h)	0	0	0	369	0	689	0	1593	592	0	1430	408
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				595	0	341	0	1732	0	0	1554	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	0	2	2	0	2	2
Cap, veh/h				932	0	415	0	3049		0	3350	
Arrive On Green				0.26	0.00	0.26	0.00	1.00	0.00	0.00	0.60	0.00
Sat Flow, veh/h				3563	0	1585	0	5274	1585	0	5611	1585
Grp Volume(v), veh/h				595	0	341	0	1732	0	0	1554	0
Grp Sat Flow(s),veh/h/ln				1781	0	1585	0	1702	1585	0	1870	1585
Q Serve(g_s), s				11.8	0.0	16.2	0.0	0.0	0.0	0.0	12.3	0.0
Cycle Q Clear(g_c), s				11.8	0.0	16.2	0.0	0.0	0.0	0.0	12.3	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				932	0	415	0	3049		0	3350	
V/C Ratio(X)				0.64	0.00	0.82	0.00	0.57		0.00	0.46	
Avail Cap(c_a), veh/h				1136	0	505	0	3049		0	3350	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.68	0.00	0.00	0.74	0.00
Uniform Delay (d), s/veh				26.2	0.0	27.8	0.0	0.0	0.0	0.0	9.0	0.0
Incr Delay (d2), s/veh				1.0	0.0	9.3	0.0	0.5	0.0	0.0	0.3	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.0	0.0	6.9	0.0	0.1	0.0	0.0	4.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				27.2	0.0	37.1	0.0	0.5	0.0	0.0	9.3	0.0
LnGrp LOS				C		D		A			A	
Approach Vol, veh/h					936			1732			1554	
Approach Delay, s/veh					30.8			0.5			9.3	
Approach LOS					C			A			A	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		53.6		26.4		53.6						
Change Period (Y+Rc), s		5.8		5.5		5.8						
Max Green Setting (Gmax), s		43.2		25.5		43.2						
Max Q Clear Time (g_c+I1), s		2.0		18.2		14.3						
Green Ext Time (p_c), s		18.1		2.7		13.3						
Intersection Summary												
HCM 7th Control Delay, s/veh				10.5								
HCM 7th LOS				B								
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 7th Signalized Intersection Summary Yorba Linda Housing Element Update (JN 15459)
 20: Weir Canyon Rd & SR-91 EB Ramps 04/03/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	713	0	622	0	0	0	0	1472	660	0	931	867
Future Volume (veh/h)	713	0	622	0	0	0	0	1472	660	0	931	867
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	915	0	299				0	1600	0	0	1012	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	0	2	2
Cap, veh/h	1080	0	480				0	2805		0	2805	
Arrive On Green	0.30	0.00	0.30				0.00	0.55	0.00	0.00	1.00	0.00
Sat Flow, veh/h	3563	0	1585				0	5274	1585	0	5274	1585
Grp Volume(v), veh/h	915	0	299				0	1600	0	0	1012	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1585	0	1702	1585
Q Serve(g_s), s	19.3	0.0	13.0				0.0	16.5	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	19.3	0.0	13.0				0.0	16.5	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	1080	0	480				0	2805		0	2805	
V/C Ratio(X)	0.85	0.00	0.62				0.00	0.57		0.00	0.36	
Avail Cap(c_a), veh/h	1202	0	535				0	2805		0	2805	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	0.74	0.00
Uniform Delay (d), s/veh	26.1	0.0	23.9				0.0	11.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	5.5	0.0	2.1				0.0	0.8	0.0	0.0	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	0.0	4.9				0.0	5.4	0.0	0.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.7	0.0	26.1				0.0	12.7	0.0	0.0	0.3	0.0
LnGrp LOS	C		C					B			A	
Approach Vol, veh/h		1214						1600			1012	
Approach Delay, s/veh		30.3						12.7			0.3	
Approach LOS		C						B			A	
Timer - Assigned Phs		2		4				6				
Phs Duration (G+Y+Rc), s		49.7		30.3				49.7				
Change Period (Y+Rc), s		5.8		6.0				5.8				
Max Green Setting (Gmax), s		41.2		27.0				41.2				
Max Q Clear Time (g_c+I1), s		18.5		21.3				2.0				
Green Ext Time (p_c), s		17.8		3.0				15.9				
Intersection Summary												
HCM 7th Control Delay, s/veh			15.0									
HCM 7th LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

 Yorba Linda Housing Element Update (JN 15459)
 2045 Without Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #21 Gypsum Canyon Rd. & La Palma Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.478
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	197	4	108	8	12	21	7	104	218	403	321	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	4	108	8	12	21	7	104	218	403	321	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	4	108	8	12	21	7	104	218	403	321	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	4	108	8	12	21	7	104	218	403	321	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	4	108	8	12	21	7	104	218	403	321	9
OvlAdjVol:									115			

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.91	0.04	1.05	0.40	0.60	1.00	1.00	1.00	1.00	1.00	1.95	0.05
Final Sat.:	3251	66	1783	680	1020	1700	1700	1700	1700	1700	3307	93

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.06	0.01	0.01	0.01	0.00	0.06	0.13	0.24	0.10	0.10
OvlAdjV/S:									0.07			
Crit Moves:			****			****			****	****		

Timings

1: Rose Drive & Imperial Hwy (SR-90)

04/04/2024

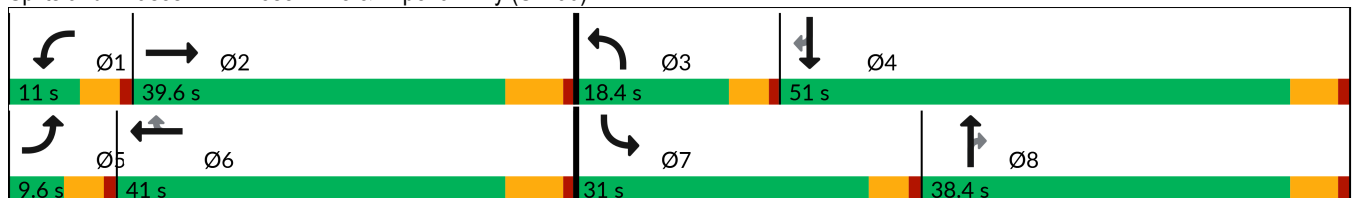


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	33	1208	203	1051	734	224	357	138	864	382	26
Future Volume (vph)	33	1208	203	1051	734	224	357	138	864	382	26
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8		7	4	
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.2	9.6	33.2	33.2	9.9	38.4	38.4	9.9	38.4	38.4
Total Split (s)	9.6	39.6	11.0	41.0	41.0	18.4	38.4	38.4	31.0	51.0	51.0
Total Split (%)	8.0%	33.0%	9.2%	34.2%	34.2%	15.3%	32.0%	32.0%	25.8%	42.5%	42.5%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.4	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.0	33.5	6.4	39.0	39.0	11.0	17.8	17.8	26.5	33.3	33.3
Actuated g/C Ratio	0.05	0.32	0.06	0.37	0.37	0.10	0.17	0.17	0.25	0.32	0.32
v/c Ratio	0.40	0.91	1.00	0.57	0.82	0.64	0.61	0.36	1.03	0.35	0.04
Control Delay (s/veh)	65.3	44.2	112.7	29.6	19.0	54.3	44.7	7.3	78.0	28.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.3	44.2	112.7	29.6	19.0	54.3	44.7	7.3	78.0	28.6	0.1
LOS	E	D	F	C	B	D	D	A	E	C	A
Approach Delay (s/veh)		44.7		34.2			40.6			61.6	
Approach LOS		D		C			D			E	

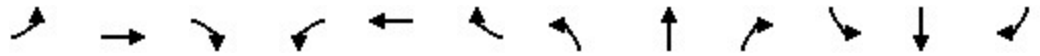
Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 105.1	
Natural Cycle: 145	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay (s/veh): 44.3	Intersection LOS: D
Intersection Capacity Utilization 86.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: Rose Drive & Imperial Hwy (SR-90)



HCM 7th Signalized Intersection Summary Yorba Linda Housing Element Update (JN 15459)
 1: Rose Drive & Imperial Hwy (SR-90) 04/04/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖↖	↑↑↑	↖	↖↖	↑↑	↖	↖↖	↑↑	↖
Traffic Volume (veh/h)	33	1208	211	203	1051	734	224	357	138	864	382	26
Future Volume (veh/h)	33	1208	211	203	1051	734	224	357	138	864	382	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	1245	198	209	1084	393	231	368	90	891	394	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	1423	226	219	1809	561	301	523	229	905	1144	
Arrive On Green	0.03	0.32	0.32	0.06	0.35	0.35	0.09	0.15	0.15	0.26	0.32	0.00
Sat Flow, veh/h	1781	4430	705	3456	5106	1584	3456	3554	1555	3456	3554	1585
Grp Volume(v), veh/h	34	957	486	209	1084	393	231	368	90	891	394	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1731	1728	1702	1584	1728	1777	1555	1728	1777	1585
Q Serve(g_s), s	1.9	26.7	26.7	6.1	17.5	21.5	6.6	9.9	5.3	25.9	8.5	0.0
Cycle Q Clear(g_c), s	1.9	26.7	26.7	6.1	17.5	21.5	6.6	9.9	5.3	25.9	8.5	0.0
Prop In Lane	1.00		0.41	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	54	1094	556	219	1809	561	301	523	229	905	1144	
V/C Ratio(X)	0.63	0.87	0.87	0.95	0.60	0.70	0.77	0.70	0.39	0.98	0.34	
Avail Cap(c_a), veh/h	88	1128	573	219	1809	561	473	1163	509	905	1607	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	48.3	32.3	32.3	47.1	26.7	28.0	45.0	40.9	38.9	37.0	26.1	0.0
Incr Delay (d2), s/veh	4.4	8.0	14.3	47.0	0.7	4.3	1.6	1.7	1.1	26.0	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	11.2	12.3	3.9	6.6	8.4	2.8	4.3	2.0	13.7	3.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.7	40.3	46.5	94.1	27.3	32.2	46.6	42.7	40.0	63.0	26.2	0.0
LnGrp LOS	D	D	D	F	C	C	D	D	D	E	C	
Approach Vol, veh/h		1477			1686			689			1285	
Approach Delay, s/veh		42.6			36.8			43.6			51.7	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	38.6	13.4	37.9	7.7	41.9	31.0	20.2				
Change Period (Y+Rc), s	4.6	6.2	4.6	5.4	4.6	6.2	4.6	5.4				
Max Green Setting (Gmax), s	6.4	33.4	13.8	45.6	5.0	34.8	26.4	33.0				
Max Q Clear Time (g_c+I1), s	8.1	28.7	8.6	10.5	3.9	23.5	27.9	11.9				
Green Ext Time (p_c), s	0.0	3.6	0.2	2.6	0.0	7.5	0.0	2.5				

Intersection Summary												
HCM 7th Control Delay, s/veh			43.1									
HCM 7th LOS			D									

Notes
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

 Yorba Linda Housing Element Update (JN 15459)
 2045 Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Prospect Av. & Imperial Hwy.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.730
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 54 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	2	1	0	2

Volume Module:

Base Vol:	55	107	8	101	116	144	119	2113	79	26	1818	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	107	8	101	116	144	119	2113	79	26	1818	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	107	8	101	116	144	119	2113	79	26	1818	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	107	8	101	116	144	119	2113	79	26	1818	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	107	8	101	116	144	119	2113	79	26	1818	51

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.93	0.07	1.00	0.45	0.55	1.00	2.89	0.11	1.00	2.92	0.08
Final Sat.:	1700	1582	118	1700	758	942	1700	4916	184	1700	4961	139

Capacity Analysis Module:

Vol/Sat:	0.03	0.07	0.07	0.06	0.15	0.15	0.07	0.43	0.43	0.02	0.37	0.37
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 2045 Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Imperial Hwy. & Bastanchury Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 67 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Protected			Protected			Permitted			Permitted								
Rights:	Include			Include			Include			Ovl								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0						
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0						
Lanes:	2	0	3	0	1	1	2	0	3	0	1	1	0	1	0	2	0	1

Volume Module:

Base Vol:	309	1376	6	566	1471	4	24	478	396	13	348	405
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	309	1376	6	566	1471	4	24	478	396	13	348	405
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	309	1376	6	566	1471	4	24	478	396	13	348	405
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	309	1376	6	566	1471	4	24	478	396	13	348	405
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	309	1376	6	566	1471	4	24	478	396	13	348	405
OvlAdjVol:												122

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.09	0.91	1.00	2.00	1.00
Final Sat.:	3400	5100	1700	3400	5100	1700	1700	1859	1541	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.09	0.27	0.00	0.17	0.29	0.00	0.01	0.26	0.26	0.01	0.10	0.24
OvlAdjV/S:												0.07
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 2045 Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Imperial Hwy. & Lemon Dr.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 42 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Permitted			Protected			Permitted			Permitted								
Rights:	Include			Include			Include			Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0						
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0						
Lanes:	0	1	1	1	0	0	1	0	2	1	0	0	0	0	1	0	0	1

Volume Module:

Base Vol:	1	1433	82	157	1841	25	20	4	16	67	9	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1433	82	157	1841	25	20	4	16	67	9	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1433	82	157	1841	25	20	4	16	67	9	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1433	82	157	1841	25	20	4	16	67	9	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1433	82	157	1841	25	20	4	16	67	9	210

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	2.83	0.16	1.00	2.96	0.04	0.50	0.10	0.40	0.88	0.12	1.00
Final Sat.:	3	4821	276	1700	5032	68	850	170	680	1499	201	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.30	0.30	0.09	0.37	0.37	0.01	0.02	0.02	0.04	0.04	0.12
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 2045 Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Imperial Hwy. & Yorba Linda Bl.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.806
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 68 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	0	2	0	3	0	1	2

Volume Module:

Base Vol:	337	1051	190	546	1136	71	137	587	370	183	532	442
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	337	1051	190	546	1136	71	137	587	370	183	532	442
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	337	1051	190	546	1136	71	137	587	370	183	532	442
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	337	1051	190	546	1136	71	137	587	370	183	532	442
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	337	1051	190	546	1136	71	137	587	370	183	532	442
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.54	0.46	2.00	2.82	0.18	2.00	3.00	1.00	2.00	3.00	2.00
Final Sat.:	1700	4319	781	3400	4800	300	3400	5100	1700	3400	5100	3400

Capacity Analysis Module:

Vol/Sat:	0.20	0.24	0.24	0.16	0.24	0.24	0.04	0.12	0.22	0.05	0.10	0.13
OvlAdjV/S:	0.00											
Crit Moves:	****	****					****	****				

Intersection	
Intersection Delay, s/veh	183.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷	↶	↶	↷	
Traffic Vol, veh/h	242	53	100	36	74	59	115	683	56	35	517	157
Future Vol, veh/h	242	53	100	36	74	59	115	683	56	35	517	157
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	255	56	105	38	78	62	121	719	59	37	544	165
Number of Lanes	1	1	0	1	1	0	1	1	1	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay, s/veh	35.2	22.6	384.8	61
HCM LOS	E	C	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	0%	35%	0%	56%	0%	100%	52%
Vol Right, %	0%	0%	100%	0%	65%	0%	44%	0%	0%	48%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	115	683	56	242	153	36	133	35	345	329
LT Vol	115	0	0	242	0	36	0	35	0	0
Through Vol	0	683	0	0	53	0	74	0	345	172
RT Vol	0	0	56	0	100	0	59	0	0	157
Lane Flow Rate	121	719	59	255	161	38	140	37	363	347
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.352	1.989	0.151	0.745	0.429	0.122	0.419	0.101	0.946	0.872
Departure Headway (Hd)	10.482	9.961	9.23	12.204	11.213	13.318	12.471	11.524	10.997	10.645
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	345	374	390	298	324	271	291	313	334	343
Service Time	8.193	7.671	6.94	9.904	8.913	11.018	10.171	9.224	8.697	8.345
HCM Lane V/C Ratio	0.351	1.922	0.151	0.856	0.497	0.14	0.481	0.118	1.087	1.012
HCM Control Delay, s/veh	18.8	476.9	13.6	43.5	22.1	17.9	23.9	15.5	71	55.3
HCM Lane LOS	C	F	B	E	C	C	C	C	F	F
HCM 95th-tile Q	1.5	50	0.5	5.5	2.1	0.4	2	0.3	9.7	8.2

Intersection												
Int Delay, s/veh	10.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶		↷					↕↔		↶	↗	
Traffic Vol, veh/h	105	0	173	0	0	0	0	448	130	281	305	0
Future Vol, veh/h	105	0	173	0	0	0	0	448	130	281	305	0
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	2	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	360	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	109	0	180	0	0	0	0	467	135	293	318	0

Major/Minor	Minor2		Major1			Major2			
Conflicting Flow All	1136	-	160	-	0	0	604	0	0
Stage 1	903	-	-	-	-	-	-	-	-
Stage 2	233	-	-	-	-	-	-	-	-
Critical Hdwy	6.84	-	6.94	-	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	-	3.32	-	-	-	2.22	-	-
Pot Cap-1 Maneuver	196	0	857	0	-	-	970	-	0
Stage 1	356	0	-	0	-	-	-	-	0
Stage 2	783	0	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	136	0	856	-	-	-	970	-	-
Mov Cap-2 Maneuver	136	0	-	-	-	-	-	-	-
Stage 1	356	0	-	-	-	-	-	-	-
Stage 2	547	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	41.91	0	4.94
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	136	856	970	-
HCM Lane V/C Ratio	-	-	0.801	0.21	0.302	-
HCM Control Delay (s/veh)	-	-	93.9	10.3	10.3	-
HCM Lane LOS	-	-	F	B	B	-
HCM 95th %tile Q(veh)	-	-	4.9	0.8	1.3	-

Timings
8: Kellog Dr. & SR 90 WB Ramps

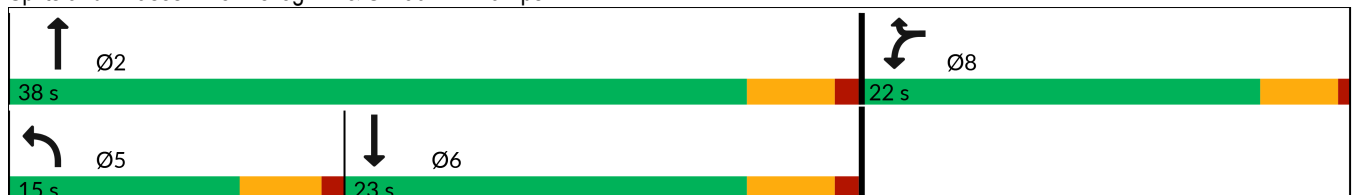


Lane Group	WBL	WBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	118	406	178	374	469
Future Volume (vph)	118	406	178	374	469
Turn Type	Prot	Prot	Prot	NA	NA
Protected Phases	8	8	5	2	6
Permitted Phases					
Detector Phase	8	8	5	2	6
Switch Phase					
Minimum Initial (s)	4.0	4.0	5.0	10.0	10.0
Minimum Split (s)	22.0	22.0	9.6	23.0	23.0
Total Split (s)	22.0	22.0	15.0	38.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	63.3%	38.3%
Yellow Time (s)	3.5	3.5	3.6	4.0	4.0
All-Red Time (s)	0.5	0.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.6	5.0	5.0
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	None	None
Act Effct Green (s)	9.6	9.6	8.7	23.8	13.6
Actuated g/C Ratio	0.22	0.22	0.20	0.55	0.31
v/c Ratio	0.31	0.61	0.51	0.19	0.49
Control Delay (s/veh)	18.3	6.7	24.8	5.2	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.3	6.7	24.8	5.2	14.9
LOS	B	A	C	A	B
Approach Delay (s/veh)				11.6	15.0
Approach LOS				B	B

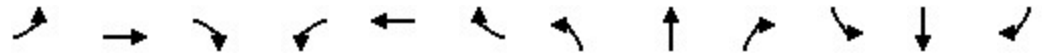
Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 43.3
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay (s/veh): 12.0
 Intersection LOS: B
 Intersection Capacity Utilization 48.0%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 8: Kellog Dr. & SR 90 WB Ramps



HCM 7th Signalized Intersection Summary Yorba Linda Housing Element Update (JN 15459)
 8: Kellog Dr. & SR 90 WB Ramps 04/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖		↗	↖	↑↑			↑↑	
Traffic Volume (veh/h)	0	0	0	118	0	406	178	374	0	0	469	66
Future Volume (veh/h)	0	0	0	118	0	406	178	374	0	0	469	66
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1870	0	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				122	0	224	184	386	0	0	484	62
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				2	0	2	2	2	0	0	2	2
Cap, veh/h				364	0	324	237	1929	0	0	886	113
Arrive On Green				0.20	0.00	0.20	0.13	0.54	0.00	0.00	0.28	0.28
Sat Flow, veh/h				1781	0	1585	1781	3647	0	0	3254	403
Grp Volume(v), veh/h				122	0	224	184	386	0	0	271	275
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1781	1777	0	0	1777	1787
Q Serve(g_s), s				2.1	0.0	4.7	3.6	2.0	0.0	0.0	4.6	4.7
Cycle Q Clear(g_c), s				2.1	0.0	4.7	3.6	2.0	0.0	0.0	4.6	4.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.23
Lane Grp Cap(c), veh/h				364	0	324	237	1929	0	0	498	501
V/C Ratio(X)				0.33	0.00	0.69	0.77	0.20	0.00	0.00	0.54	0.55
Avail Cap(c_a), veh/h				900	0	801	520	3292	0	0	898	903
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				12.1	0.0	13.1	14.9	4.2	0.0	0.0	10.9	10.9
Incr Delay (d2), s/veh				0.5	0.0	2.6	2.1	0.1	0.0	0.0	0.9	0.9
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.7	0.0	1.5	1.3	0.4	0.0	0.0	1.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				12.6	0.0	15.8	17.0	4.2	0.0	0.0	11.8	11.8
LnGrp LOS				B		B	B	A			B	B
Approach Vol, veh/h					346			570			546	
Approach Delay, s/veh					14.7			8.3			11.8	
Approach LOS					B			A			B	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		24.3			9.3	15.0		11.3				
Change Period (Y+Rc), s		5.0			4.6	5.0		4.0				
Max Green Setting (Gmax), s		33.0			10.4	18.0		18.0				
Max Q Clear Time (g_c+I1), s		4.0			5.6	6.7		6.7				
Green Ext Time (p_c), s		2.7			0.1	2.5		0.9				
Intersection Summary												
HCM 7th Control Delay, s/veh											11.1	
HCM 7th LOS											B	

 Yorba Linda Housing Element Update (JN 15459)
 2045 Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Grandview Av. & Kellogg Dr.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.360
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	1	0

Volume Module:

Base Vol:	43	707	31	8	478	4	3	4	29	29	2	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	707	31	8	478	4	3	4	29	29	2	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	707	31	8	478	4	3	4	29	29	2	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	707	31	8	478	4	3	4	29	29	2	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	707	31	8	478	4	3	4	29	29	2	11

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	1.98	0.02	0.08	0.11	0.81	1.00	0.48	0.52
Final Sat.:	1700	3257	143	1700	3372	28	142	189	1369	1700	810	890

Capacity Analysis Module:

Vol/Sat:	0.03	0.22	0.22	0.00	0.14	0.14	0.00	0.02	0.02	0.02	0.00	0.01
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 2045 Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Plumosa Dr. & Bastanchury Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.407
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	0	0	1	1	0	0

Volume Module:

Base Vol:	39	0	19	0	0	0	0	858	50	29	643	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	0	19	0	0	0	0	858	50	29	643	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	0	19	0	0	0	0	858	50	29	643	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	0	19	0	0	0	0	858	50	29	643	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	0	19	0	0	0	0	858	50	29	643	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.89	0.11	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3213	187	1700	3400	0

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.27	0.27	0.02	0.19	0.00
Crit Moves:	****							****		****		

 Yorba Linda Housing Element Update (JN 15459)
 2045 Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #11 Lakeview Av. & Bastanchury Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	94	127	242	81	111	20	40	754	131	200	565	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	127	242	81	111	20	40	754	131	200	565	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	127	242	81	111	20	40	754	131	200	565	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	127	242	81	111	20	40	754	131	200	565	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	127	242	81	111	20	40	754	131	200	565	83
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.70	0.30	1.00	1.74	0.26
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	2897	503	1700	2965	435

Capacity Analysis Module:

Vol/Sat:	0.06	0.07	0.14	0.05	0.07	0.01	0.02	0.26	0.26	0.12	0.19	0.19	
OvlAdjV/S:							0.00						
Crit Moves:	****			****			****			****			

 Yorba Linda Housing Element Update (JN 15459)
 2045 Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #12 Lakeview Av. & Lemon Dr.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.416
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	148	476	4	5	395	64	89	0	151	1	2	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	476	4	5	395	64	89	0	151	1	2	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	476	4	5	395	64	89	0	151	1	2	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	476	4	5	395	64	89	0	151	1	2	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	476	4	5	395	64	89	0	151	1	2	5

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.72	0.28	1.00	0.00	1.00	0.12	0.25	0.63
Final Sat.:	1700	3372	28	1700	2926	474	1700	0	1700	213	425	1063

Capacity Analysis Module:

Vol/Sat:	0.09	0.14	0.14	0.00	0.13	0.14	0.05	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****					****			****		****	

 Yorba Linda Housing Element Update (JN 15459)
 2045 Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #13 Lakeview Av. & Yorba Linda Bl.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.695
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	1	0	2	1	0

Volume Module:

Base Vol:	210	318	312	185	340	150	216	1250	124	204	932	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	318	312	185	340	150	216	1250	124	204	932	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	318	312	185	340	150	216	1250	124	204	932	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	318	312	185	340	150	216	1250	124	204	932	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	318	312	185	340	150	216	1250	124	204	932	101
OvlAdjVol:	108											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.39	0.61	1.00	2.73	0.27	1.00	2.71	0.29
Final Sat.:	3400	3400	1700	3400	2359	1041	1700	4640	460	1700	4601	499

Capacity Analysis Module:

Vol/Sat:	0.06	0.09	0.18	0.05	0.14	0.14	0.13	0.27	0.27	0.12	0.20	0.20
OvlAdjV/S:	0.06											
Crit Moves:	****				****				****			

 Yorba Linda Housing Element Update (JN 15459)
 2045 Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #14 Ohio St. & Yorba Linda Bl.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.426
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	1	0	2	1	0	0

Volume Module:

Base Vol:	2	0	0	24	0	21	19	1590	0	0	1045	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	0	24	0	21	19	1590	0	0	1045	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	0	24	0	21	19	1590	0	0	1045	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	0	24	0	21	19	1590	0	0	1045	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	0	0	24	0	21	19	1590	0	0	1045	26

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.93	0.07
Final Sat.:	1700	0	0	1700	0	1700	1700	5100	0	0	4976	124

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.01	0.01	0.31	0.00	0.00	0.21	0.21
Crit Moves:	****			****			****					

 Yorba Linda Housing Element Update (JN 15459)
 2045 Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #15 Fairmont Bl. & Bastanchury Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.517
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	1

Volume Module:

Base Vol:	167	142	41	31	80	114	189	496	260	52	427	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	142	41	31	80	114	189	496	260	52	427	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	142	41	31	80	114	189	496	260	52	427	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	142	41	31	80	114	189	496	260	52	427	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	142	41	31	80	114	189	496	260	52	427	50

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.31	0.69	1.00	1.79	0.21
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	2231	1169	1700	3044	356

Capacity Analysis Module:

Vol/Sat:	0.10	0.04	0.02	0.02	0.02	0.07	0.11	0.22	0.22	0.03	0.14	0.14
Crit Moves:	****					****	****				****	

 Yorba Linda Housing Element Update (JN 15459)
 2045 Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #16 Fairmont Bl. & Yorba Linda Bl.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.586
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	0	3	0	1	0	2

Volume Module:

Base Vol:	198	164	58	134	183	211	254	1099	248	51	789	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	164	58	134	183	211	254	1099	248	51	789	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	164	58	134	183	211	254	1099	248	51	789	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	164	58	134	183	211	254	1099	248	51	789	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	164	58	134	183	211	254	1099	248	51	789	83
OvlAdjVol:						0			149			

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.48	0.52	1.00	1.00	2.00	1.00	3.00	1.00	1.00	2.71	0.29
Final Sat.:	3400	2512	888	1700	1700	3400	1700	5100	1700	1700	4615	485

Capacity Analysis Module:

Vol/Sat:	0.06	0.07	0.07	0.08	0.11	0.06	0.15	0.22	0.15	0.03	0.17	0.17
OvlAdjV/S:						0.00			0.09			
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 2045 Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #17

Cycle (sec): 100 Critical Vol./Cap.(X): 0.938
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 124 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	2	1	0	2	0	1	2	0

Volume Module:

Base Vol:	389	1201	567	697	1314	38	72	929	540	423	211	365
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	389	1201	567	697	1314	38	72	929	540	423	211	365
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	389	1201	567	697	1314	38	72	929	540	423	211	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	1201	567	697	1314	38	72	929	540	423	211	365
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	389	1201	567	697	1314	38	72	929	540	423	211	365
OvlAdjVol:			144						345			

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	2.00	2.00	2.92	0.08	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5100	3400	3400	4957	143	3400	3400	1700	3400	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.11	0.24	0.17	0.21	0.27	0.27	0.02	0.27	0.32	0.12	0.06	0.21
OvlAdjV/S:			0.04						0.20			
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 2045 Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #18 Yorba Linda Bl. & Savi Ranch Pkwy.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.649
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 44 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound														
Movement:	L	T	R	L	T	R	L	T	R	L	T	R												
Control:	Protected			Protected			Protected			Protected														
Rights:	Include			Include			Ovl			Ovl														
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0												
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0												
Lanes:	1	0	3	1	1		2	0	3	0	1		1	0	0	0	2		3	0	0	0	2	

Volume Module:

Base Vol:	92	1415	615	424	1566	287	168	0	407	613	0	574
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	1415	615	424	1566	287	168	0	407	613	0	574
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	1415	615	424	1566	287	168	0	407	613	0	574
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	1415	615	424	1566	287	168	0	407	613	0	574
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	1415	615	424	1566	287	168	0	407	613	0	574
OvlAdjVol:									223			150

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.49	1.51	2.00	3.00	1.00	1.00	0.00	2.00	3.00	0.00	2.00
Final Sat.:	1700	5925	2575	3400	5100	1700	1700	0	3400	5100	0	3400

Capacity Analysis Module:

Vol/Sat:	0.05	0.24	0.24	0.12	0.31	0.17	0.10	0.00	0.12	0.12	0.00	0.17
OvlAdjV/S:									0.07			0.04
Crit Moves:	****			****			****			****		

Timings

19: Weir Canyon Rd/Yorba Linda Bl. & SR-91 WB Ramps

04/03/2024

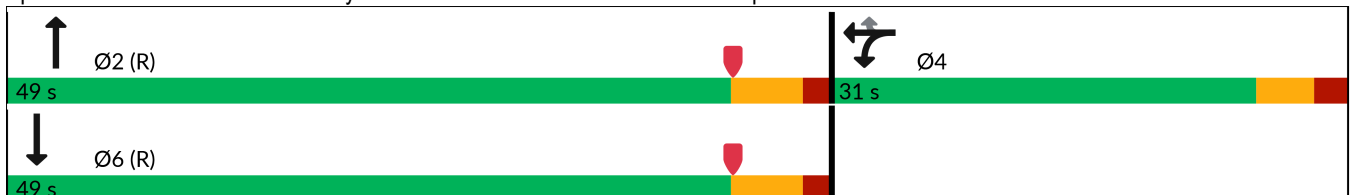


Lane Group	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	668	0	807	1314	466	1833	753
Future Volume (vph)	668	0	807	1314	466	1833	753
Turn Type	Split	NA	Perm	NA	Free	NA	Free
Protected Phases	4	4		2		6	
Permitted Phases			4		Free		Free
Detector Phase	4	4	4	2		6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	15.0		15.0	
Minimum Split (s)	10.5	10.5	10.5	23.8		23.8	
Total Split (s)	31.0	31.0	31.0	49.0		49.0	
Total Split (%)	38.8%	38.8%	38.8%	61.3%		61.3%	
Yellow Time (s)	3.5	3.5	3.5	4.3		4.3	
All-Red Time (s)	2.0	2.0	2.0	1.5		1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.8		5.8	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	C-Min		C-Min	
Act Effct Green (s)	26.1	26.1	26.1	42.6	80.0	42.6	80.0
Actuated g/C Ratio	0.33	0.33	0.33	0.53	1.00	0.53	1.00
v/c Ratio	0.93	0.96	0.93	0.49	0.30	0.79	0.43
Control Delay (s/veh)	54.4	58.3	52.2	7.8	0.4	17.9	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.4	58.3	52.2	7.8	0.4	17.9	1.0
LOS	D	E	D	A	A	B	A
Approach Delay (s/veh)		55.0		5.9		14.1	
Approach LOS		E		A		B	

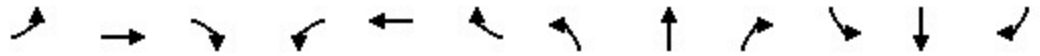
Intersection Summary

Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 43.2 (54%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay (s/veh): 22.0	Intersection LOS: C
Intersection Capacity Utilization 77.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 19: Weir Canyon Rd/Yorba Linda Bl. & SR-91 WB Ramps

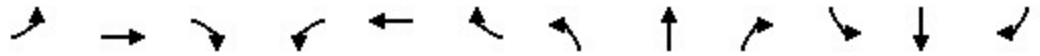


HCM 7th Signalized Intersection Summary Yorba Linda Housing Element Update (JN 15459)
 19: Weir Canyon Rd/Yorba Linda Bl. & SR-91 WB Ramps 04/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↔	↗		↑↑↑	↗		↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	668	0	807	0	1314	466	0	1833	753
Future Volume (veh/h)	0	0	0	668	0	807	0	1314	466	0	1833	753
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				869	0	416	0	1327	0	0	2014	0
Peak Hour Factor				0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %				2	2	2	0	2	2	0	2	2
Cap, veh/h				1071	0	476	0	2850		0	3132	
Arrive On Green				0.30	0.00	0.30	0.00	1.00	0.00	0.00	0.56	0.00
Sat Flow, veh/h				3563	0	1585	0	5274	1585	0	5611	1585
Grp Volume(v), veh/h				869	0	416	0	1327	0	0	2014	0
Grp Sat Flow(s),veh/h/ln				1781	0	1585	0	1702	1585	0	1870	1585
Q Serve(g_s), s				18.1	0.0	19.9	0.0	0.0	0.0	0.0	19.8	0.0
Cycle Q Clear(g_c), s				18.1	0.0	19.9	0.0	0.0	0.0	0.0	19.8	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				1071	0	476	0	2850		0	3132	
V/C Ratio(X)				0.81	0.00	0.87	0.00	0.47		0.00	0.64	
Avail Cap(c_a), veh/h				1136	0	505	0	2850		0	3132	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.82	0.00	0.00	0.69	0.00
Uniform Delay (d), s/veh				25.9	0.0	26.5	0.0	0.0	0.0	0.0	12.2	0.0
Incr Delay (d2), s/veh				4.5	0.0	15.2	0.0	0.5	0.0	0.0	0.7	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.9	0.0	9.1	0.0	0.1	0.0	0.0	7.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				30.4	0.0	41.7	0.0	0.5	0.0	0.0	12.9	0.0
LnGrp LOS				C		D		A			B	
Approach Vol, veh/h					1285			1327			2014	
Approach Delay, s/veh					34.0			0.5			12.9	
Approach LOS					C			A			B	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		50.5		29.5		50.5						
Change Period (Y+Rc), s		5.8		5.5		5.8						
Max Green Setting (Gmax), s		43.2		25.5		43.2						
Max Q Clear Time (g_c+I1), s		2.0		21.9		21.8						
Green Ext Time (p_c), s		12.0		2.1		14.9						
Intersection Summary												
HCM 7th Control Delay, s/veh				15.2								
HCM 7th LOS				B								
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 7th Signalized Intersection Summary Yorba Linda Housing Element Update (JN 15459)
 20: Weir Canyon Rd & SR-91 EB Ramps 04/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	311	0	674	0	0	0	0	1469	900	0	2078	423
Future Volume (veh/h)	311	0	674	0	0	0	0	1469	900	0	2078	423
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	216	0	693				0	1530	0	0	2165	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2				0	2	2	0	2	2
Cap, veh/h	478	0	851				0	2982		0	2982	
Arrive On Green	0.27	0.00	0.27				0.00	0.58	0.00	0.00	1.00	0.00
Sat Flow, veh/h	1781	0	3170				0	5274	1585	0	5274	1585
Grp Volume(v), veh/h	216	0	693				0	1530	0	0	2165	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1585	0	1702	1585
Q Serve(g_s), s	8.1	0.0	16.4				0.0	14.2	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.1	0.0	16.4				0.0	14.2	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	478	0	851				0	2982		0	2982	
V/C Ratio(X)	0.45	0.00	0.81				0.00	0.51		0.00	0.73	
Avail Cap(c_a), veh/h	601	0	1070				0	2982		0	2982	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	0.45	0.00
Uniform Delay (d), s/veh	24.4	0.0	27.4				0.0	9.9	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	4.2				0.0	0.6	0.0	0.0	0.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	6.4				0.0	4.5	0.0	0.0	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.2	0.0	31.6				0.0	10.5	0.0	0.0	0.7	0.0
LnGrp LOS	C		C					B			A	
Approach Vol, veh/h		909						1530			2165	
Approach Delay, s/veh		30.1						10.5			0.7	
Approach LOS		C						B			A	
Timer - Assigned Phs		2		4				6				
Phs Duration (G+Y+Rc), s		52.5		27.5				52.5				
Change Period (Y+Rc), s		5.8		6.0				5.8				
Max Green Setting (Gmax), s		41.2		27.0				41.2				
Max Q Clear Time (g_c+I1), s		16.2		18.4				2.0				
Green Ext Time (p_c), s		18.6		3.1				34.5				

Intersection Summary		
HCM 7th Control Delay, s/veh		9.8
HCM 7th LOS		A

Notes
 User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

 Yorba Linda Housing Element Update (JN 15459)
 2045 Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #21 Gypsum Canyon Rd. & La Palma Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.702
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 50 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	99	3	78	1	20	19	31	483	882	120	201	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	3	78	1	20	19	31	483	882	120	201	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	3	78	1	20	19	31	483	882	120	201	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	3	78	1	20	19	31	483	882	120	201	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	3	78	1	20	19	31	483	882	120	201	2
OvlAdjVol:									822			

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.65	0.05	1.30	0.05	0.95	1.00	1.00	1.00	1.00	1.00	1.98	0.02
Final Sat.:	2805	85	2210	81	1619	1700	1700	1700	1700	1700	3367	33

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.04	0.01	0.01	0.01	0.02	0.28	0.52	0.07	0.06	0.06
OvlAdjV/S:									0.48			
Crit Moves:	****			****			****		****	****		

**APPENDIX 5.4: HORIZON YEAR (2045) WITH PROJECT CONDITIONS
INTERSECTION OPERATIONS ANALYSIS WORKSHEETS**

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Timings

1: Rose Drive & Imperial Hwy (SR-90)

04/04/2024

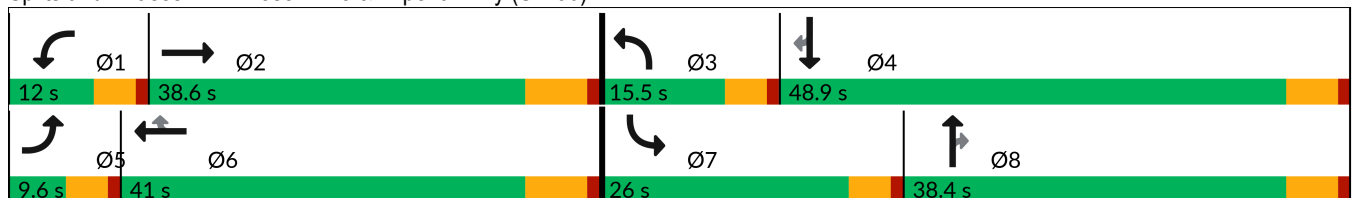


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	42	1227	249	1102	684	167	214	165	828	528	21
Future Volume (vph)	42	1227	249	1102	684	167	214	165	828	528	21
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8		7	4	
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.2	9.6	33.2	33.2	9.9	38.4	38.4	9.9	38.4	38.4
Total Split (s)	9.6	38.6	12.0	41.0	41.0	15.5	38.4	38.4	26.0	48.9	48.9
Total Split (%)	8.3%	33.6%	10.4%	35.7%	35.7%	13.5%	33.4%	33.4%	22.6%	42.5%	42.5%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.4	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.0	32.6	7.4	37.0	37.0	8.9	14.2	14.2	21.5	26.8	26.8
Actuated g/C Ratio	0.05	0.34	0.08	0.38	0.38	0.09	0.15	0.15	0.22	0.28	0.28
v/c Ratio	0.47	0.89	0.99	0.59	0.74	0.55	0.43	0.47	1.14	0.56	0.04
Control Delay (s/veh)	64.7	38.7	100.4	26.9	10.9	49.8	39.4	11.3	114.9	32.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.7	38.7	100.4	26.9	10.9	49.8	39.4	11.3	114.9	32.2	0.1
LOS	E	D	F	C	B	D	D	B	F	C	A
Approach Delay (s/veh)		39.5		30.6			34.1			81.5	
Approach LOS		D		C			C			F	

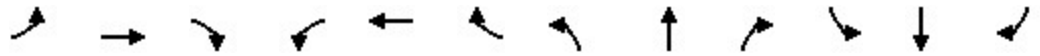
Intersection Summary

Cycle Length: 115
 Actuated Cycle Length: 96.7
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.14
 Intersection Signal Delay (s/veh): 46.3
 Intersection LOS: D
 Intersection Capacity Utilization 84.8%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 1: Rose Drive & Imperial Hwy (SR-90)



HCM 7th Signalized Intersection Summary Yorba Linda Housing Element Update (JN 15459)
 1: Rose Drive & Imperial Hwy (SR-90) 04/04/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	1227	210	249	1102	684	167	214	165	828	528	21
Future Volume (veh/h)	42	1227	210	249	1102	684	167	214	165	828	528	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	1292	201	262	1160	479	176	225	111	872	556	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	1526	237	282	1977	613	250	392	175	816	974	
Arrive On Green	0.04	0.34	0.34	0.08	0.39	0.39	0.07	0.11	0.11	0.24	0.27	0.00
Sat Flow, veh/h	1781	4455	693	3456	5106	1583	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	44	987	506	262	1160	479	176	225	111	872	556	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1743	1728	1702	1583	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	2.2	24.3	24.3	6.8	16.3	24.1	4.5	5.5	6.1	21.4	12.2	0.0
Cycle Q Clear(g_c), s	2.2	24.3	24.3	6.8	16.3	24.1	4.5	5.5	6.1	21.4	12.2	0.0
Prop In Lane	1.00		0.40	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	66	1166	597	282	1977	613	250	392	175	816	974	
V/C Ratio(X)	0.67	0.85	0.85	0.93	0.59	0.78	0.71	0.57	0.63	1.07	0.57	
Avail Cap(c_a), veh/h	98	1217	623	282	1977	613	416	1294	577	816	1705	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.1	27.6	27.6	41.4	22.0	24.4	41.1	38.3	38.6	34.6	28.3	0.0
Incr Delay (d2), s/veh	4.3	5.8	10.7	34.7	0.6	6.9	1.4	1.3	3.8	51.6	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	9.6	10.7	4.1	5.8	9.5	1.9	2.4	2.5	14.3	5.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.4	33.4	38.3	76.1	22.6	31.3	42.5	39.6	42.4	86.2	28.8	0.0
LnGrp LOS	D	C	D	E	C	C	D	D	D	F	C	
Approach Vol, veh/h		1537			1901			512			1428	
Approach Delay, s/veh		35.4			32.1			41.2			63.9	
Approach LOS		D			C			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	37.3	11.1	30.2	7.9	41.3	26.0	15.4				
Change Period (Y+Rc), s	4.6	6.2	4.6	5.4	4.6	6.2	4.6	5.4				
Max Green Setting (Gmax), s	7.4	32.4	10.9	43.5	5.0	34.8	21.4	33.0				
Max Q Clear Time (g_c+I1), s	8.8	26.3	6.5	14.2	4.2	26.1	23.4	8.1				
Green Ext Time (p_c), s	0.0	4.7	0.1	3.7	0.0	6.5	0.0	1.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			42.4									
HCM 7th LOS			D									

Notes
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

 Yorba Linda Housing Element Update (JN 15459)
 2045 With Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Prospect Av. & Imperial Hwy.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.761
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 59 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	2	1	0	2

Volume Module:

Base Vol:	28	95	22	72	117	179	156	2018	53	34	1862	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	95	22	72	117	179	156	2018	53	34	1862	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	95	22	72	117	179	156	2018	53	34	1862	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	95	22	72	117	179	156	2018	53	34	1862	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	95	22	72	117	179	156	2018	53	34	1862	69

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.81	0.19	1.00	0.40	0.60	1.00	2.92	0.08	1.00	2.89	0.11
Final Sat.:	1700	1380	320	1700	672	1028	1700	4969	131	1700	4918	182

Capacity Analysis Module:

Vol/Sat:	0.02	0.07	0.07	0.04	0.17	0.17	0.09	0.41	0.41	0.02	0.38	0.38
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 2045 With Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Imperial Hwy. & Bastanchury Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.859
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 83 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	1	0	1	1	0	2

Volume Module:

Base Vol:	326	1180	3	269	1605	2	28	313	434	0	591	699
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	326	1180	3	269	1605	2	28	313	434	0	591	699
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	326	1180	3	269	1605	2	28	313	434	0	591	699
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	1180	3	269	1605	2	28	313	434	0	591	699
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	326	1180	3	269	1605	2	28	313	434	0	591	699
OvlAdjVol:												564

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	5100	1700	3400	5100	1700	1700	1700	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.10	0.23	0.00	0.08	0.31	0.00	0.02	0.18	0.26	0.00	0.17	0.41
OvlAdjV/S:												0.33
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 2045 With Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Imperial Hwy. & Lemon Dr.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.541
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 82 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	0	0	0	0	1	0	0	1

Volume Module:

Base Vol:	0	1583	31	60	1925	9	3	0	7	56	8	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1583	31	60	1925	9	3	0	7	56	8	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1583	31	60	1925	9	3	0	7	56	8	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1583	31	60	1925	9	3	0	7	56	8	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1583	31	60	1925	9	3	0	7	56	8	102

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.94	0.06	1.00	2.99	0.01	0.30	0.00	0.70	0.88	0.12	1.00
Final Sat.:	0	5002	98	1700	5076	24	510	0	1190	1488	213	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.32	0.32	0.04	0.38	0.38	0.00	0.00	0.01	0.03	0.04	0.06
Crit Moves:				****			****					****

 Yorba Linda Housing Element Update (JN 15459)
 2045 With Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Imperial Hwy. & Yorba Linda Bl.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.853
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 81 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	0	2	0	3	0	1	2

Volume Module:

Base Vol:	379	1043	262	397	1276	58	47	427	359	195	541	399
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	379	1043	262	397	1276	58	47	427	359	195	541	399
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	379	1043	262	397	1276	58	47	427	359	195	541	399
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	379	1043	262	397	1276	58	47	427	359	195	541	399
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	379	1043	262	397	1276	58	47	427	359	195	541	399
OvlAdjVol:	2											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.40	0.60	2.00	2.87	0.13	2.00	3.00	1.00	2.00	3.00	2.00
Final Sat.:	1700	4076	1024	3400	4878	222	3400	5100	1700	3400	5100	3400

Capacity Analysis Module:

Vol/Sat:	0.22	0.26	0.26	0.12	0.26	0.26	0.01	0.08	0.21	0.06	0.11	0.12
OvlAdjV/S:	0.00											
Crit Moves:	****	****					****	****				

Intersection	
Intersection Delay, s/veh	221.1
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷	↶	↶	↷	↷
Traffic Vol, veh/h	244	101	114	99	101	81	69	309	57	78	864	166
Future Vol, veh/h	244	101	114	99	101	81	69	309	57	78	864	166
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	284	117	133	115	117	94	80	359	66	91	1005	193
Number of Lanes	1	1	0	1	1	0	1	1	1	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay, s/veh	62.8	35.4	107.3	378.4
HCM LOS	F	E	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	0%	47%	0%	55%	0%	100%	63%
Vol Right, %	0%	0%	100%	0%	53%	0%	45%	0%	0%	37%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	69	309	57	244	215	99	182	78	576	454
LT Vol	69	0	0	244	0	99	0	78	0	0
Through Vol	0	309	0	0	101	0	101	0	576	288
RT Vol	0	0	57	0	114	0	81	0	0	166
Lane Flow Rate	80	359	66	284	250	115	212	91	670	528
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.271	1.163	0.202	0.936	0.765	0.403	0.693	0.286	2.021	1.555
Departure Headway (Hd)	13.589	13.066	12.333	13.246	12.354	13.869	13.035	11.973	11.443	11.171
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	266	280	293	275	295	261	279	302	321	333
Service Time	11.289	10.766	10.033	10.946	10.054	11.569	10.735	9.673	9.143	8.871
HCM Lane V/C Ratio	0.301	1.282	0.225	1.033	0.847	0.441	0.76	0.301	2.087	1.586
HCM Control Delay, s/veh	21.3	142.9	18.1	77.6	46.1	25.6	40.7	19.4	495.2	291.8
HCM Lane LOS	C	F	C	F	E	D	E	C	F	F
HCM 95th-tile Q	1.1	14.1	0.7	8.7	5.8	1.8	4.7	1.2	45.4	28.9

Intersection												
Int Delay, s/veh	33.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖		↗					↕		↖	↗	
Traffic Vol, veh/h	36	0	275	0	0	0	0	417	194	449	515	0
Future Vol, veh/h	36	0	275	0	0	0	0	417	194	449	515	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	0	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	360	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	0	348	0	0	0	0	528	246	568	652	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2053	-	326	-	0	0
Stage 1	1789	-	-	-	-	-
Stage 2	264	-	-	-	-	-
Critical Hdwy	6.84	-	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	-	3.32	-	-	2.22
Pot Cap-1 Maneuver	48	0	670	0	-	836
Stage 1	119	0	-	0	-	-
Stage 2	756	0	-	0	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	~ 15	0	670	-	-	836
Mov Cap-2 Maneuver	~ 15	0	-	-	-	-
Stage 1	119	0	-	-	-	-
Stage 2	242	0	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/75.38		0	8.35
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	15	670	836	-
HCM Lane V/C Ratio	-	-	2.962	0.52	0.68	-
HCM Control Delay (s/veh)	-	-	\$ 1392.6	16	17.9	-
HCM Lane LOS	-	-	F	C	C	-
HCM 95th %tile Q(veh)	-	-	6.4	3	5.5	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
8: Kellog Dr. & SR 90 WB Ramps

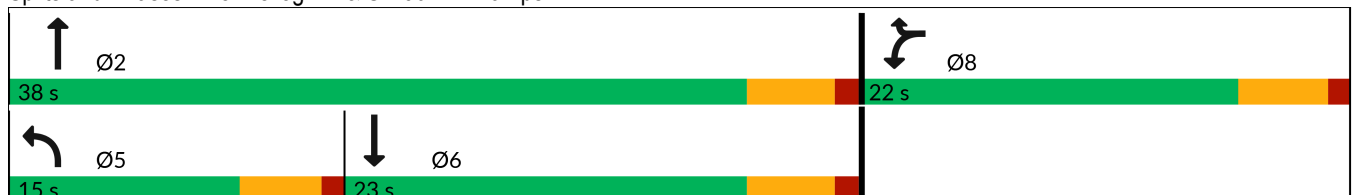


Lane Group	WBL	WBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	130	323	172	281	835
Future Volume (vph)	130	323	172	281	835
Turn Type	Prot	Prot	Prot	NA	NA
Protected Phases	8	8	5	2	6
Permitted Phases					
Detector Phase	8	8	5	2	6
Switch Phase					
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	22.0	22.0	14.0	23.0	23.0
Total Split (s)	22.0	22.0	15.0	38.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	63.3%	38.3%
Yellow Time (s)	4.0	4.0	3.6	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.6	5.0	5.0
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	None	None
Act Effct Green (s)	11.2	11.2	9.2	31.9	18.1
Actuated g/C Ratio	0.21	0.21	0.17	0.60	0.34
v/c Ratio	0.40	0.59	0.65	0.15	0.93
Control Delay (s/veh)	22.0	6.9	32.8	5.1	35.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.0	6.9	32.8	5.1	35.1
LOS	C	A	C	A	D
Approach Delay (s/veh)				15.6	35.1
Approach LOS				B	D

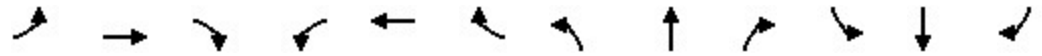
Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 53.2
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay (s/veh): 24.6
 Intersection LOS: C
 Intersection Capacity Utilization 56.9%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 8: Kellog Dr. & SR 90 WB Ramps



HCM 7th Signalized Intersection Summary Yorba Linda Housing Element Update (JN 15459)
 8: Kellog Dr. & SR 90 WB Ramps 04/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖		↗	↖	↗			↗	↖
Traffic Volume (veh/h)	0	0	0	130	0	323	172	281	0	0	835	118
Future Volume (veh/h)	0	0	0	130	0	323	172	281	0	0	835	118
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1870	0	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				153	0	156	202	331	0	0	982	131
Peak Hour Factor				0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %				2	0	2	2	2	0	0	2	2
Cap, veh/h				359	0	320	254	2110	0	0	1124	150
Arrive On Green				0.20	0.00	0.20	0.14	0.59	0.00	0.00	0.36	0.36
Sat Flow, veh/h				1781	0	1585	1781	3647	0	0	3243	420
Grp Volume(v), veh/h				153	0	156	202	331	0	0	554	559
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1781	1777	0	0	1777	1793
Q Serve(g_s), s				3.7	0.0	4.3	5.4	2.0	0.0	0.0	14.2	14.2
Cycle Q Clear(g_c), s				3.7	0.0	4.3	5.4	2.0	0.0	0.0	14.2	14.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.23
Lane Grp Cap(c), veh/h				359	0	320	254	2110	0	0	634	640
V/C Ratio(X)				0.43	0.00	0.49	0.80	0.16	0.00	0.00	0.87	0.87
Avail Cap(c_a), veh/h				620	0	552	379	2401	0	0	655	661
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				17.0	0.0	17.3	20.3	4.4	0.0	0.0	14.7	14.7
Incr Delay (d2), s/veh				0.8	0.0	1.2	3.7	0.0	0.0	0.0	12.2	12.2
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.4	0.0	1.5	2.3	0.5	0.0	0.0	6.9	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				17.8	0.0	18.4	24.0	4.5	0.0	0.0	26.9	26.9
LnGrp LOS				B		B	C	A			C	C
Approach Vol, veh/h					309			533			1113	
Approach Delay, s/veh					18.1			11.9			26.9	
Approach LOS					B			B			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		34.0			11.6	22.4		14.8				
Change Period (Y+Rc), s		5.0			4.6	5.0		5.0				
Max Green Setting (Gmax), s		33.0			10.4	18.0		17.0				
Max Q Clear Time (g_c+I1), s		4.0			7.4	16.2		6.3				
Green Ext Time (p_c), s		2.3			0.1	1.2		0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh											21.4	
HCM 7th LOS											C	

 Yorba Linda Housing Element Update (JN 15459)
 2045 With Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Grandview Av. & Kellogg Dr.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.468
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	1	0

Volume Module:

Base Vol:	62	528	14	8	815	8	11	1	94	46	2	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	528	14	8	815	8	11	1	94	46	2	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	528	14	8	815	8	11	1	94	46	2	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	528	14	8	815	8	11	1	94	46	2	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	528	14	8	815	8	11	1	94	46	2	9

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	1.98	0.02	0.10	0.01	0.89	1.00	0.68	0.32
Final Sat.:	1700	3312	88	1700	3367	33	176	16	1508	1700	1163	537

Capacity Analysis Module:

Vol/Sat:	0.04	0.16	0.16	0.00	0.24	0.24	0.01	0.06	0.06	0.03	0.00	0.02
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 2045 With Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Plumosa Dr. & Bastanchury Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.412
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	0	0	1	1	0	0

Volume Module:

Base Vol:	98	0	64	0	0	0	0	531	42	87	866	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	0	64	0	0	0	0	531	42	87	866	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	0	64	0	0	0	0	531	42	87	866	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	0	64	0	0	0	0	531	42	87	866	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	0	64	0	0	0	0	531	42	87	866	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.85	0.15	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3151	249	1700	3400	0

Capacity Analysis Module:

Vol/Sat:	0.06	0.00	0.04	0.00	0.00	0.00	0.00	0.17	0.17	0.05	0.25	0.00
Crit Moves:	****						****			****		

 Yorba Linda Housing Element Update (JN 15459)
 2045 With Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #11 Lakeview Av. & Bastanchury Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.655
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 45 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	124	62	210	115	167	41	34	530	175	266	879	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	62	210	115	167	41	34	530	175	266	879	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	62	210	115	167	41	34	530	175	266	879	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	62	210	115	167	41	34	530	175	266	879	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	62	210	115	167	41	34	530	175	266	879	80
OvlAdjVol:	7											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.50	0.50	1.00	1.83	0.17
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	2556	844	1700	3116	284

Capacity Analysis Module:

Vol/Sat:	0.07	0.04	0.12	0.07	0.10	0.02	0.02	0.21	0.21	0.16	0.28	0.28
OvlAdjV/S:							0.00					
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 2045 With Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #12 Lakeview Av. & Lemon Dr.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.364
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	47	334	5	2	562	79	32	5	73	5	1	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	334	5	2	562	79	32	5	73	5	1	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	334	5	2	562	79	32	5	73	5	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	334	5	2	562	79	32	5	73	5	1	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	334	5	2	562	79	32	5	73	5	1	2

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.75	0.25	0.86	0.14	1.00	0.63	0.12	0.25
Final Sat.:	1700	3350	50	1700	2981	419	1470	230	1700	1063	213	425

Capacity Analysis Module:

Vol/Sat:	0.03	0.10	0.10	0.00	0.19	0.19	0.02	0.02	0.04	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 2045 With Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #13 Lakeview Av. & Yorba Linda Bl.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.770
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 61 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	1	0	2	1	0

Volume Module:

Base Vol:	176	233	256	117	442	118	163	716	293	435	1056	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	233	256	117	442	118	163	716	293	435	1056	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	233	256	117	442	118	163	716	293	435	1056	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	233	256	117	442	118	163	716	293	435	1056	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	233	256	117	442	118	163	716	293	435	1056	84
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.58	0.42	1.00	2.13	0.87	1.00	2.78	0.22
Final Sat.:	3400	3400	1700	3400	2684	716	1700	3619	1481	1700	4724	376

Capacity Analysis Module:

Vol/Sat:	0.05	0.07	0.15	0.03	0.16	0.16	0.10	0.20	0.20	0.26	0.22	0.22
OvlAdjV/S:	0.00											
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 2045 With Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #14 Ohio St. & Yorba Linda Bl.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.381
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted			Permitted			Protected			Permitted						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	1	0	0	0	1	1	0	2	1	0	0	0	2	1	0

Volume Module:

Base Vol:	1	1	0	28	0	45	22	790	0	0	1189	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	0	28	0	45	22	790	0	0	1189	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1	0	28	0	45	22	790	0	0	1189	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	0	28	0	45	22	790	0	0	1189	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	0	28	0	45	22	790	0	0	1189	38

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.50	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.91	0.09
Final Sat.:	850	850	0	1700	0	1700	1700	5100	0	0	4942	158

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.03	0.01	0.15	0.00	0.00	0.24	0.24
Crit Moves:	****					****	****				****	

 Yorba Linda Housing Element Update (JN 15459)
 2045 With Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #15 Fairmont Bl. & Bastanchury Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.617
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 41 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	1

Volume Module:

Base Vol:	205	114	44	40	253	256	109	351	184	151	519	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	114	44	40	253	256	109	351	184	151	519	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	114	44	40	253	256	109	351	184	151	519	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	114	44	40	253	256	109	351	184	151	519	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	205	114	44	40	253	256	109	351	184	151	519	19

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.31	0.69	1.00	1.93	0.07
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	2231	1169	1700	3280	120

Capacity Analysis Module:

Vol/Sat:	0.12	0.03	0.03	0.02	0.07	0.15	0.06	0.16	0.16	0.09	0.16	0.16
Crit Moves:	****					****	****			****		

 Yorba Linda Housing Element Update (JN 15459)
 2045 With Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #16 Fairmont Bl. & Yorba Linda Bl.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 44 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	0	3	0	1	0	2

Volume Module:

Base Vol:	308	239	94	127	239	364	214	648	176	82	858	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	239	94	127	239	364	214	648	176	82	858	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	308	239	94	127	239	364	214	648	176	82	858	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	239	94	127	239	364	214	648	176	82	858	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	308	239	94	127	239	364	214	648	176	82	858	77
OvlAdjVol:						0			22			

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.44	0.56	1.00	1.00	2.00	1.00	3.00	1.00	1.00	2.75	0.25
Final Sat.:	3400	2440	960	1700	1700	3400	1700	5100	1700	1700	4680	420

Capacity Analysis Module:

Vol/Sat:	0.09	0.10	0.10	0.07	0.14	0.11	0.13	0.13	0.10	0.05	0.18	0.18
OvlAdjV/S:						0.00			0.01			
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 2045 With Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #17

Cycle (sec): 100 Critical Vol./Cap.(X): 0.893
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 97 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	2	1	0	2	0	1	2	0

Volume Module:

Base Vol:	536	965	252	361	1295	185	105	160	348	243	349	535
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	536	965	252	361	1295	185	105	160	348	243	349	535
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	536	965	252	361	1295	185	105	160	348	243	349	535
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	536	965	252	361	1295	185	105	160	348	243	349	535
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	536	965	252	361	1295	185	105	160	348	243	349	535
OvlAdjVol:	9						80					

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	2.00	2.00	2.62	0.38	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5100	3400	3400	4463	638	3400	3400	1700	3400	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.16	0.19	0.07	0.11	0.29	0.29	0.03	0.05	0.20	0.07	0.10	0.31
OvlAdjV/S:	0.00						0.05					
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 2045 With Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #18 Yorba Linda Bl. & Savi Ranch Pkwy.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.582
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound														
Movement:	L	T	R	L	T	R	L	T	R	L	T	R												
Control:	Protected			Protected			Protected			Protected														
Rights:	Include			Include			Ovl			Ovl														
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0												
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0												
Lanes:	1	0	3	1	1		2	0	3	0	1		1	0	0	0	2		3	0	0	0	2	

Volume Module:

Base Vol:	219	1387	742	274	1380	231	141	0	224	285	0	226
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	1387	742	274	1380	231	141	0	224	285	0	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	1387	742	274	1380	231	141	0	224	285	0	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	1387	742	274	1380	231	141	0	224	285	0	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	219	1387	742	274	1380	231	141	0	224	285	0	226
OvlAdjVol:									0			0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.26	1.74	2.00	3.00	1.00	1.00	0.00	2.00	3.00	0.00	2.00
Final Sat.:	1700	5538	2962	3400	5100	1700	1700	0	3400	5100	0	3400

Capacity Analysis Module:

Vol/Sat:	0.13	0.25	0.25	0.08	0.27	0.14	0.08	0.00	0.07	0.06	0.00	0.07
OvlAdjV/S:									0.00			0.00
Crit Moves:	****			****			****			****		

Timings

19: Weir Canyon Rd/Yorba Linda Bl. & SR-91 WB Ramps

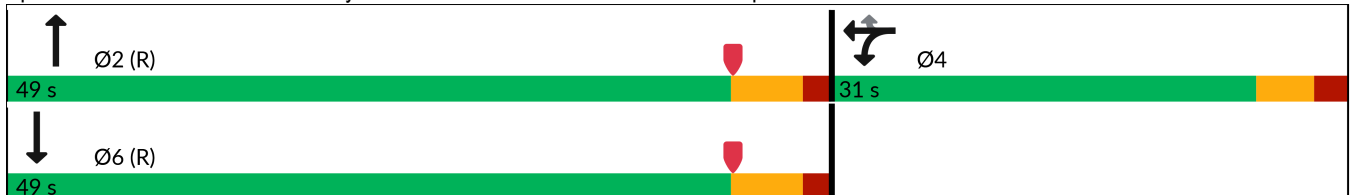


Lane Group	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	349	0	725	1624	596	1459	431
Future Volume (vph)	349	0	725	1624	596	1459	431
Turn Type	Split	NA	Perm	NA	Free	NA	Free
Protected Phases	4	4		2		6	
Permitted Phases			4		Free		Free
Detector Phase	4	4	4	2		6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	15.0		15.0	
Minimum Split (s)	10.5	10.5	10.5	23.8		23.8	
Total Split (s)	31.0	31.0	31.0	49.0		49.0	
Total Split (%)	38.8%	38.8%	38.8%	61.3%		61.3%	
Yellow Time (s)	3.5	3.5	3.5	4.3		4.3	
All-Red Time (s)	2.0	2.0	2.0	1.5		1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.8		5.8	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	C-Min		C-Min	
Act Effct Green (s)	25.4	25.4	25.4	43.3	80.0	43.3	80.0
Actuated g/C Ratio	0.32	0.32	0.32	0.54	1.00	0.54	1.00
v/c Ratio	0.63	0.85	0.81	0.64	0.40	0.62	0.30
Control Delay (s/veh)	29.6	41.6	37.6	9.1	0.5	14.2	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.6	41.6	37.6	9.1	0.5	14.2	0.5
LOS	C	D	D	A	A	B	A
Approach Delay (s/veh)		36.8		6.9		11.4	
Approach LOS		D		A		B	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay (s/veh): 14.7
 Intersection LOS: B
 Intersection Capacity Utilization 70.7%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 19: Weir Canyon Rd/Yorba Linda Bl. & SR-91 WB Ramps



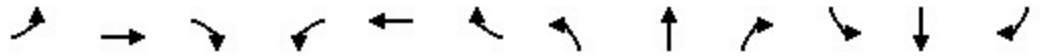
HCM 7th Signalized Intersection Summary Yorba Linda Housing Element Update (JN 15459)
 19: Weir Canyon Rd/Yorba Linda Bl. & SR-91 WB Ramps

04/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↔	↗		↑↑↑	↗		↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	349	0	725	0	1624	596	0	1459	431
Future Volume (veh/h)	0	0	0	349	0	725	0	1624	596	0	1459	431
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				253	0	723	0	1765	0	0	1586	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	0	2	2	0	2	2
Cap, veh/h				487	0	867	0	2989		0	3285	
Arrive On Green				0.27	0.00	0.27	0.00	1.00	0.00	0.00	0.59	0.00
Sat Flow, veh/h				1781	0	3170	0	5274	1585	0	5611	1585
Grp Volume(v), veh/h				253	0	723	0	1765	0	0	1586	0
Grp Sat Flow(s),veh/h/ln				1781	0	1585	0	1702	1585	0	1870	1585
Q Serve(g_s), s				9.6	0.0	17.2	0.0	0.0	0.0	0.0	13.1	0.0
Cycle Q Clear(g_c), s				9.6	0.0	17.2	0.0	0.0	0.0	0.0	13.1	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				487	0	867	0	2989		0	3285	
V/C Ratio(X)				0.52	0.00	0.83	0.00	0.59		0.00	0.48	
Avail Cap(c_a), veh/h				568	0	1010	0	2989		0	3285	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.65	0.00	0.00	0.74	0.00
Uniform Delay (d), s/veh				24.6	0.0	27.4	0.0	0.0	0.0	0.0	9.6	0.0
Incr Delay (d2), s/veh				1.0	0.0	5.6	0.0	0.6	0.0	0.0	0.4	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.1	0.0	6.9	0.0	0.2	0.0	0.0	4.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				25.7	0.0	33.0	0.0	0.6	0.0	0.0	10.0	0.0
LnGrp LOS				C		C		A			A	
Approach Vol, veh/h					976			1765			1586	
Approach Delay, s/veh					31.1			0.6			10.0	
Approach LOS					C			A			A	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		52.6		27.4		52.6						
Change Period (Y+Rc), s		5.8		5.5		5.8						
Max Green Setting (Gmax), s		43.2		25.5		43.2						
Max Q Clear Time (g_c+I1), s		2.0		19.2		15.1						
Green Ext Time (p_c), s		18.6		2.7		13.5						
Intersection Summary												
HCM 7th Control Delay, s/veh				10.9								
HCM 7th LOS				B								
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 7th Signalized Intersection Summary Yorba Linda Housing Element Update (JN 15459)
 20: Weir Canyon Rd & SR-91 EB Ramps 04/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	718	0	692	0	0	0	0	1501	667	0	922	886
Future Volume (veh/h)	718	0	692	0	0	0	0	1501	667	0	922	886
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	943	0	350				0	1632	0	0	1002	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	0	2	2
Cap, veh/h	1103	0	491				0	2772		0	2772	
Arrive On Green	0.31	0.00	0.31				0.00	0.54	0.00	0.00	1.00	0.00
Sat Flow, veh/h	3563	0	1585				0	5274	1585	0	5274	1585
Grp Volume(v), veh/h	943	0	350				0	1632	0	0	1002	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1585	0	1702	1585
Q Serve(g_s), s	19.9	0.0	15.7				0.0	17.2	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	19.9	0.0	15.7				0.0	17.2	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	1103	0	491				0	2772		0	2772	
V/C Ratio(X)	0.86	0.00	0.71				0.00	0.59		0.00	0.36	
Avail Cap(c_a), veh/h	1202	0	535				0	2772		0	2772	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	0.73	0.00
Uniform Delay (d), s/veh	25.9	0.0	24.5				0.0	12.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	6.0	0.0	4.3				0.0	0.9	0.0	0.0	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	0.0	6.2				0.0	5.7	0.0	0.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.9	0.0	28.8				0.0	13.2	0.0	0.0	0.3	0.0
LnGrp LOS	C		C					B			A	
Approach Vol, veh/h		1293						1632			1002	
Approach Delay, s/veh		31.1						13.2			0.3	
Approach LOS		C						B			A	
Timer - Assigned Phs		2		4				6				
Phs Duration (G+Y+Rc), s		49.2		30.8				49.2				
Change Period (Y+Rc), s		5.8		6.0				5.8				
Max Green Setting (Gmax), s		41.2		27.0				41.2				
Max Q Clear Time (g_c+I1), s		19.2		21.9				2.0				
Green Ext Time (p_c), s		17.6		2.9				15.7				

Intersection Summary		
HCM 7th Control Delay, s/veh		15.8
HCM 7th LOS		B

Notes
 User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

 Yorba Linda Housing Element Update (JN 15459)
 2045 With Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #21 Gypsum Canyon Rd. & La Palma Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.477
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	195	4	105	8	11	21	7	106	221	399	324	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	4	105	8	11	21	7	106	221	399	324	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	4	105	8	11	21	7	106	221	399	324	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	4	105	8	11	21	7	106	221	399	324	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	4	105	8	11	21	7	106	221	399	324	9
OvlAdjVol:									120			

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.92	0.04	1.04	0.42	0.58	1.00	1.00	1.00	1.00	1.00	1.95	0.05
Final Sat.:	3271	67	1762	716	984	1700	1700	1700	1700	1700	3308	92

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.06	0.01	0.01	0.01	0.00	0.06	0.13	0.23	0.10	0.10
OvlAdjV/S:									0.07			
Crit Moves:	****			****			****			****		

Timings
1: Rose Drive & Imperial Hwy (SR-90)

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	30	1221	224	1038	721	229	363	157	893	398	24
Future Volume (vph)	30	1221	224	1038	721	229	363	157	893	398	24
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8		7	4	
Permitted Phases					6			8			4
Detector Phase	5	2	1	6	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.2	9.6	33.2	33.2	9.9	38.4	38.4	9.9	38.4	38.4
Total Split (s)	9.6	38.6	12.0	41.0	41.0	18.5	38.4	38.4	31.0	50.9	50.9
Total Split (%)	8.0%	32.2%	10.0%	34.2%	34.2%	15.4%	32.0%	32.0%	25.8%	42.4%	42.4%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.4	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.0	32.5	7.4	39.0	39.0	11.2	18.1	18.1	26.5	33.4	33.4
Actuated g/C Ratio	0.05	0.31	0.07	0.37	0.37	0.11	0.17	0.17	0.25	0.32	0.32
v/c Ratio	0.36	0.95	0.95	0.56	0.81	0.65	0.61	0.40	1.06	0.36	0.04
Control Delay (s/veh)	63.7	50.4	98.2	29.7	17.8	54.6	44.5	9.8	89.3	28.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.7	50.4	98.2	29.7	17.8	54.6	44.5	9.8	89.3	28.8	0.1
LOS	E	D	F	C	B	D	D	A	F	C	A
Approach Delay (s/veh)		50.7		33.2			40.4			69.4	
Approach LOS		D		C			D			E	

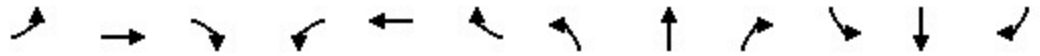
Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 105.4	
Natural Cycle: 145	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay (s/veh): 47.5	Intersection LOS: D
Intersection Capacity Utilization 88.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: Rose Drive & Imperial Hwy (SR-90)



HCM 7th Signalized Intersection Summary Yorba Linda Housing Element Update (JN 15459)
 1: Rose Drive & Imperial Hwy (SR-90) 04/04/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕		↖↖	↕↕↕	↖	↖↖	↕↕	↖	↖↖	↕↕	↖
Traffic Volume (veh/h)	30	1221	215	224	1038	721	229	363	157	893	398	24
Future Volume (veh/h)	30	1221	215	224	1038	721	229	363	157	893	398	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	1259	202	231	1070	379	236	374	110	921	410	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	51	1389	223	251	1828	567	305	530	232	897	1139	
Arrive On Green	0.03	0.31	0.31	0.07	0.36	0.36	0.09	0.15	0.15	0.26	0.32	0.00
Sat Flow, veh/h	1781	4424	710	3456	5106	1584	3456	3554	1555	3456	3554	1585
Grp Volume(v), veh/h	31	969	492	231	1070	379	236	374	110	921	410	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1730	1728	1702	1584	1728	1777	1555	1728	1777	1585
Q Serve(g_s), s	1.7	27.8	27.8	6.8	17.3	20.5	6.8	10.2	6.6	26.4	9.0	0.0
Cycle Q Clear(g_c), s	1.7	27.8	27.8	6.8	17.3	20.5	6.8	10.2	6.6	26.4	9.0	0.0
Prop In Lane	1.00		0.41	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	51	1069	543	251	1828	567	305	530	232	897	1139	
V/C Ratio(X)	0.61	0.91	0.91	0.92	0.59	0.67	0.77	0.71	0.47	1.03	0.36	
Avail Cap(c_a), veh/h	88	1085	551	251	1828	567	472	1153	505	897	1590	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	48.8	33.5	33.5	46.8	26.5	27.5	45.4	41.1	39.6	37.6	26.5	0.0
Incr Delay (d2), s/veh	4.3	11.0	18.9	35.1	0.6	3.4	1.6	1.7	1.5	37.0	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	12.1	13.4	4.0	6.5	7.9	2.9	4.5	2.5	15.3	3.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.1	44.5	52.4	81.9	27.1	30.9	47.0	42.9	41.1	74.7	26.7	0.0
LnGrp LOS	D	D	D	F	C	C	D	D	D	F	C	
Approach Vol, veh/h		1492			1680			720			1331	
Approach Delay, s/veh		47.3			35.5			43.9			59.9	
Approach LOS		D			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	38.1	13.6	38.0	7.5	42.6	31.0	20.6				
Change Period (Y+Rc), s	4.6	6.2	4.6	5.4	4.6	6.2	4.6	5.4				
Max Green Setting (Gmax), s	7.4	32.4	13.9	45.5	5.0	34.8	26.4	33.0				
Max Q Clear Time (g_c+I1), s	8.8	29.8	8.8	11.0	3.7	22.5	28.4	12.2				
Green Ext Time (p_c), s	0.0	2.2	0.2	2.7	0.0	7.9	0.0	2.6				

Intersection Summary												
HCM 7th Control Delay, s/veh											46.2	
HCM 7th LOS											D	

Notes
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

 Yorba Linda Housing Element Update (JN 15459)
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 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Prospect Av. & Imperial Hwy.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.739
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 55 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	2	1	0	2

Volume Module:

Base Vol:	56	109	8	102	118	146	120	2141	80	26	1843	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	109	8	102	118	146	120	2141	80	26	1843	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	109	8	102	118	146	120	2141	80	26	1843	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	109	8	102	118	146	120	2141	80	26	1843	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	109	8	102	118	146	120	2141	80	26	1843	52

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.93	0.07	1.00	0.45	0.55	1.00	2.89	0.11	1.00	2.92	0.08
Final Sat.:	1700	1584	116	1700	760	940	1700	4916	184	1700	4960	140

Capacity Analysis Module:

Vol/Sat:	0.03	0.07	0.07	0.06	0.16	0.16	0.07	0.44	0.44	0.02	0.37	0.37
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Imperial Hwy. & Bastanchury Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.803
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 67 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	1	0	1	1	0	2

Volume Module:

Base Vol:	307	1358	6	576	1471	4	24	488	396	13	340	393
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	307	1358	6	576	1471	4	24	488	396	13	340	393
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	307	1358	6	576	1471	4	24	488	396	13	340	393
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	307	1358	6	576	1471	4	24	488	396	13	340	393
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	307	1358	6	576	1471	4	24	488	396	13	340	393
OvlAdjVol:												105

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.10	0.90	1.00	2.00	1.00
Final Sat.:	3400	5100	1700	3400	5100	1700	1700	1877	1523	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.09	0.27	0.00	0.17	0.29	0.00	0.01	0.26	0.26	0.01	0.10	0.23
OvlAdjV/S:												0.06
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Imperial Hwy. & Lemon Dr.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.632
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 43 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	1	1	0	0	1	0	2	1	0	0

Volume Module:

Base Vol:	1	1452	83	159	1866	25	20	5	16	68	9	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1452	83	159	1866	25	20	5	16	68	9	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1452	83	159	1866	25	20	5	16	68	9	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1452	83	159	1866	25	20	5	16	68	9	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1452	83	159	1866	25	20	5	16	68	9	213

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	2.83	0.16	1.00	2.96	0.04	0.49	0.12	0.39	0.88	0.12	1.00
Final Sat.:	3	4821	276	1700	5033	67	829	207	663	1501	199	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.30	0.30	0.09	0.37	0.37	0.01	0.02	0.02	0.04	0.05	0.13
Crit Moves:	****			****			****			****		

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 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Imperial Hwy. & Yorba Linda Bl.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.805
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 68 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	0	2	0	3	0	1	2

Volume Module:

Base Vol:	339	1047	193	553	1128	71	137	597	370	180	530	436
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	339	1047	193	553	1128	71	137	597	370	180	530	436
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	339	1047	193	553	1128	71	137	597	370	180	530	436
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	1047	193	553	1128	71	137	597	370	180	530	436
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	339	1047	193	553	1128	71	137	597	370	180	530	436
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.53	0.47	2.00	2.82	0.18	2.00	3.00	1.00	2.00	3.00	2.00
Final Sat.:	1700	4306	794	3400	4798	302	3400	5100	1700	3400	5100	3400

Capacity Analysis Module:

Vol/Sat:	0.20	0.24	0.24	0.16	0.24	0.24	0.04	0.12	0.22	0.05	0.10	0.13	
OvlAdjV/S:	0.00												
Crit Moves:	****	****					****	****					

Intersection	
Intersection Delay, s/veh	197.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷	↷	↶	↷↶	
Traffic Vol, veh/h	257	54	106	36	75	59	120	700	55	34	516	159
Future Vol, veh/h	257	54	106	36	75	59	120	700	55	34	516	159
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	271	57	112	38	79	62	126	737	58	36	543	167
Number of Lanes	1	1	0	1	1	0	1	1	1	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay, s/veh	40.4	23.3	413.8	65.4
HCM LOS	E	C	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	0%	34%	0%	56%	0%	100%	52%
Vol Right, %	0%	0%	100%	0%	66%	0%	44%	0%	0%	48%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	120	700	55	257	160	36	134	34	344	331
LT Vol	120	0	0	257	0	36	0	34	0	0
Through Vol	0	700	0	0	54	0	75	0	344	172
RT Vol	0	0	55	0	106	0	59	0	0	159
Lane Flow Rate	126	737	58	271	168	38	141	36	362	348
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.373	2.069	0.151	0.803	0.456	0.123	0.428	0.1	0.957	0.898
Departure Headway (Hd)	10.633	10.11	9.379	12.384	11.386	13.617	12.771	11.793	11.265	10.909
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	340	368	383	295	318	265	284	306	326	334
Service Time	8.369	7.846	7.115	10.084	9.086	11.317	10.471	9.493	8.965	8.609
HCM Lane V/C Ratio	0.371	2.003	0.151	0.919	0.528	0.143	0.496	0.118	1.11	1.042
HCM Control Delay, s/veh	19.6	512.8	13.8	51	23.3	18.2	24.7	15.8	74.6	60.9
HCM Lane LOS	C	F	B	F	C	C	C	C	F	F
HCM 95th-tile Q	1.7	52.6	0.5	6.4	2.3	0.4	2	0.3	9.9	8.6

Intersection												
Int Delay, s/veh	11.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖		↗					↕		↖	↗	
Traffic Vol, veh/h	107	0	168	0	0	0	0	472	126	286	325	0
Future Vol, veh/h	107	0	168	0	0	0	0	472	126	286	325	0
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	2	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	360	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	111	0	175	0	0	0	0	492	131	298	339	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1180	-	170	-	0	0	625	0	0
Stage 1	934	-	-	-	-	-	-	-	-
Stage 2	246	-	-	-	-	-	-	-	-
Critical Hdwy	6.84	-	6.94	-	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	-	3.32	-	-	-	2.22	-	-
Pot Cap-1 Maneuver	183	0	844	0	-	-	952	-	0
Stage 1	343	0	-	0	-	-	-	-	0
Stage 2	772	0	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	126	0	843	-	-	-	952	-	-
Mov Cap-2 Maneuver	126	0	-	-	-	-	-	-	-
Stage 1	343	0	-	-	-	-	-	-	-
Stage 2	531	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v52.17		0	4.91
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	126	843	952	-
HCM Lane V/C Ratio	-	-	0.886	0.208	0.313	-
HCM Control Delay (s/veh)	-	-	117.8	10.4	10.5	-
HCM Lane LOS	-	-	F	B	B	-
HCM 95th %tile Q(veh)	-	-	5.6	0.8	1.3	-

Timings
8: Kellog Dr. & SR 90 WB Ramps

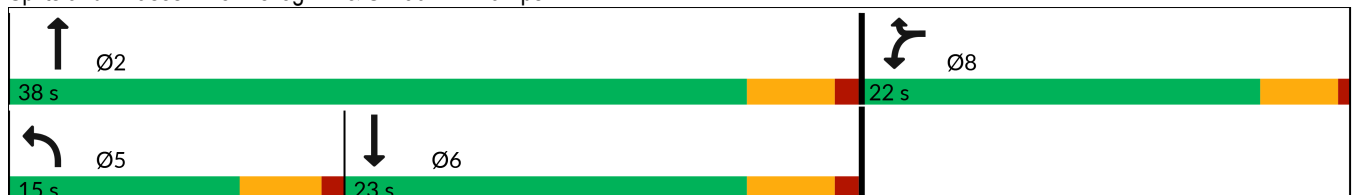


Lane Group	WBL	WBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	121	410	179	400	489
Future Volume (vph)	121	410	179	400	489
Turn Type	Prot	Prot	Prot	NA	NA
Protected Phases	8	8	5	2	6
Permitted Phases					
Detector Phase	8	8	5	2	6
Switch Phase					
Minimum Initial (s)	4.0	4.0	5.0	10.0	10.0
Minimum Split (s)	22.0	22.0	9.6	23.0	23.0
Total Split (s)	22.0	22.0	15.0	38.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	63.3%	38.3%
Yellow Time (s)	3.5	3.5	3.6	4.0	4.0
All-Red Time (s)	0.5	0.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.6	5.0	5.0
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	None	None
Act Effct Green (s)	9.7	9.7	8.8	24.2	14.0
Actuated g/C Ratio	0.22	0.22	0.20	0.55	0.32
v/c Ratio	0.31	0.63	0.52	0.21	0.50
Control Delay (s/veh)	18.6	7.3	25.2	5.3	15.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.6	7.3	25.2	5.3	15.0
LOS	B	A	C	A	B
Approach Delay (s/veh)				11.5	15.1
Approach LOS				B	B

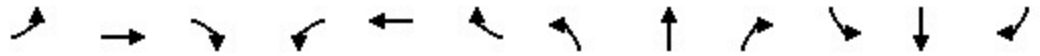
Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 43.8
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay (s/veh): 12.2
 Intersection LOS: B
 Intersection Capacity Utilization 48.9%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 8: Kellog Dr. & SR 90 WB Ramps



HCM 7th Signalized Intersection Summary Yorba Linda Housing Element Update (JN 15459)
 8: Kellog Dr. & SR 90 WB Ramps 04/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖		↗	↖	↑↑			↑↗	
Traffic Volume (veh/h)	0	0	0	121	0	410	179	400	0	0	489	65
Future Volume (veh/h)	0	0	0	121	0	410	179	400	0	0	489	65
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1870	0	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				125	0	228	185	412	0	0	504	61
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				2	0	2	2	2	0	0	2	2
Cap, veh/h				369	0	329	239	1924	0	0	889	107
Arrive On Green				0.21	0.00	0.21	0.13	0.54	0.00	0.00	0.28	0.28
Sat Flow, veh/h				1781	0	1585	1781	3647	0	0	3277	384
Grp Volume(v), veh/h				125	0	228	185	412	0	0	280	285
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1781	1777	0	0	1777	1791
Q Serve(g_s), s				2.1	0.0	4.8	3.6	2.2	0.0	0.0	4.8	4.9
Cycle Q Clear(g_c), s				2.1	0.0	4.8	3.6	2.2	0.0	0.0	4.8	4.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.21
Lane Grp Cap(c), veh/h				369	0	329	239	1924	0	0	496	500
V/C Ratio(X)				0.34	0.00	0.69	0.78	0.21	0.00	0.00	0.57	0.57
Avail Cap(c_a), veh/h				895	0	796	517	3273	0	0	893	900
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				12.1	0.0	13.1	15.0	4.3	0.0	0.0	11.1	11.1
Incr Delay (d2), s/veh				0.5	0.0	2.6	2.0	0.1	0.0	0.0	1.0	1.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.7	0.0	1.6	1.3	0.4	0.0	0.0	1.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				12.6	0.0	15.8	17.0	4.3	0.0	0.0	12.1	12.1
LnGrp LOS				B		B	B	A			B	B
Approach Vol, veh/h					353			597			565	
Approach Delay, s/veh					14.7			8.3			12.1	
Approach LOS					B			A			B	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		24.4			9.4	15.0		11.4				
Change Period (Y+Rc), s		5.0			4.6	5.0		4.0				
Max Green Setting (Gmax), s		33.0			10.4	18.0		18.0				
Max Q Clear Time (g_c+I1), s		4.2			5.6	6.9		6.8				
Green Ext Time (p_c), s		2.9			0.1	2.6		0.9				
Intersection Summary												
HCM 7th Control Delay, s/veh				11.2								
HCM 7th LOS				B								

 Yorba Linda Housing Element Update (JN 15459)
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Grandview Av. & Kellogg Dr.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.370
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	1	0

Volume Module:

Base Vol:	44	735	32	8	494	5	3	5	30	30	2	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	735	32	8	494	5	3	5	30	30	2	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	735	32	8	494	5	3	5	30	30	2	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	735	32	8	494	5	3	5	30	30	2	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	735	32	8	494	5	3	5	30	30	2	11

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	1.98	0.02	0.08	0.13	0.79	1.00	0.49	0.51
Final Sat.:	1700	3258	142	1700	3366	34	134	224	1342	1700	830	870

Capacity Analysis Module:

Vol/Sat:	0.03	0.23	0.23	0.00	0.15	0.15	0.00	0.02	0.02	0.02	0.00	0.01
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 2045 With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Plumosa Dr. & Bastanchury Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.411
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	0	0	1	1	0	0

Volume Module:

Base Vol:	40	0	19	0	0	0	0	869	51	29	652	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	0	19	0	0	0	0	869	51	29	652	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	0	19	0	0	0	0	869	51	29	652	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	0	19	0	0	0	0	869	51	29	652	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	0	19	0	0	0	0	869	51	29	652	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.89	0.11	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3212	188	1700	3400	0

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.27	0.27	0.02	0.19	0.00
Crit Moves:	****							****		****		

 Yorba Linda Housing Element Update (JN 15459)
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #11 Lakeview Av. & Bastanchury Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.666
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	105	137	240	81	120	22	43	756	141	192	572	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	137	240	81	120	22	43	756	141	192	572	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	137	240	81	120	22	43	756	141	192	572	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	137	240	81	120	22	43	756	141	192	572	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	137	240	81	120	22	43	756	141	192	572	80
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.69	0.31	1.00	1.75	0.25
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	2866	534	1700	2983	417

Capacity Analysis Module:

Vol/Sat:	0.06	0.08	0.14	0.05	0.07	0.01	0.03	0.26	0.26	0.11	0.19	0.19	
OvlAdjV/S:							0.00						
Crit Moves:	****			****			****			****			

 Yorba Linda Housing Element Update (JN 15459)
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 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #12 Lakeview Av. & Lemon Dr.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.420
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	150	483	5	5	400	65	91	0	153	1	2	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	483	5	5	400	65	91	0	153	1	2	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	483	5	5	400	65	91	0	153	1	2	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	483	5	5	400	65	91	0	153	1	2	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	483	5	5	400	65	91	0	153	1	2	5

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.72	0.28	1.00	0.00	1.00	0.12	0.25	0.63
Final Sat.:	1700	3365	35	1700	2925	475	1700	0	1700	213	425	1063

Capacity Analysis Module:

Vol/Sat:	0.09	0.14	0.14	0.00	0.14	0.14	0.05	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
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 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #13 Lakeview Av. & Yorba Linda Bl.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.698
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 50 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	1	0	2	1	0

Volume Module:

Base Vol:	215	334	322	178	333	143	221	1263	127	208	925	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	334	322	178	333	143	221	1263	127	208	925	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	215	334	322	178	333	143	221	1263	127	208	925	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	334	322	178	333	143	221	1263	127	208	925	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	215	334	322	178	333	143	221	1263	127	208	925	103
OvlAdjVol:	114											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.40	0.60	1.00	2.73	0.27	1.00	2.70	0.30
Final Sat.:	3400	3400	1700	3400	2379	1021	1700	4634	466	1700	4589	511

Capacity Analysis Module:

Vol/Sat:	0.06	0.10	0.19	0.05	0.14	0.14	0.13	0.27	0.27	0.12	0.20	0.20
OvlAdjV/S:	0.07											
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #14 Ohio St. & Yorba Linda Bl.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.423
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	1	0	2	1	0	0

Volume Module:

Base Vol:	2	0	0	23	0	24	20	1579	0	0	1054	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	0	23	0	24	20	1579	0	0	1054	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	0	23	0	24	20	1579	0	0	1054	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	0	23	0	24	20	1579	0	0	1054	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	0	0	23	0	24	20	1579	0	0	1054	25

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.93	0.07
Final Sat.:	1700	0	0	1700	0	1700	1700	5100	0	0	4982	118

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.01	0.01	0.31	0.00	0.00	0.21	0.21
Crit Moves:	****			****			****					

 Yorba Linda Housing Element Update (JN 15459)
 2045 With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #15 Fairmont Bl. & Bastanchury Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.512
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	1

Volume Module:

Base Vol:	167	142	41	30	79	114	187	491	258	51	418	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	142	41	30	79	114	187	491	258	51	418	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	142	41	30	79	114	187	491	258	51	418	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	142	41	30	79	114	187	491	258	51	418	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	142	41	30	79	114	187	491	258	51	418	47

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.31	0.69	1.00	1.80	0.20
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	2229	1171	1700	3056	344

Capacity Analysis Module:

Vol/Sat:	0.10	0.04	0.02	0.02	0.02	0.07	0.11	0.22	0.22	0.03	0.14	0.14
Crit Moves:	****					****	****				****	

 Yorba Linda Housing Element Update (JN 15459)
 2045 With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #16 Fairmont Bl. & Yorba Linda Bl.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.881
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 91 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	0	3	0	1	0	2

Volume Module:

Base Vol:	202	170	57	133	182	215	215	265	1097	49	789	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	170	57	133	182	215	215	265	1097	49	789	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	170	57	133	182	215	215	265	1097	49	789	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	170	57	133	182	215	215	265	1097	49	789	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	202	170	57	133	182	215	215	265	1097	49	789	85
OvlAdjVol:							0	996				

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.50	0.50	1.00	1.00	2.00	1.00	3.00	1.00	1.00	2.71	0.29
Final Sat.:	3400	2546	854	1700	1700	3400	1700	5100	1700	1700	4604	496

Capacity Analysis Module:

Vol/Sat:	0.06	0.07	0.07	0.08	0.11	0.06	0.13	0.05	0.65	0.03	0.17	0.17
OvlAdjV/S:							0.00	0.59				
Crit Moves:	****						****	****	****	****		

 Yorba Linda Housing Element Update (JN 15459)
 2045 With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #17

Cycle (sec): 100 Critical Vol./Cap.(X): 0.940
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 125 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	2	0	2	0	2	0	1	2

Volume Module:

Base Vol:	399	1216	569	674	1342	37	73	936	573	434	209	358
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	399	1216	569	674	1342	37	73	936	573	434	209	358
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	399	1216	569	674	1342	37	73	936	573	434	209	358
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	1216	569	674	1342	37	73	936	573	434	209	358
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	399	1216	569	674	1342	37	73	936	573	434	209	358
OvlAdjVol:			135						373			

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	2.00	2.00	2.92	0.08	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5100	3400	3400	4963	137	3400	3400	1700	3400	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.12	0.24	0.17	0.20	0.27	0.27	0.02	0.28	0.34	0.13	0.06	0.21
OvlAdjV/S:			0.04						0.22			
Crit Moves:	****			****			****			****		

 Yorba Linda Housing Element Update (JN 15459)
 2045 With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #18 Yorba Linda Bl. & Savi Ranch Pkwy.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.675
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound														
Movement:	L	T	R	L	T	R	L	T	R	L	T	R												
Control:	Protected			Protected			Protected			Protected														
Rights:	Include			Include			Ovl			Ovl														
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0												
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0												
Lanes:	1	0	3	1	1		2	0	3	0	1		1	0	0	0	2		3	0	0	0	2	

Volume Module:

Base Vol:	93	1434	623	438	1617	296	170	0	439	661	0	581
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	1434	623	438	1617	296	170	0	439	661	0	581
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	1434	623	438	1617	296	170	0	439	661	0	581
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1434	623	438	1617	296	170	0	439	661	0	581
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	1434	623	438	1617	296	170	0	439	661	0	581
OvlAdjVol:									253			143

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.49	1.51	2.00	3.00	1.00	1.00	0.00	2.00	3.00	0.00	2.00
Final Sat.:	1700	5926	2574	3400	5100	1700	1700	0	3400	5100	0	3400

Capacity Analysis Module:

Vol/Sat:	0.05	0.24	0.24	0.13	0.32	0.17	0.10	0.00	0.13	0.13	0.00	0.17
OvlAdjV/S:									0.07			0.04
Crit Moves:	****			****			****			****		

Timings

19: Weir Canyon Rd/Yorba Linda Bl. & SR-91 WB Ramps

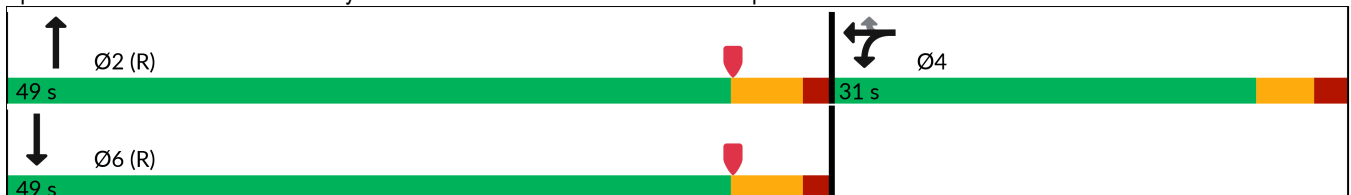


Lane Group	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	699	0	746	1405	469	1892	825
Future Volume (vph)	699	0	746	1405	469	1892	825
Turn Type	Split	NA	Perm	NA	Free	NA	Free
Protected Phases	4	4		2		6	
Permitted Phases			4		Free		Free
Detector Phase	4	4	4	2		6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	15.0		15.0	
Minimum Split (s)	10.5	10.5	10.5	23.8		23.8	
Total Split (s)	31.0	31.0	31.0	49.0		49.0	
Total Split (%)	38.8%	38.8%	38.8%	61.3%		61.3%	
Yellow Time (s)	3.5	3.5	3.5	4.3		4.3	
All-Red Time (s)	2.0	2.0	2.0	1.5		1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.8		5.8	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	C-Min		C-Min	
Act Effct Green (s)	25.8	25.8	25.8	42.9	80.0	42.9	80.0
Actuated g/C Ratio	0.32	0.32	0.32	0.54	1.00	0.54	1.00
v/c Ratio	0.93	0.94	0.91	0.52	0.30	0.83	0.45
Control Delay (s/veh)	54.6	54.7	49.6	7.9	0.4	19.0	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.6	54.7	49.6	7.9	0.4	19.0	1.1
LOS	D	D	D	A	A	B	A
Approach Delay (s/veh)		53.1		6.0		15.0	
Approach LOS		D		A		B	

Intersection Summary

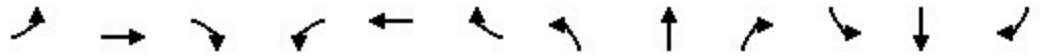
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 43.2 (54%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay (s/veh): 21.3	Intersection LOS: C
Intersection Capacity Utilization 79.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 19: Weir Canyon Rd/Yorba Linda Bl. & SR-91 WB Ramps



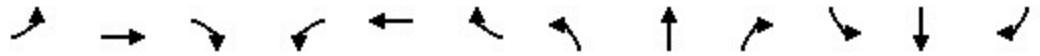
HCM 7th Signalized Intersection Summary Yorba Linda Housing Element Update (JN 15459)
 19: Weir Canyon Rd/Yorba Linda Bl. & SR-91 WB Ramps

04/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↔	↗		↑↑↑	↗		↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	699	0	746	0	1405	469	0	1892	825
Future Volume (veh/h)	0	0	0	699	0	746	0	1405	469	0	1892	825
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				881	0	375	0	1419	0	0	2132	0
Peak Hour Factor				0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %				2	2	2	0	2	2	0	2	2
Cap, veh/h				1039	0	462	0	2896		0	3183	
Arrive On Green				0.29	0.00	0.29	0.00	1.00	0.00	0.00	0.57	0.00
Sat Flow, veh/h				3563	0	1585	0	5274	1585	0	5611	1585
Grp Volume(v), veh/h				881	0	375	0	1419	0	0	2132	0
Grp Sat Flow(s),veh/h/ln				1781	0	1585	0	1702	1585	0	1870	1585
Q Serve(g_s), s				18.6	0.0	17.6	0.0	0.0	0.0	0.0	21.2	0.0
Cycle Q Clear(g_c), s				18.6	0.0	17.6	0.0	0.0	0.0	0.0	21.2	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				1039	0	462	0	2896		0	3183	
V/C Ratio(X)				0.85	0.00	0.81	0.00	0.49		0.00	0.67	
Avail Cap(c_a), veh/h				1136	0	505	0	2896		0	3183	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.79	0.00	0.00	0.69	0.00
Uniform Delay (d), s/veh				26.7	0.0	26.3	0.0	0.0	0.0	0.0	12.1	0.0
Incr Delay (d2), s/veh				6.0	0.0	9.3	0.0	0.5	0.0	0.0	0.8	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.4	0.0	7.5	0.0	0.1	0.0	0.0	7.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				32.6	0.0	35.6	0.0	0.5	0.0	0.0	12.9	0.0
LnGrp LOS				C		D		A			B	
Approach Vol, veh/h					1256			1419			2132	
Approach Delay, s/veh					33.5			0.5			12.9	
Approach LOS					C			A			B	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		51.2		28.8		51.2						
Change Period (Y+Rc), s		5.8		5.5		5.8						
Max Green Setting (Gmax), s		43.2		25.5		43.2						
Max Q Clear Time (g_c+I1), s		2.0		20.6		23.2						
Green Ext Time (p_c), s		13.3		2.7		14.9						
Intersection Summary												
HCM 7th Control Delay, s/veh				14.6								
HCM 7th LOS				B								
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 7th Signalized Intersection Summary Yorba Linda Housing Element Update (JN 15459)
 20: Weir Canyon Rd & SR-91 EB Ramps 04/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	370	0	652	0	0	0	0	1503	903	0	2109	482
Future Volume (veh/h)	370	0	652	0	0	0	0	1503	903	0	2109	482
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	257	0	692				0	1566	0	0	2197	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2				0	2	2	0	2	2
Cap, veh/h	480	0	854				0	2977		0	2977	
Arrive On Green	0.27	0.00	0.27				0.00	0.58	0.00	0.00	1.00	0.00
Sat Flow, veh/h	1781	0	3170				0	5274	1585	0	5274	1585
Grp Volume(v), veh/h	257	0	692				0	1566	0	0	2197	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1585	0	1702	1585
Q Serve(g_s), s	9.9	0.0	16.3				0.0	14.8	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	9.9	0.0	16.3				0.0	14.8	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	480	0	854				0	2977		0	2977	
V/C Ratio(X)	0.54	0.00	0.81				0.00	0.53		0.00	0.74	
Avail Cap(c_a), veh/h	601	0	1070				0	2977		0	2977	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	0.40	0.00
Uniform Delay (d), s/veh	24.9	0.0	27.3				0.0	10.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	4.1				0.0	0.7	0.0	0.0	0.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	6.4				0.0	4.6	0.0	0.0	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.1	0.0	31.4				0.0	10.7	0.0	0.0	0.7	0.0
LnGrp LOS	C		C					B			A	
Approach Vol, veh/h		949						1566			2197	
Approach Delay, s/veh		30.0						10.7			0.7	
Approach LOS		C						B			A	
Timer - Assigned Phs		2		4				6				
Phs Duration (G+Y+Rc), s		52.4		27.6				52.4				
Change Period (Y+Rc), s		5.8		6.0				5.8				
Max Green Setting (Gmax), s		41.2		27.0				41.2				
Max Q Clear Time (g_c+I1), s		16.8		18.3				2.0				
Green Ext Time (p_c), s		18.6		3.2				34.8				

Intersection Summary		
HCM 7th Control Delay, s/veh		9.9
HCM 7th LOS		A

Notes
 User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

 Yorba Linda Housing Element Update (JN 15459)
 2045 With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #21 Gypsum Canyon Rd. & La Palma Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.696
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 50 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	98	3	80	1	20	20	31	492	872	121	202	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	3	80	1	20	20	31	492	872	121	202	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	3	80	1	20	20	31	492	872	121	202	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	3	80	1	20	20	31	492	872	121	202	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	3	80	1	20	20	31	492	872	121	202	2
OvlAdjVol:									812			

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.62	0.05	1.33	0.05	0.95	1.00	1.00	1.00	1.00	1.00	1.98	0.02
Final Sat.:	2761	85	2254	81	1619	1700	1700	1700	1700	1700	3367	33

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.04	0.01	0.01	0.01	0.02	0.29	0.51	0.07	0.06	0.06
OvlAdjV/S:									0.48			
Crit Moves:	****			****			****		****	****		

**APPENDIX 5.5: HORIZON YEAR (2045) WITH PROJECT CONDITIONS
INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH
IMPROVEMENTS**

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 Yorba Linda Housing Element Update (JN 15459)
 2045 With Project
 AM Peak Hour

Level Of Service Computation Report

ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #6 Lakeview Av. & Buena Vista Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.701
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 54 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	0	1	0	0

Volume Module:

Base Vol:	69	309	57	78	864	166	244	101	114	99	101	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	309	57	78	864	166	244	101	114	99	101	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	309	57	78	864	166	244	101	114	99	101	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	309	57	78	864	166	244	101	114	99	101	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	309	57	78	864	166	244	101	114	99	101	81

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.68	0.32	1.00	0.47	0.53	1.00	0.55	0.45
Final Sat.:	1600	1600	1600	1600	2684	516	1600	752	848	1600	888	712

Capacity Analysis Module:

Vol/Sat:	0.04	0.19	0.04	0.05	0.32	0.32	0.15	0.13	0.13	0.06	0.11	0.11
Crit Moves:	****			****			****			****		

Timings
7: Kellog Dr. & SR 90 EB Ramps

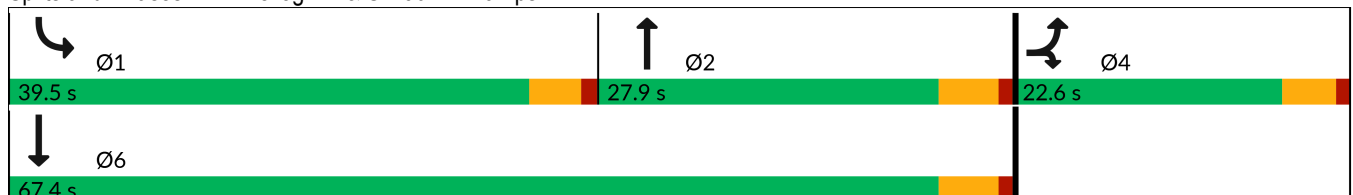


Lane Group	EBL	EBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	36	275	417	449	515
Future Volume (vph)	36	275	417	449	515
Turn Type	Prot	Prot	NA	Prot	NA
Protected Phases	4	4	2	1	6
Permitted Phases					
Detector Phase	4	4	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	10.0	5.0	10.0
Minimum Split (s)	22.6	22.6	23.0	9.6	23.0
Total Split (s)	22.6	22.6	27.9	39.5	67.4
Total Split (%)	25.1%	25.1%	31.0%	43.9%	74.9%
Yellow Time (s)	3.6	3.6	4.0	3.6	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	5.0	4.6	5.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	None	None	None
Act Effct Green (s)	9.3	9.3	20.7	27.9	53.4
Actuated g/C Ratio	0.13	0.13	0.28	0.38	0.73
v/c Ratio	0.20	0.72	0.76	0.83	0.25
Control Delay (s/veh)	32.7	15.3	28.7	34.0	3.7
Queue Delay	0.0	0.0	0.0	4.7	0.2
Total Delay (s/veh)	32.7	15.3	28.7	38.7	3.9
LOS	C	B	C	D	A
Approach Delay (s/veh)			28.7		20.1
Approach LOS			C		C

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 72.7	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 22.5	Intersection LOS: C
Intersection Capacity Utilization 58.7%	ICU Level of Service B
Analysis Period (min) 15	

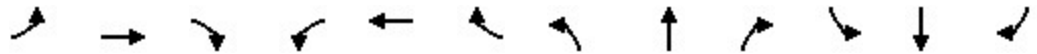
Splits and Phases: 7: Kellog Dr. & SR 90 EB Ramps



HCM 7th Signalized Intersection Summary Yorba Linda Housing Element Update (JN 15459)

7: Kellog Dr. & SR 90 EB Ramps

04/04/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	0	275	0	0	0	0	417	194	449	515	0
Future Volume (veh/h)	36	0	275	0	0	0	0	417	194	449	515	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	46	0	221				0	528	183	568	652	0
Peak Hour Factor	0.79	0.79	0.79				0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	0	2				0	2	2	2	2	0
Cap, veh/h	303	0	270				0	679	234	634	2440	0
Arrive On Green	0.17	0.00	0.17				0.00	0.26	0.26	0.36	0.69	0.00
Sat Flow, veh/h	1781	0	1585				0	2682	893	1781	3647	0
Grp Volume(v), veh/h	46	0	221				0	362	349	568	652	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1706	1781	1777	0
Q Serve(g_s), s	1.5	0.0	9.0				0.0	12.7	12.8	20.2	4.7	0.0
Cycle Q Clear(g_c), s	1.5	0.0	9.0				0.0	12.7	12.8	20.2	4.7	0.0
Prop In Lane	1.00		1.00				0.00		0.52	1.00		0.00
Lane Grp Cap(c), veh/h	303	0	270				0	466	447	634	2440	0
V/C Ratio(X)	0.15	0.00	0.82				0.00	0.78	0.78	0.90	0.27	0.00
Avail Cap(c_a), veh/h	478	0	425				0	606	582	926	3305	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.7	0.0	26.8				0.0	22.9	23.0	20.4	4.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	6.9				0.0	4.7	5.1	8.2	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	3.7				0.0	5.6	5.4	9.1	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.9	0.0	33.7				0.0	27.6	28.1	28.6	4.1	0.0
LnGrp LOS	C		C				C	C	C	C	A	
Approach Vol, veh/h		267						711			1220	
Approach Delay, s/veh		32.0						27.8			15.5	
Approach LOS		C						C			B	
Timer - Assigned Phs	1	2		4				6				
Phs Duration (G+Y+Rc), s	28.5	22.6		16.0				51.1				
Change Period (Y+Rc), s	4.6	5.0		4.6				5.0				
Max Green Setting (Gmax), s	34.9	22.9		18.0				62.4				
Max Q Clear Time (g_c+I1), s	22.2	14.8		11.0				6.7				
Green Ext Time (p_c), s	1.6	2.8		0.5				5.3				
Intersection Summary												
HCM 7th Control Delay, s/veh			21.5									
HCM 7th LOS			C									

 Yorba Linda Housing Element Update (JN 15459)
 2045 With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #6 Lakeview Av. & Buena Vista Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.781
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 67 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	0	1	0	0

Volume Module:

Base Vol:	120	700	55	34	516	159	257	54	106	36	75	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	700	55	34	516	159	257	54	106	36	75	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	700	55	34	516	159	257	54	106	36	75	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	700	55	34	516	159	257	54	106	36	75	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	700	55	34	516	159	257	54	106	36	75	59

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.53	0.47	1.00	0.34	0.66	1.00	0.56	0.44
Final Sat.:	1600	1600	1600	1600	2446	754	1600	540	1060	1600	896	704

Capacity Analysis Module:

Vol/Sat:	0.08	0.44	0.03	0.02	0.21	0.21	0.16	0.10	0.10	0.02	0.08	0.08
Crit Moves:	****			****			****			****		

Timings
7: Kellog Dr. & SR 90 EB Ramps

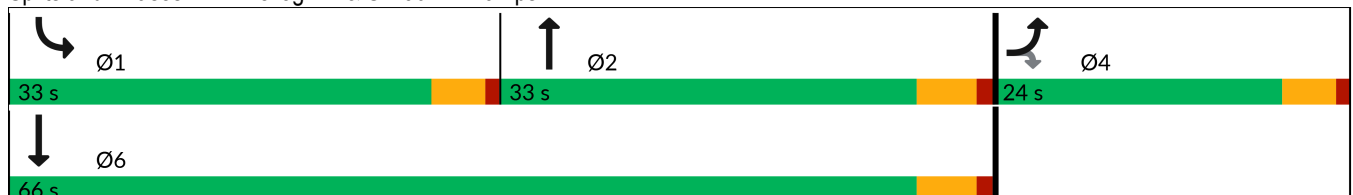


Lane Group	EBL	EBR	NBT	SBL	SBT
Lane Configurations	↶	↷	↕	↶	↷
Traffic Volume (vph)	107	168	472	286	325
Future Volume (vph)	107	168	472	286	325
Turn Type	Prot	Perm	NA	Prot	NA
Protected Phases	4		2	1	6
Permitted Phases		4			
Detector Phase	4	4	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	10.0	5.0	10.0
Minimum Split (s)	22.6	22.6	23.0	9.6	23.0
Total Split (s)	24.0	24.0	33.0	33.0	66.0
Total Split (%)	26.7%	26.7%	36.7%	36.7%	73.3%
Yellow Time (s)	3.6	3.6	4.0	3.6	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	5.0	4.6	5.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	None	None	None
Act Effct Green (s)	8.4	8.4	16.4	14.3	35.6
Actuated g/C Ratio	0.15	0.15	0.30	0.26	0.66
v/c Ratio	0.40	0.44	0.58	0.63	0.14
Control Delay (s/veh)	28.5	9.1	18.3	25.8	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.5	9.1	18.3	25.8	3.6
LOS	C	A	B	C	A
Approach Delay (s/veh)			18.3		14.1
Approach LOS			B		B

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 54.2
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay (s/veh): 16.3
 Intersection LOS: B
 Intersection Capacity Utilization 50.7%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 7: Kellog Dr. & SR 90 EB Ramps



HCM 7th Signalized Intersection Summary Yorba Linda Housing Element Update (JN 15459)

7: Kellog Dr. & SR 90 EB Ramps

04/04/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	0	168	0	0	0	0	472	126	286	325	0
Future Volume (veh/h)	107	0	168	0	0	0	0	472	126	286	325	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	111	0	175				0	492	131	298	339	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	2				0	2	2	2	2	0
Cap, veh/h	278	0	247				0	817	216	374	2182	0
Arrive On Green	0.16	0.00	0.16				0.00	0.29	0.29	0.21	0.61	0.00
Sat Flow, veh/h	1781	0	1585				0	2870	735	1781	3647	0
Grp Volume(v), veh/h	111	0	175				0	314	309	298	339	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1735	1781	1777	0
Q Serve(g_s), s	2.3	0.0	4.4				0.0	6.3	6.4	6.6	1.7	0.0
Cycle Q Clear(g_c), s	2.3	0.0	4.4				0.0	6.3	6.4	6.6	1.7	0.0
Prop In Lane	1.00		1.00				0.00		0.42	1.00		0.00
Lane Grp Cap(c), veh/h	278	0	247				0	522	510	374	2182	0
V/C Ratio(X)	0.40	0.00	0.71				0.00	0.60	0.61	0.80	0.16	0.00
Avail Cap(c_a), veh/h	828	0	737				0	1192	1164	1212	5195	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.9	0.0	16.7				0.0	12.6	12.7	15.7	3.4	0.0
Incr Delay (d2), s/veh	0.3	0.0	1.4				0.0	1.1	1.2	1.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	1.5				0.0	2.2	2.2	2.4	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.2	0.0	18.1				0.0	13.7	13.8	17.2	3.5	0.0
LnGrp LOS	B		B					B	B	B	A	
Approach Vol, veh/h		286						623			637	
Approach Delay, s/veh		17.4						13.8			9.9	
Approach LOS		B						B			A	
Timer - Assigned Phs	1	2		4				6				
Phs Duration (G+Y+Rc), s	13.3	17.3		11.1				30.6				
Change Period (Y+Rc), s	4.6	5.0		4.6				5.0				
Max Green Setting (Gmax), s	28.4	28.0		19.4				61.0				
Max Q Clear Time (g_c+I1), s	8.6	8.4		6.4				3.7				
Green Ext Time (p_c), s	0.4	3.8		0.4				2.5				
Intersection Summary												
HCM 7th Control Delay, s/veh			12.8									
HCM 7th LOS			B									