

Memorandum

Date: May 6, 2022
To: City of Yorba Linda
From: Preston Stinger, Fehr & Peers
Subject: **Yorba Linda Temple – Traffic Commission Comment Addressal**

UT21-2276

The purpose of this memorandum is to provide responses to comments from the City of Yorba Linda from the Traffic Commission (meeting held on April 28, 2002) regarding the Traffic Impact Analysis (TIA) that was prepared for the proposed Yorba Linda Temple located on Bastanchury Road west of Osmond Street in Yorba Linda, California. This memorandum will serve as an addendum to the April 2022 TIA report. The four comments addressed in this memorandum include:

1. Prepare ICE (Intersection Control Evaluation) Analysis for the intersection of Bastanchury Road and Osmond Street.
2. Update Synchro traffic analysis with the addition of a two-way left-turn lane (TWTL) replacing the striped left-turn lanes on Bastanchury Road at Osmond Street.
3. Perform trip generation analysis for the existing Newport Beach Temple.
4. Perform trip generation analysis for the existing Redlands Temple.
5. Update traffic analysis with the highest trip generation rate observed at Newport Beach Temple.

ICE Analysis

ICE is a method developed by the Federal Highway Administration (FHWA) that “is a data-driven, performance-based framework to screen intersection alternatives and identify an optimal solution.” Fehr & Peers utilized the CAP-X (Capacity Analysis for Planning Junctions) tool within ICE to analyze the intersection control for Bastanchury Road & Osmond Street. Using the traffic volume data collected for the TIA and the existing lane configurations at this intersection, the CAP-X analysis shows that the current intersection control of a side-street stop for Osmond Street and the driveway on the northside of Bastanchury Road is the optimal (lowest level of volume to capacity ratio) control for the intersection when evaluating the volume to capacity for vehicles. A



traffic signal control would be second best, followed by an all-way stop control. **Figure 1** shows the summary results for the CAP-X analysis.

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Pedestrian Accommodations	Bicycle Accommodations
Two-Way Stop Control E-W	0.27	1	Fair	Good
Traffic Signal	0.58	2	Good	Excellent
All-Way Stop Control	1.53	3	Good	Excellent

Figure 1: Bastanchury & Osmond CAP-X Analysis Results

The TIA showed the results of the peak hour signal warrant analyses for each analyzed scenario, of which it showed that this intersection does not meet peak hour signal warrants. The ICE analysis and the peak hour signal warrant analyses show that a traffic signal at Bastanchury Road and Osmond Street would not be an ideal improvement at this time.

TWLTL Analysis

Fehr & Peers updated the traffic analysis, using the Synchro software, for the Bastanchury Road and Osmond Street intersection to evaluate the change in vehicle delay and level of service (LOS) as a result of implementing a continuous TWLTL on Bastanchury Road instead of the current striped left-turn lane pockets. **Table 1** shows the results with no changes done to the current roadway configuration and **Table 2** shows the results with the change in striping to a TWLTL. It should be noted that in existing conditions, five vehicles were counted performing an eastbound left-turn (EBL) at this location in the AM peak hour, while zero vehicles were counted performing this movement in the PM peak hour. With the five EBL in the AM peak hour, the Synchro software did not show any reduction in delay with the TWLTL due to the limited availability of that lane with the EBL volumes present; however, in the PM peak hour there was a reduction in delay because there were no EBL vehicles present. For comparable comparison purposes, Fehr & Peers analyzed the AM peak hour with the assumption of zero EBL so that the reduction in delay as a result of the TWLTL was more apparent during the hour when there would be no EBL.

Table 1. AM and PM Peak Hour Level of Service Summary – without TWLTL

Intersection			2022 Background	2022 + Project	2024 Background	2024 + Project	2045 Background	2045 + Project
ID	Location	Period	Delay ² /LOS	Delay ² /LOS	Delay ² /LOS	Delay ² /LOS	Delay ² /LOS	Delay ² /LOS
1	Osmond Street / Bastanchury Road ¹	AM	40 / E	40.4 / E	42.3 / E	42.7 / E	45.2 / E	45.6 / E
		PM	28.4 / D	28.9 / D	29.5 / D	29.9 / D	42.7 / E	43.5 / E



1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.
2. Delay = average seconds of delay per vehicle.
3. LOS highlighted in **bold** indicate a deficient LOS.

Table 2. AM and PM Peak Hour Level of Service Summary – with TWLTL

Intersection			2022 Background	2022 + Project	2024 Background	2024 + Project	2045 Background	2045 + Project
ID	Location	Period	Delay ² /LOS	Delay ² /LOS	Delay ² /LOS	Delay ² /LOS	Delay ² /LOS	Delay ² /LOS
1	Osmond Street / Bastanchury Road ¹	AM	21.3 / C	21.5 / C	21.8 / C	21.9 / C	22.3 / C	22.3 / C
		PM	19.1 / C	19.2 / C	19.4 / C	19.6 / C	23.6 / C	23.9 / C

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.
 2. Delay = average seconds of delay per vehicle.
 3. LOS highlighted in **bold** indicate a deficient LOS.
- Source: Fehr & Peers.

As shown in Table 1 and Table 2, with the change in striping to include a TWLTL (this change allows for two-stage left-turns to occur for the northbound to westbound left turning vehicles from Osmond Street), the delay is decreased enough to lower the LOS from E and D to C's across all scenarios. **Table 3** shows the percent change in delay with the TWLTL. This shows that on average, there is a 49% decrease in delay per vehicle in the AM peak hour and a 37% decrease in delay per vehicle in the PM peak hour for the northbound left-turn movement at the Bastanchury Road and Osmond Street intersection.

Table 3. AM and PM Peak Hour Change in Delay with TWLTL

Intersection			2022 Background	2022 + Project	2024 Background	2024 + Project	2045 Background	2045 + Project
ID	Location	Period	% Change in Delay	% Change in Delay	% Change in Delay	% Change in Delay	% Change in Delay	% Change in Delay
1	Osmond Street / Bastanchury Road ¹	AM	-47%	-47%	-48%	-49%	-51%	-51%
		PM	-33%	-34%	-34%	-34%	-45%	-45%

1. Delay = average seconds of delay per vehicle.
- Source: Fehr & Peers.



Trip Generation Analysis for Peer Temples

Newport Beach Temple

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

- Bountiful, UT (2019)
- Draper, UT (2019)
- Oquirrh Mountain, UT (2019)
- Payson, UT (2017)
- Timpanogos, UT (2017)
- Gilbert, AZ (2017)

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

The City of Yorba Linda asked why Fehr & Peers did not include the Newport Beach Temple as one of the sites to estimate the trip generation given the similar characteristics of both temples:

- Both temples have two instruction rooms with 40 patron seats each (a total of 80 patron seats)
- Both temples are in Orange County

Fehr & Peers stated that the data was collected prior to this study, and we have used it for several other studies over the past two to three years. However, to directly address these comments, Fehr & Peers has collected vehicle counts at the Newport Beach Temple.

Methodology

A traffic data collection firm collected traffic counts for three days (72 hours) at the gate for the Newport Beach Temple. Traffic counts for the Newport Beach Temple are presented in **Appendix B**. **Figure 2** shows the location of the data collection equipment. The data collection period covered three days:

- Thursday April 21st, 2022



- Friday April 22nd, 2022
- Saturday April 23rd, 2022

Fehr & Peers processed the data, created a table for each hour of the day, and compared it to the trip generation estimated for the Yorba Linda Temple. The Thursday counts collected at the Newport Beach Temple are equal to or lower than the estimates originally prepared as part of the TIA.



Figure 2: Newport Beach Temple Traffic Count Location

Analysis Results

As part of the TIA, Fehr & Peers estimated the number of trips generated by the Yorba Linda Temple based on the average trip rate from the six previously mentioned temples. The data collected for the Newport Beach Temple included a weekday, a Friday, and a Saturday. In the TIA, Fehr & Peers compared the Friday counts of the six temples as a proxy for a midweek day (Tuesday to Thursday). **Table 3** shows the comparison of the Thursday and Friday traffic counts at the Newport Beach Temple to the weekday estimate used in the Yorba Linda Temple TIA. **Table 4** shows the comparison of the highest Saturday traffic count hour at Newport Beach Temple to the Saturday estimate provided in the Yorba Linda Temple TIA. As shown in these tables, the trip generation estimates provided in the TIA for each time period are higher than the observed traffic at a midweek day (Thursday) and Saturday at the Newport Beach Temple.

Table 3. AM and PM Weekday Comparison.

	Newport Beach Temple		Yorba Linda Temple
Peak Hour	Thursday	Friday	Weekday Estimate
AM Period			



8:00AM-9:00AM	37	33	64
9:00AM-10:00AM	38	63	
PM Period			
4:00PM-5:00PM	71	84	74
5:00PM-6:00PM	40	71	

Table 4. Highest Saturday Hour Comparison.

Peak Hour	Newport Beach Temple ¹	Yorba Linda Temple ²
Highest Hour	75	99

Notes:

1. Recorded traffic volumes in April 2022.
2. Trip generation estimate included in the Yorba Linda Temple TIA.

Conclusion

The comparison of data collected for a midweek day (Thursday) at Newport Beach Temple with the weekday trip generation estimate for the Yorba Linda Temple shows that the trip generation used for the TIA is higher than the recorded midweek day traffic data collected at the Newport Beach temple. Therefore, as stated in the TIA report, the trip generation for the Yorba Linda Temple is likely an overestimation of the number of vehicle trips that this temple will generate, providing a conservative foundation for analysis presented in that report.

Redlands Temple

Coming soon....



Traffic Analysis Update with Newport Beach Temple Trip Generation

As shown in the previous section, the Newport Beach Temple generates about 10 more vehicles in the PM peak hour on a Friday evening than was analyzed in the TIA. The following analysis was performed to document the traffic conditions for the higher PM peak hour trip generation at the study intersections.

The same methodology and assumptions from the TIA were used in this analysis. Please refer to the TIA for further details.

Traffic analysis was performed using 84 PM peak hour trips (compared to the 74 PM peak hour trips analyzed in the TIA). The AM peak hour trips were not updated, as the TIA already is using a more conservative trip generation estimate of 64 (compared to the 63 that was counted at the Newport Beach Temple). For the most conservative approach and to be consistent with the analysis in the TIA, the analysis shown below assumes the current lane configurations on Bastanchury Road (i.e. striping is not changed to a TWLTL). **Table 5** shows the LOS summary for “old trips” (74) compared to “new trips” (84). As shown, the LOS remains unchanged with the 10 additional trips with insignificant change in delay or volume to capacity ratios. The detailed LOS reports can be found in the Appendix F.

Table 5: AM and PM Peak Hour Level of Service Summary

Intersection			2022 Background	2022 + Project	2024 Background	2024 + Project	2025 Background	2025 + Project
ID	Location	Period	LOS	LOS	LOS	LOS	LOS	LOS
1	Valley View Avenue / Yorba Linda Boulevard ²	PM–old trips	B	B	B	B	B	B
		PM–new trips	B	B	B	B	B	B
2	Valley View Avenue / Imperial Highway ²	PM–old trips	B	B	B	B	C	C
		PM–new trips	B	B	B	B	C	C
3	Imperial Highway / Bastanchury Road ²	PM–old trips	C	C	C	C	D	D
		PM–new trips	C	C	C	C	D	D
4	Osmond Street / Bastanchury Road ¹	PM–old trips	D	D	D	D	E	E
		PM–new trips	D	D	D	D	E	E



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



Appendix A: Six Temples Traffic Counts Summary

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



Appendix B: Newport Beach Temple Traffic Counts Appendix

VOLUME

2300 Bonita Canyon Dr Dwy Before Gate

Day: Thursday
Date: 4/21/2022

City: Newport Beach
Project #: CA22_010038_002

DAILY TOTALS					NB	SB						Total
					0	0						754
							379			375		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
0:00			0	0	0	12:00			4	23	27	
0:15			0	0	0	12:15			3	6	9	
0:30			0	0	0	12:30			4	5	9	
0:45			0	0	0	12:45		6	17	6	40	
1:00			0	0	0	13:00			10	8	18	
1:15			0	0	0	13:15			2	2	4	
1:30			0	0	0	13:30			3	8	11	
1:45			0	0	0	13:45		5	20	8	26	
2:00			0	0	0	14:00			2	10	12	
2:15			0	0	0	14:15			4	6	10	
2:30			0	0	0	14:30			4	3	7	
2:45			0	0	0	14:45		3	13	3	22	
3:00			0	0	0	15:00			3	11	14	
3:15			0	0	0	15:15			6	6	12	
3:30			0	0	0	15:30			5	0	5	
3:45			0	0	0	15:45		12	26	2	19	
4:00			0	0	0	16:00			9	3	12	
4:15			0	0	0	16:15			9	7	16	
4:30			0	0	0	16:30			13	9	22	
4:45			0	0	0	16:45		9	40	12	31	
5:00			0	0	0	17:00			4	10	14	
5:15			5	0	5	17:15			2	10	12	
5:30			8	0	8	17:30			4	2	6	
5:45			17	30	17	17:45		5	15	3	25	
6:00			10	0	10	18:00			9	2	11	
6:15			5	0	5	18:15			6	1	7	
6:30			10	1	11	18:30			8	6	14	
6:45			8	33	0	18:45		4	27	13	22	
7:00			3	0	3	19:00			8	7	15	
7:15			3	2	5	19:15			6	4	10	
7:30			4	0	4	19:30			8	3	11	
7:45			1	11	2	19:45		4	26	1	15	
8:00			8	1	9	20:00			0	4	4	
8:15			7	1	8	20:15			0	19	19	
8:30			4	4	8	20:30			2	10	12	
8:45			5	24	7	20:45		0	2	11	44	
9:00			1	3	4	21:00			0	2	2	
9:15			12	2	14	21:15			0	5	5	
9:30			5	0	5	21:30			0	8	8	
9:45			8	26	7	21:45			0	19	34	
10:00			3	6	9	22:00			1	9	10	
10:15			5	7	12	22:15			0	1	1	
10:30			9	8	17	22:30			0	0	0	
10:45			16	33	3	22:45		0	1	0	10	
11:00			6	4	10	23:00			0	0	0	
11:15			14	7	21	23:15			0	0	0	
11:30			13	5	18	23:30			0	0	0	
11:45			2	35	17	23:45			0	0	0	
TOTALS			192	87	279	TOTALS			187	288	475	
SPLIT %			68.8%	31.2%	37.0%	SPLIT %			39.4%	60.6%	63.0%	

DAILY TOTALS					NB	SB						Total
					0	0						754
							379			375		
AM Peak Hour			10:45	11:15	11:15	PM Peak Hour			15:45	20:00	16:15	
AM Pk Volume			49	52	85	PM Pk Volume			43	44	73	
Pk Hr Factor			0.766	0.565	0.787	Pk Hr Factor			0.827	0.579	0.830	
7 - 9 Volume	0	0	35	17	52	4 - 6 Volume	0	0	55	56	111	
7 - 9 Peak Hour			8:00	8:00	8:00	4 - 6 Peak Hour			16:00	16:30	16:15	
7 - 9 Pk Volume	0	0	24	13	37	4 - 6 Pk Volume	0	0	40	41	73	
Pk Hr Factor	0.000	0.000	0.750	0.464	0.771	Pk Hr Factor	0.000	0.000	0.769	0.854	0.830	

VOLUME

2300 Bonita Canyon Dr Dwy Before Gate

Day: Friday
Date: 4/22/2022

City: Newport Beach
Project #: CA22_010038_002

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	432	424	856		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00			0	0	0	12:00			1	29	30
0:15			0	0	0	12:15			2	7	9
0:30			0	0	0	12:30			5	7	12
0:45			0	0	0	12:45		2	10	2	45
1:00			0	0	0	13:00			1	4	5
1:15			0	0	0	13:15			12	3	15
1:30			0	0	0	13:30			2	3	5
1:45			0	0	0	13:45		5	20	8	18
2:00			0	0	0	14:00			2	10	12
2:15			0	0	0	14:15			6	4	10
2:30			0	0	0	14:30			7	5	12
2:45			0	0	0	14:45		7	22	0	19
3:00			0	0	0	15:00			1	6	7
3:15			0	0	0	15:15			5	6	11
3:30			0	0	0	15:30			7	0	7
3:45			0	0	0	15:45		20	33	6	18
4:00			0	0	0	16:00			14	11	25
4:15			0	0	0	16:15			11	3	14
4:30			0	0	0	16:30			15	5	20
4:45			0	0	0	16:45		13	53	12	31
5:00			0	0	0	17:00			4	24	28
5:15			2	0	2	17:15			5	8	13
5:30			7	0	7	17:30			8	11	19
5:45			21	30	21	17:45		8	25	3	46
6:00			5	0	5	18:00			8	3	11
6:15			3	0	3	18:15			13	4	17
6:30			5	0	5	18:30			4	4	8
6:45			5	18	5	18:45		6	31	12	23
7:00			1	0	1	19:00			3	7	10
7:15			1	0	1	19:15			5	5	10
7:30			3	2	5	19:30			6	5	11
7:45			5	10	5	19:45		8	22	1	18
8:00			10	1	11	20:00			1	8	9
8:15			6	0	6	20:15			4	4	8
8:30			5	2	7	20:30			0	21	21
8:45			4	25	9	20:45		0	5	10	43
9:00			7	2	9	21:00			0	8	8
9:15			7	1	8	21:15			1	7	8
9:30			24	4	28	21:30			2	6	8
9:45			14	52	18	21:45		0	3	18	39
10:00			12	6	18	22:00			0	16	16
10:15			10	8	18	22:15			0	3	3
10:30			7	11	18	22:30			0	4	4
10:45			17	46	22	22:45			0	0	23
11:00			5	5	10	23:00			0	0	0
11:15			7	4	11	23:15			0	0	0
11:30			9	15	24	23:30			0	0	0
11:45			6	27	32	23:45			0	0	0
TOTALS			208	101	309	TOTALS			224	323	547
SPLIT %			67.3%	32.7%	36.1%	SPLIT %			41.0%	59.0%	63.9%

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	432	424	856

AM Peak Hour			9:30	11:30	11:15	PM Peak Hour			15:45	16:45	16:15
AM Pk Volume			60	77	97	PM Pk Volume			60	55	87
Pk Hr Factor			0.625	0.664	0.758	Pk Hr Factor			0.750	0.573	0.777
7 - 9 Volume	0	0	35	10	45	4 - 6 Volume	0	0	78	77	155
7 - 9 Peak Hour			7:45	8:00	8:00	4 - 6 Peak Hour			16:00	16:45	16:15
7 - 9 Pk Volume	0	0	26	8	33	4 - 6 Pk Volume	0	0	53	55	87
Pk Hr Factor	0.000	0.000	0.650	0.400	0.750	Pk Hr Factor	0.000	0.000	0.883	0.573	0.777

VOLUME

2300 Bonita Canyon Dr Dwy Before Gate

Day: Saturday
Date: 4/23/2022

City: Newport Beach
Project #: CA22_010038_002

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	385	383	768		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00			0	0	0	12:00			4	23	27
0:15			0	0	0	12:15			0	12	12
0:30			0	0	0	12:30			4	1	5
0:45			0	0	0	12:45			5	13	18
1:00			0	0	0	13:00			8	1	9
1:15			0	0	0	13:15			6	4	10
1:30			0	0	0	13:30			2	3	5
1:45			0	0	0	13:45			5	21	26
2:00			0	0	0	14:00			2	4	6
2:15			0	0	0	14:15			9	2	11
2:30			0	0	0	14:30			16	3	19
2:45			0	0	0	14:45			6	33	39
3:00			0	0	0	15:00			10	6	16
3:15			0	0	0	15:15			4	5	9
3:30			0	0	0	15:30			9	8	17
3:45			0	0	0	15:45			23	46	69
4:00			0	0	0	16:00			9	4	13
4:15			0	0	0	16:15			5	2	7
4:30			0	0	0	16:30			12	9	21
4:45			0	0	0	16:45			13	39	52
5:00			0	0	0	17:00			5	10	15
5:15			1	0	1	17:15			2	25	27
5:30			5	0	5	17:30			8	10	18
5:45			17	23	40	17:45			11	26	37
6:00			8	0	8	18:00			3	5	8
6:15			3	0	3	18:15			6	2	8
6:30			8	0	8	18:30			5	3	8
6:45			7	26	33	18:45			1	15	16
7:00			6	0	6	19:00			3	16	19
7:15			4	0	4	19:15			9	5	14
7:30			2	1	3	19:30			11	7	18
7:45			7	19	26	19:45			3	26	29
8:00			3	1	4	20:00			0	5	5
8:15			4	4	8	20:15			2	4	6
8:30			5	5	10	20:30			1	11	12
8:45			11	23	34	20:45			0	3	3
9:00			3	4	7	21:00			1	13	14
9:15			5	2	7	21:15			0	2	2
9:30			7	1	8	21:30			1	4	5
9:45			9	24	33	21:45			0	2	2
10:00			0	4	4	22:00			1	15	16
10:15			7	4	11	22:15			0	4	4
10:30			7	9	16	22:30			0	5	5
10:45			8	22	30	22:45			0	1	1
11:00			5	8	13	23:00			0	0	0
11:15			4	3	7	23:15			0	0	0
11:30			7	6	13	23:30			0	0	0
11:45			7	23	30	23:45			0	0	0
TOTALS			160	85	245	TOTALS			225	298	523
SPLIT %			65.3%	34.7%	31.9%	SPLIT %			43.0%	57.0%	68.1%

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	385	383	768		
AM Peak Hour			5:45	11:30	11:30	PM Peak Hour			15:45	16:45	16:30
AM Pk Volume			36	57	75	PM Pk Volume			49	51	82
Pk Hr Factor			0.529	0.620	0.694	Pk Hr Factor			0.533	0.510	0.759
7 - 9 Volume	0	0	42	21	63	4 - 6 Volume	0	0	65	70	135
7 - 9 Peak Hour			8:00	8:00	8:00	4 - 6 Peak Hour			16:00	16:45	16:30
7 - 9 Pk Volume	0	0	23	20	43	4 - 6 Pk Volume	0	0	39	51	82
Pk Hr Factor	0.000	0.000	0.523	0.500	0.512	Pk Hr Factor	0.000	0.000	0.750	0.510	0.759



C: Redlands Temple Traffic Counts







Appendix D: CAP-X Analysis Sheets

Capacity Analysis for Planning of Junctions

Summary Report





Project Name:	LDS Yorba Linda
Project Number:	UT21-2276
Location:	Yorba Linda, CA
Date:	2045 Plus Project AM
Number of Intersection Legs:	4
Major Street Direction	East-West

Traffic Volume Demand						
	Volume (Veh/hr)				Percent (%)	
	U-Turn 	Left 	Thru 	Right 	Heavy Vehicles	Volume Growth
Eastbound	0	1	822	1	2.00%	0.00%
Westbound	0	1	954	1	2.00%	0.00%
Southbound	0	1	1	5	2.00%	0.00%
Northbound	0	5	1	5	2.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	0.80	0.95		0.85		
Truck to PCE Factor				Suggested = 2.00	2.00	
Multimodal Activity Level			Low			
Critical Lane Volume Threshold	2-phase signal	Suggested = 1800 (Urban), 1650 (Rural)			1800	
	3-phase signal	Suggested = 1750 (Urban), 1600 (Rural)			1750	
	4-phase signal	Suggested = 1700 (Urban), 1550 (Rural)			1700	

Capacity Analysis for Planning of Junctions

Detailed Report - Page 1 of 4

Project Name:	LDS Yorba Linda
Project Number:	UT21-2276
Location:	Yorba Linda, CA
Date:	2045 Plus Project AM
Number of Intersection Legs:	4
Major Street Direction:	East-West

Traffic Volume Demand						
	Volume (Veh/hr)				Percent (%)	
	U-Turn 	Left 	Thru 	Right 	Heavy Vehicles	Volume Growth
Eastbound	0	1	822	1	2.00%	0.00%
Westbound	0	1	954	1	2.00%	0.00%
Southbound	0	1	1	5	2.00%	0.00%
Northbound	0	5	1	5	2.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	0.80	0.95		0.85		
Truck to PCE Factor				Suggested = 2.00	2.00	
Multimodal Activity Level		Low				
Critical Lane Volume Threshold	2-phase signal	Suggested = 1800 (Urban), 1650 (Rural)			1800	
	3-phase signal	Suggested = 1750 (Urban), 1600 (Rural)			1750	
	4-phase signal	Suggested = 1700 (Urban), 1550 (Rural)			1700	

Capacity Analysis for Planning of Junctions

Detailed Report - Page 2 of 4

Number of Lanes for Non-roundabout Intersections

TYPE OF INTERSECTION	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Traffic Signal	FULL	/	1	1	1	/	1	1	1	/	1	1	1	/	1	1	1
Two-Way Stop Control	E-W	/	0	1	1	/	0	1	0	/	1	2	1	/	1	2	1
All-Way Stop Control	FULL	/	0	1	0	/	0	1	0	/	0	1	0	/	0	1	0

Number of Lanes for Grade Separated Intersections

TYPE OF INTERCHANGE	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R

Number of Lanes for Interchanges

TYPE OF INTERCHANGE	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R



Appendix E: Detailed LOS Synchro Reports

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	870	0	0	1373	1875	435	1440	1875	503
Stage 1	-	-	-	-	-	-	870	870	-	1005	1005	-
Stage 2	-	-	-	-	-	-	503	1005	-	435	870	-
Critical Hdwy	-	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	-	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	770	-	-	105	71	569	93	71	514
Stage 1	0	-	-	-	-	-	313	367	-	259	317	-
Stage 2	0	-	-	-	-	-	519	317	-	570	367	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	770	-	-	105	71	569	93	71	514
Mov Cap-2 Maneuver	-	-	-	-	-	-	222	187	-	197	187	-
Stage 1	-	-	-	-	-	-	313	367	-	259	317	-
Stage 2	-	-	-	-	-	-	518	317	-	567	367	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	14.7	12
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	222	569	-	-	770	-	-	514
HCM Lane V/C Ratio	0.006	0.004	-	-	-	-	-	0.002
HCM Control Delay (s)	21.3	11.4	-	-	0	-	-	12
HCM Lane LOS	C	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

HCM 6th TWSC

4: Osmond Street/Baptist Church Access & Bastanchury Road

Existing PM (1 Access; TWLTL)

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	846	0	0	1137	1430	422	1003	1427	289
Stage 1	-	-	-	-	-	-	844	844	-	581	581	-
Stage 2	-	-	-	-	-	-	293	586	-	422	846	-
Critical Hdwy	-	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	-	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	787	-	-	157	133	580	196	134	708
Stage 1	0	-	-	-	-	-	324	377	-	467	498	-
Stage 2	0	-	-	-	-	-	691	495	-	580	377	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	787	-	-	157	133	580	196	134	708
Mov Cap-2 Maneuver	-	-	-	-	-	-	259	254	-	324	255	-
Stage 1	-	-	-	-	-	-	324	377	-	467	497	-
Stage 2	-	-	-	-	-	-	689	494	-	580	377	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	19.1	16.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	259	-	-	-	787	-	-	324
HCM Lane V/C Ratio	0.012	-	-	-	0.003	-	-	0.003
HCM Control Delay (s)	19.1	0	-	-	9.6	-	-	16.1
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0	-	-	0

HCM 6th TWSC

4: Osmond Street/Baptist Church Access & Bastanchury Road

Existing+P AM (1 Access; TWLTL)

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	873	0	0	1381	1889	437	1453	1889	508
Stage 1	-	-	-	-	-	-	873	873	-	1016	1016	-
Stage 2	-	-	-	-	-	-	508	1016	-	437	873	-
Critical Hdwy	-	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	-	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	768	-	-	103	70	567	91	70	510
Stage 1	0	-	-	-	-	-	311	366	-	255	314	-
Stage 2	0	-	-	-	-	-	516	314	-	568	366	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	768	-	-	103	70	567	91	70	510
Mov Cap-2 Maneuver	-	-	-	-	-	-	220	186	-	194	186	-
Stage 1	-	-	-	-	-	-	311	366	-	255	314	-
Stage 2	-	-	-	-	-	-	515	314	-	565	366	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			14.8			12.1		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	220	567	-	-	768	-	-	510
HCM Lane V/C Ratio	0.006	0.004	-	-	-	-	-	0.002
HCM Control Delay (s)	21.5	11.4	-	-	0	-	-	12.1
HCM Lane LOS	C	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

HCM 6th TWSC

4: Osmond Street/Baptist Church Access & Bastanchury Road

Existing+P PM (1 Access; TWLTL)

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	853	0	0	1147	1444	426	1014	1441	292
Stage 1	-	-	-	-	-	-	851	851	-	588	588	-
Stage 2	-	-	-	-	-	-	296	593	-	426	853	-
Critical Hdwy	-	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	-	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	782	-	-	154	131	577	193	131	704
Stage 1	0	-	-	-	-	-	321	375	-	462	494	-
Stage 2	0	-	-	-	-	-	688	492	-	577	374	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	782	-	-	154	131	577	193	131	704
Mov Cap-2 Maneuver	-	-	-	-	-	-	257	252	-	320	252	-
Stage 1	-	-	-	-	-	-	321	375	-	462	493	-
Stage 2	-	-	-	-	-	-	686	491	-	577	374	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			19.2			16.3		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	257	-	-	-	782	-	-	320
HCM Lane V/C Ratio	0.012	-	-	-	0.003	-	-	0.003
HCM Control Delay (s)	19.2	0	-	-	9.6	-	-	16.3
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0	-	-	0

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	884	0	0	1395	1905	442	1463	1905	511
Stage 1	-	-	-	-	-	-	884	884	-	1021	1021	-
Stage 2	-	-	-	-	-	-	511	1021	-	442	884	-
Critical Hdwy	-	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	-	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	761	-	-	101	68	563	90	68	508
Stage 1	0	-	-	-	-	-	307	362	-	253	312	-
Stage 2	0	-	-	-	-	-	514	312	-	564	362	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	761	-	-	100	68	563	89	68	508
Mov Cap-2 Maneuver	-	-	-	-	-	-	217	184	-	192	184	-
Stage 1	-	-	-	-	-	-	307	362	-	253	312	-
Stage 2	-	-	-	-	-	-	511	312	-	560	362	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			15.6			12.1		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	217	563	-	-	761	-	-	508
HCM Lane V/C Ratio	0.012	0.007	-	-	-	-	-	0.005
HCM Control Delay (s)	21.8	11.4	-	-	0	-	-	12.1
HCM Lane LOS	C	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑	↑		↑	↑		↔	
Traffic Vol, veh/h	0	815	3	3	557	6	4	0	0	2	0	0
Future Vol, veh/h	0	815	3	3	557	6	4	0	0	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	95	60	-	65	-	-	40	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	858	3	3	586	6	4	0	0	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	861	0	0	1157	1456	429	1021	1453	293
Stage 1	-	-	-	-	-	-	858	858	-	592	592	-
Stage 2	-	-	-	-	-	-	299	598	-	429	861	-
Critical Hdwy	-	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	-	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	776	-	-	151	129	574	191	129	703
Stage 1	0	-	-	-	-	-	318	372	-	460	492	-
Stage 2	0	-	-	-	-	-	685	489	-	574	371	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	776	-	-	151	128	574	190	128	703
Mov Cap-2 Maneuver	-	-	-	-	-	-	254	249	-	318	249	-
Stage 1	-	-	-	-	-	-	318	372	-	460	490	-
Stage 2	-	-	-	-	-	-	682	487	-	574	371	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			19.4			16.4		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	254	-	-	-	776	-	-	318
HCM Lane V/C Ratio	0.017	-	-	-	0.004	-	-	0.007
HCM Control Delay (s)	19.4	0	-	-	9.7	-	-	16.4
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑	↑		↑	↑		↔	
Traffic Vol, veh/h	0	709	0	0	826	0	2	0	3	0	0	2
Future Vol, veh/h	0	709	0	0	826	0	2	0	3	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	95	60	-	65	-	-	40	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	886	0	0	1033	0	3	0	4	0	0	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	886	0	0	1403	1919	443	1476	1919	517
Stage 1	-	-	-	-	-	-	886	886	-	1033	1033	-
Stage 2	-	-	-	-	-	-	517	1033	-	443	886	-
Critical Hdwy	-	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	-	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	760	-	-	100	67	562	88	67	503
Stage 1	0	-	-	-	-	-	306	361	-	249	308	-
Stage 2	0	-	-	-	-	-	509	308	-	564	361	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	760	-	-	100	67	562	87	67	503
Mov Cap-2 Maneuver	-	-	-	-	-	-	216	182	-	190	182	-
Stage 1	-	-	-	-	-	-	306	361	-	249	308	-
Stage 2	-	-	-	-	-	-	506	308	-	560	361	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			15.6			12.2		
HCM LOS							C			B		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	216	562	-	-	760	-	-	503				
HCM Lane V/C Ratio	0.012	0.007	-	-	-	-	-	0.005				
HCM Control Delay (s)	21.9	11.4	-	-	0	-	-	12.2				
HCM Lane LOS	C	B	-	-	A	-	-	B				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑	↑		↑	↑		↔	
Traffic Vol, veh/h	0	821	3	3	564	6	4	0	0	2	0	0
Future Vol, veh/h	0	821	3	3	564	6	4	0	0	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	95	60	-	65	-	-	40	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	864	3	3	594	6	4	0	0	2	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	867	0	0	1167	1470	432	1032	1467	297
Stage 1	-	-	-	-	-	-	864	864	-	600	600	-
Stage 2	-	-	-	-	-	-	303	606	-	432	867	-
Critical Hdwy	-	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	-	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	772	-	-	149	126	572	187	127	699
Stage 1	0	-	-	-	-	-	315	369	-	455	488	-
Stage 2	0	-	-	-	-	-	681	485	-	572	368	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	772	-	-	149	125	572	186	126	699
Mov Cap-2 Maneuver	-	-	-	-	-	-	251	247	-	314	246	-
Stage 1	-	-	-	-	-	-	315	369	-	455	486	-
Stage 2	-	-	-	-	-	-	678	483	-	572	368	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			19.6			16.5		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	251	-	-	-	772	-	-	314				
HCM Lane V/C Ratio	0.017	-	-	-	0.004	-	-	0.007				
HCM Control Delay (s)	19.6	0	-	-	9.7	-	-	16.5				
HCM Lane LOS	C	A	-	-	A	-	-	C				
HCM 95th %tile Q(veh)	0.1	-	-	-	0	-	-	0				

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑	↑		↑	↑		↔	
Traffic Vol, veh/h	0	820	0	0	945	0	5	0	5	0	0	5
Future Vol, veh/h	0	820	0	0	945	0	5	0	5	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	95	60	-	65	-	-	40	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	891	0	0	1027	0	5	0	5	0	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	891	0	0	1405	1918	446	1473	1918	514
Stage 1	-	-	-	-	-	-	891	891	-	1027	1027	-
Stage 2	-	-	-	-	-	-	514	1027	-	446	891	-
Critical Hdwy	-	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	-	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	757	-	-	99	67	560	88	67	505
Stage 1	0	-	-	-	-	-	304	359	-	251	310	-
Stage 2	0	-	-	-	-	-	511	310	-	561	359	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	757	-	-	98	67	560	87	67	505
Mov Cap-2 Maneuver	-	-	-	-	-	-	214	182	-	190	182	-
Stage 1	-	-	-	-	-	-	304	359	-	251	310	-
Stage 2	-	-	-	-	-	-	506	310	-	556	359	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			16.9			12.2		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	214	560	-	-	757	-	-	505
HCM Lane V/C Ratio	0.025	0.01	-	-	-	-	-	0.011
HCM Control Delay (s)	22.3	11.5	-	-	0	-	-	12.2
HCM Lane LOS	C	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑	↑		↑	↑		↔	
Traffic Vol, veh/h	0	945	5	5	645	10	5	0	0	5	0	0
Future Vol, veh/h	0	945	5	5	645	10	5	0	0	5	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	95	60	-	65	-	-	40	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1027	5	5	701	11	5	0	0	5	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	1032	0	0	1388	1749	514	1225	1743	351
Stage 1	-	-	-	-	-	-	1027	1027	-	711	711	-
Stage 2	-	-	-	-	-	-	361	722	-	514	1032	-
Critical Hdwy	-	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	-	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	669	-	-	102	85	505	135	86	645
Stage 1	0	-	-	-	-	-	251	310	-	390	434	-
Stage 2	0	-	-	-	-	-	630	429	-	511	308	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	669	-	-	101	84	505	134	85	645
Mov Cap-2 Maneuver	-	-	-	-	-	-	199	201	-	261	200	-
Stage 1	-	-	-	-	-	-	251	310	-	390	431	-
Stage 2	-	-	-	-	-	-	625	426	-	511	308	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			23.6			19.1		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	199	-	-	-	669	-	-	261
HCM Lane V/C Ratio	0.027	-	-	-	0.008	-	-	0.021
HCM Control Delay (s)	23.6	0	-	-	10.4	-	-	19.1
HCM Lane LOS	C	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑	↑		↑	↑		↔	
Traffic Vol, veh/h	0	822	0	0	954	0	5	0	5	0	0	5
Future Vol, veh/h	0	822	0	0	954	0	5	0	5	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	95	60	-	65	-	-	40	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	893	0	0	1037	0	5	0	5	0	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	893	0	0	1412	1930	447	1484	1930	519
Stage 1	-	-	-	-	-	-	893	893	-	1037	1037	-
Stage 2	-	-	-	-	-	-	519	1037	-	447	893	-
Critical Hdwy	-	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	-	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	755	-	-	98	66	559	87	66	502
Stage 1	0	-	-	-	-	-	303	358	-	247	307	-
Stage 2	0	-	-	-	-	-	508	307	-	560	358	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	755	-	-	97	66	559	86	66	502
Mov Cap-2 Maneuver	-	-	-	-	-	-	213	181	-	188	181	-
Stage 1	-	-	-	-	-	-	303	358	-	247	307	-
Stage 2	-	-	-	-	-	-	503	307	-	555	358	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			16.9			12.3		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	213	559	-	-	755	-	-	502
HCM Lane V/C Ratio	0.026	0.01	-	-	-	-	-	0.011
HCM Control Delay (s)	22.3	11.5	-	-	0	-	-	12.3
HCM Lane LOS	C	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑	↑		↑	↑		↔	
Traffic Vol, veh/h	0	951	5	5	652	10	5	0	0	5	0	0
Future Vol, veh/h	0	951	5	5	652	10	5	0	0	5	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	95	60	-	65	-	-	40	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1034	5	5	709	11	5	0	0	5	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	1039	0	0	1399	1764	517	1236	1758	355
Stage 1	-	-	-	-	-	-	1034	1034	-	719	719	-
Stage 2	-	-	-	-	-	-	365	730	-	517	1039	-
Critical Hdwy	-	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	-	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	665	-	-	100	83	503	132	84	641
Stage 1	0	-	-	-	-	-	248	308	-	386	431	-
Stage 2	0	-	-	-	-	-	627	426	-	509	306	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	665	-	-	99	82	503	131	83	641
Mov Cap-2 Maneuver	-	-	-	-	-	-	196	199	-	258	198	-
Stage 1	-	-	-	-	-	-	248	308	-	386	428	-
Stage 2	-	-	-	-	-	-	622	423	-	509	306	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			23.9			19.3		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	196	-	-	-	665	-	-	258
HCM Lane V/C Ratio	0.028	-	-	-	0.008	-	-	0.021
HCM Control Delay (s)	23.9	0	-	-	10.5	-	-	19.3
HCM Lane LOS	C	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0	-	-	0.1

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Appendix F: Detailed LOS Synchro & KICU Reports for Higher Trip Generation Analysis

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

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

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

Date/Time: AM PEAK HOUR

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

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	145	1,700	0.030	N-S(1):	0.197 *
	TH	0.34	44	573	0.077	N-S(2):	0.000
	LT	1.66	217	2,261	0.096 *	E-W(1):	0.210
Westbound	RT	0.00	245	0	0.000	E-W(2):	0.307 *
	TH	3.00	760	5,100	0.197 *	V/C:	0.504
	LT	1.00	55	1,700	0.032	Lost Time:	0.100
Northbound	RT	0.00	44	0	0.000	ITS:	0.000
	TH	1.00	44	1,700	0.101 *	ICU:	0.604
	LT	0.00	84	1,700	0.049	LOS:	B
Eastbound	RT	0.00	82	0	0.000		
	TH	3.00	825	5,100	0.178		
	LT	1.00	187	1,700	0.110 *		

* - Denotes critical movement

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

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

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

Date/Time: AM PEAK HOUR

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

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	4	0	0.000	N-S(1):	0.135
	TH	2.00	115	3,400	0.035 *	N-S(2):	0.144 *
	LT	1.00	113	1,700	0.066	E-W(1):	0.383 *
Westbound	RT	1.00	111	1,700	0.032	E-W(2):	0.278
	TH	3.00	1,391	5,100	0.273	V/C:	0.527
	LT	1.00	42	1,700	0.025 *	Lost Time:	0.100
Northbound	RT	1.00	43	1,700	0.013	ITS:	0.000
	TH	1.00	118	1,700	0.069	ICU:	0.627
	LT	1.00	186	1,700	0.109 *	LOS:	B
Eastbound	RT	0.00	186	0	0.000		
	TH	3.00	1,638	5,100	0.358 *		
	LT	1.00	9	1,700	0.005		

* - Denotes critical movement

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

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

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

Date/Time: AM PEAK HOUR

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

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	2	1,700	0.000	N-S(1):	0.406 *
	TH	3.00	1,486	5,100	0.291	N-S(2):	0.392
	LT	2.00	404	2,720	0.149 *	E-W(1):	0.231 *
Westbound	RT	1.00	401	1,700	0.087	E-W(2):	0.095
	TH	2.00	269	3,400	0.079	V/C:	0.637
	LT	1.00	6	1,700	0.004 *	Lost Time:	0.100
Northbound	RT	1.00	2	1,700	0.000	ITS:	0.000
	TH	3.00	1,310	5,100	0.257 *	ICU:	0.737
	LT	2.00	274	2,720	0.101	LOS:	C
Eastbound	RT	0.00	336	0	0.000		
	TH	2.00	437	3,400	0.227 *		
	LT	1.00	13	1,700	0.008		

* - Denotes critical movement

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

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

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

Date/Time: AM PEAK HOUR

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

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.56	102	953	0.081	N-S(1):	0.061
	TH	0.44	80	747	0.107 *	N-S(2):	0.129 *
	LT	1.00	6	1,700	0.004	E-W(1):	0.273 *
Westbound	RT	1.00	14	1,700	0.006	E-W(2):	0.216
	TH	2.00	555	3,400	0.163	V/C:	0.402
	LT	1.00	23	1,700	0.014 *	Lost Time:	0.100
Northbound	RT	0.31	30	526	0.050	ITS:	0.000
	TH	0.69	67	1,174	0.057	ICU:	0.502
	LT	1.00	38	1,700	0.022 *	LOS:	A
Eastbound	RT	0.00	56	0	0.000		
	TH	2.00	823	3,400	0.259 *		
	LT	1.00	90	1,700	0.053		

* - Denotes critical movement

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

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

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

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

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

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.223
	TH	2.00	484	3,400	0.166 *	N-S(2):	0.252 *
	LT	1.00	84	1,700	0.049	E-W(1):	0.301 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.226
	TH	2.00	532	3,400	0.174	V/C:	0.553
	LT	1.00	122	1,700	0.072 *	Lost Time:	0.100
Northbound	RT	1.00	160	1,700	0.058	ITS:	0.000
	TH	2.00	593	3,400	0.174	ICU:	0.653
	LT	1.00	146	1,700	0.086 *	LOS:	B
Eastbound	RT	0.00	88	0	0.000		
	TH	2.00	689	3,400	0.229 *		
	LT	1.00	88	1,700	0.052		

* - Denotes critical movement

Project Title:	LDS Yorba Linda		
Intersection:	7 - Rose Dr & Yorba Linda Blvd		
Description:	Existing+P		
Thru Lane:	1700 vph	N-S Split Phase :	N
Left Lane:	1700 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			
Date/Time:	AM PEAK HOUR		

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

Date/Time:	PM PEAK HOUR		
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APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	89	1,700	0.015	N-S(1):	0.266 *
	TH	2.00	522	3,400	0.154	N-S(2):	0.235
	LT	1.00	144	1,700	0.085 *	E-W(1):	0.341 *
Westbound	RT	0.00	172	0	0.000	E-W(2):	0.321
	TH	2.00	663	3,400	0.246	V/C:	0.607
	LT	1.00	216	1,700	0.127 *	Lost Time:	0.100
Northbound	RT	1.00	218	1,700	0.065	ITS:	0.000
	TH	2.00	615	3,400	0.181 *		
	LT	1.00	138	1,700	0.081	ICU:	0.707
Eastbound	RT	1.00	37	1,700	0.000	LOS:	C
	TH	2.00	726	3,400	0.214 *		
	LT	1.00	127	1,700	0.075		

* - Denotes critical movement

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

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

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

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

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

Date/Time: PM PEAK HOUR

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

* - Denotes critical movement

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

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

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

Date/Time: AM PEAK HOUR

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

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	27	0	0.000	N-S(1): 0.408 *
	TH	2.00	347	3,400	0.110	N-S(2): 0.196
	LT	2.00	803	2,720	0.295 *	E-W(1): 0.310 *
Westbound	RT	1.00	714	1,700	0.272	E-W(2): 0.297
	TH	3.00	922	5,100	0.181	V/C: 0.718
	LT	2.00	166	2,720	0.061 *	Lost Time: 0.100
Northbound	RT	1.00	91	1,700	0.023	ITS: 0.000
	TH	2.00	384	3,400	0.113 *	
	LT	2.00	234	2,720	0.086	
Eastbound	RT	0.00	173	0	0.000	ICU: 0.818
	TH	3.00	1,096	5,100	0.249 *	
	LT	1.00	43	1,700	0.025	LOS: D

* - Denotes critical movement

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

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

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

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

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

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	148	1,700	0.031	N-S(1):	0.202 *
	TH	0.34	45	575	0.078	N-S(2):	0.000
	LT	1.66	221	2,260	0.098 *	E-W(1):	0.214
Westbound	RT	0.00	249	0	0.000	E-W(2):	0.312 *
	TH	3.00	772	5,100	0.200 *	V/C:	0.514
	LT	1.00	56	1,700	0.033	Lost Time:	0.100
Northbound	RT	0.00	45	0	0.000	ITS:	0.000
	TH	1.00	45	1,700	0.104 *	ICU:	0.614
	LT	0.00	86	1,700	0.051	LOS:	B
Eastbound	RT	0.00	84	0	0.000		
	TH	3.00	838	5,100	0.181		
	LT	1.00	190	1,700	0.112 *		

* - Denotes critical movement

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

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

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

Date/Time: AM PEAK HOUR

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

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	5	0	0.000	N-S(1):	0.139
	TH	2.00	117	3,400	0.036 *	N-S(2):	0.147 *
	LT	1.00	115	1,700	0.068	E-W(1):	0.388 *
Westbound	RT	1.00	113	1,700	0.033	E-W(2):	0.283
	TH	3.00	1,412	5,100	0.277	V/C:	0.535
	LT	1.00	43	1,700	0.025 *	Lost Time:	0.100
Northbound	RT	1.00	44	1,700	0.013	ITS:	0.000
	TH	1.00	120	1,700	0.071	ICU:	0.635
	LT	1.00	189	1,700	0.111 *	LOS:	B
Eastbound	RT	0.00	189	0	0.000		
	TH	3.00	1,663	5,100	0.363 *		
	LT	1.00	10	1,700	0.006		

* - Denotes critical movement

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

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

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

Date/Time: AM PEAK HOUR

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

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	3	1,700	0.000	N-S(1):	0.412 *
	TH	3.00	1,509	5,100	0.296	N-S(2):	0.399
	LT	2.00	411	2,720	0.151 *	E-W(1):	0.235 *
Westbound	RT	1.00	408	1,700	0.089	E-W(2):	0.097
	TH	2.00	274	3,400	0.081	V/C:	0.647
	LT	1.00	7	1,700	0.004 *	Lost Time:	0.100
Northbound	RT	1.00	3	1,700	0.000	ITS:	0.000
	TH	3.00	1,330	5,100	0.261 *	ICU:	0.747
	LT	2.00	279	2,720	0.103	LOS:	C
Eastbound	RT	0.00	341	0	0.000		
	TH	2.00	444	3,400	0.231 *		
	LT	1.00	14	1,700	0.008		

* - Denotes critical movement

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

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

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

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

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

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.56	104	951	0.082	N-S(1):	0.063
	TH	0.44	82	749	0.109 *	N-S(2):	0.132 *
	LT	1.00	7	1,700	0.004	E-W(1):	0.276 *
Westbound	RT	1.00	15	1,700	0.007	E-W(2):	0.220
	TH	2.00	563	3,400	0.166	V/C:	0.408
	LT	1.00	24	1,700	0.014 *	Lost Time:	0.100
Northbound	RT	0.31	31	527	0.052	ITS:	0.000
	TH	0.69	69	1,173	0.059	ICU:	0.508
	LT	1.00	39	1,700	0.023 *	LOS:	A
Eastbound	RT	0.00	57	0	0.000		
	TH	2.00	835	3,400	0.262 *		
	LT	1.00	92	1,700	0.054		

* - Denotes critical movement

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

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

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

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

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

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	82	0	0.000	N-S(1):	0.228
	TH	2.00	492	3,400	0.169 *	N-S(2):	0.257 *
	LT	1.00	86	1,700	0.051	E-W(1):	0.305 *
Westbound	RT	0.00	61	0	0.000	E-W(2):	0.230
	TH	2.00	540	3,400	0.177	V/C:	0.562
	LT	1.00	124	1,700	0.073 *	Lost Time:	0.100
Northbound	RT	1.00	163	1,700	0.059	ITS:	0.000
	TH	2.00	602	3,400	0.177	ICU:	0.662
	LT	1.00	149	1,700	0.088 *	LOS:	B
Eastbound	RT	0.00	90	0	0.000		
	TH	2.00	700	3,400	0.232 *		
	LT	1.00	90	1,700	0.053		

* - Denotes critical movement

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

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

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

Date/Time: AM PEAK HOUR

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

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	91	1,700	0.016	N-S(1):	0.270 *
	TH	2.00	530	3,400	0.156	N-S(2):	0.239
	LT	1.00	147	1,700	0.086 *	E-W(1):	0.346 *
Westbound	RT	0.00	175	0	0.000	E-W(2):	0.325
	TH	2.00	673	3,400	0.249	V/C:	0.616
	LT	1.00	220	1,700	0.129 *	Lost Time:	0.100
Northbound	RT	1.00	222	1,700	0.066	ITS:	0.000
	TH	2.00	625	3,400	0.184 *	ICU:	0.716
	LT	1.00	141	1,700	0.083	LOS:	C
Eastbound	RT	1.00	38	1,700	0.000		
	TH	2.00	737	3,400	0.217 *		
	LT	1.00	129	1,700	0.076		

* - Denotes critical movement

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

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

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

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

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

Date/Time: PM PEAK HOUR

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

* - Denotes critical movement

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

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

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

Date/Time: AM PEAK HOUR

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

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	28	0	0.000	N-S(1):	0.415 *
	TH	2.00	353	3,400	0.112	N-S(2):	0.200
	LT	2.00	816	2,720	0.300 *	E-W(1):	0.315 *
Westbound	RT	1.00	725	1,700	0.276	E-W(2):	0.302
	TH	3.00	936	5,100	0.184	V/C:	0.730
	LT	2.00	169	2,720	0.062 *	Lost Time:	0.100
Northbound	RT	1.00	93	1,700	0.024	ITS:	0.000
	TH	2.00	390	3,400	0.115 *	ICU:	0.830
	LT	2.00	238	2,720	0.088	LOS:	D
Eastbound	RT	0.00	176	0	0.000		
	TH	3.00	1,113	5,100	0.253 *		
	LT	1.00	44	1,700	0.026		

* - Denotes critical movement

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

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

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

OLA Movements :
FF Movements:

Date/Time: AM PEAK HOUR

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

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	175	1,700	0.038	N-S(1):	0.239 *
	TH	0.35	55	599	0.092	N-S(2):	0.000
	LT	1.65	257	2,241	0.115 *	E-W(1):	0.248
Westbound	RT	0.00	288	0	0.000	E-W(2):	0.361 *
	TH	3.00	895	5,100	0.232 *	V/C:	0.600
	LT	1.00	65	1,700	0.038	Lost Time:	0.100
Northbound	RT	0.00	55	0	0.000	ITS:	0.000
	TH	1.00	55	1,700	0.124 *	ICU:	0.700
	LT	0.00	100	1,700	0.059	LOS:	B
Eastbound	RT	0.00	100	0	0.000		
	TH	3.00	970	5,100	0.210		
	LT	1.00	220	1,700	0.129 *		

* - Denotes critical movement

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

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

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

Date/Time: AM PEAK HOUR

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

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	5	0	0.000	N-S(1):	0.161
	TH	2.00	135	3,400	0.041 *	N-S(2):	0.169 *
	LT	1.00	135	1,700	0.079	E-W(1):	0.450 *
Westbound	RT	1.00	135	1,700	0.040	E-W(2):	0.329
	TH	3.00	1,634	5,100	0.320	V/C:	0.619
	LT	1.00	50	1,700	0.029 *	Lost Time:	0.100
Northbound	RT	1.00	55	1,700	0.018	ITS:	0.000
	TH	1.00	140	1,700	0.082	ICU:	0.719
	LT	1.00	218	1,700	0.128 *	LOS:	C
Eastbound	RT	0.00	222	0	0.000		
	TH	3.00	1,924	5,100	0.421 *		
	LT	1.00	15	1,700	0.009		

* - Denotes critical movement

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

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

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

Date/Time: AM PEAK HOUR

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

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	5	1,700	0.000	N-S(1):	0.477 *
	TH	3.00	1,745	5,100	0.342	N-S(2):	0.460
	LT	2.00	475	2,720	0.175 *	E-W(1):	0.274 *
Westbound	RT	1.00	475	1,700	0.105	E-W(2):	0.117
	TH	2.00	316	3,400	0.093	V/C:	0.751
	LT	1.00	10	1,700	0.006 *	Lost Time:	0.100
Northbound	RT	1.00	5	1,700	0.000	ITS:	0.000
	TH	3.00	1,540	5,100	0.302 *	ICU:	0.851
	LT	2.00	322	2,720	0.118	LOS:	D
Eastbound	RT	0.00	396	0	0.000		
	TH	2.00	516	3,400	0.268 *		
	LT	1.00	20	1,700	0.012		

* - Denotes critical movement

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

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

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

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

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

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.56	120	949	0.094	N-S(1):	0.075
	TH	0.44	95	751	0.126 *	N-S(2):	0.152 *
	LT	1.00	10	1,700	0.006	E-W(1):	0.320 *
Westbound	RT	1.00	20	1,700	0.009	E-W(2):	0.256
	TH	2.00	648	3,400	0.191	V/C:	0.472
	LT	1.00	27	1,700	0.016 *	Lost Time:	0.100
Northbound	RT	0.32	37	538	0.061	ITS:	0.000
	TH	0.68	80	1,162	0.069	ICU:	0.572
	LT	1.00	45	1,700	0.026 *	LOS:	A
Eastbound	RT	0.00	70	0	0.000		
	TH	2.00	964	3,400	0.304 *		
	LT	1.00	110	1,700	0.065		

* - Denotes critical movement

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

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

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

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

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

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	95	0	0.000	N-S(1):	0.265
	TH	2.00	570	3,400	0.196 *	N-S(2):	0.299 *
	LT	1.00	101	1,700	0.059	E-W(1):	0.353 *
Westbound	RT	0.00	71	0	0.000	E-W(2):	0.267
	TH	2.00	627	3,400	0.205	V/C:	0.652
	LT	1.00	145	1,700	0.085 *	Lost Time:	0.100
Northbound	RT	1.00	186	1,700	0.067	ITS:	0.000
	TH	2.00	700	3,400	0.206	ICU:	0.752
	LT	1.00	175	1,700	0.103 *	LOS:	C
Eastbound	RT	0.00	105	0	0.000		
	TH	2.00	807	3,400	0.268 *		
	LT	1.00	105	1,700	0.062		

* - Denotes critical movement

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

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

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

OLA Movements :
 FF Movements:

Date/Time: AM PEAK HOUR

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

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	107	1,700	0.018	N-S(1):	0.313 *
	TH	2.00	613	3,400	0.180	N-S(2):	0.277
	LT	1.00	170	1,700	0.100 *	E-W(1):	0.401 *
Westbound	RT	0.00	205	0	0.000	E-W(2):	0.379
	TH	2.00	780	3,400	0.290	V/C:	0.714
	LT	1.00	255	1,700	0.150 *	Lost Time:	0.100
Northbound	RT	1.00	260	1,700	0.078	ITS:	0.000
	TH	2.00	724	3,400	0.213 *	ICU:	0.814
	LT	1.00	165	1,700	0.097	LOS:	D
Eastbound	RT	1.00	45	1,700	0.000		
	TH	2.00	855	3,400	0.251 *		
	LT	1.00	152	1,700	0.089		

* - Denotes critical movement

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

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

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

Date/Time: AM PEAK HOUR

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

Date/Time: PM PEAK HOUR

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

* - Denotes critical movement

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

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

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

Date/Time: AM PEAK HOUR

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

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	35	0	0.000	N-S(1):	0.480 *
	TH	2.00	408	3,400	0.130	N-S(2):	0.230
	LT	2.00	945	2,720	0.347 *	E-W(1):	0.365 *
Westbound	RT	1.00	840	1,700	0.320	E-W(2):	0.352
	TH	3.00	1,085	5,100	0.213	V/C:	0.845
	LT	2.00	195	2,720	0.072 *	Lost Time:	0.100
Northbound	RT	1.00	110	1,700	0.029	ITS:	0.000
	TH	2.00	453	3,400	0.133 *	ICU:	0.945
	LT	2.00	273	2,720	0.100	LOS:	E
Eastbound	RT	0.00	203	0	0.000		
	TH	3.00	1,290	5,100	0.293 *		
	LT	1.00	55	1,700	0.032		

* - Denotes critical movement

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗		↘	↗		↔	
Traffic Vol, veh/h	0	809	2	2	556	5	3	0	0	1	0	0
Future Vol, veh/h	0	809	2	2	556	5	3	0	0	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	95	60	-	65	-	-	40	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	852	2	2	585	5	3	0	0	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	590	0	0	854	0	0	1149	1446	426	1015	1443	293
Stage 1	-	-	-	-	-	-	852	852	-	589	589	-
Stage 2	-	-	-	-	-	-	297	594	-	426	854	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	982	-	-	781	-	-	153	131	577	192	131	703
Stage 1	-	-	-	-	-	-	321	374	-	461	494	-
Stage 2	-	-	-	-	-	-	687	491	-	577	373	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	982	-	-	781	-	-	153	131	577	192	131	703
Mov Cap-2 Maneuver	-	-	-	-	-	-	153	131	-	192	131	-
Stage 1	-	-	-	-	-	-	321	374	-	461	493	-
Stage 2	-	-	-	-	-	-	685	490	-	577	373	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			29			23.9		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	153	-	982	-	-	781	-	-	192
HCM Lane V/C Ratio	0.021	-	-	-	-	0.003	-	-	0.005
HCM Control Delay (s)	29	0	0	-	-	9.6	-	-	23.9
HCM Lane LOS	D	A	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	0	-	-	0	-	-	0

HCM 6th TWSC
 101: North Access & Bastanchury Road

Existing+P PM (1 Access)

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↘
Traffic Vol, veh/h	823	36	8	557	35	7
Future Vol, veh/h	823	36	8	557	35	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	75	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	895	39	9	605	38	8

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	934	0	1236
Stage 1	-	-	-	-	915
Stage 2	-	-	-	-	321
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	729	-	168
Stage 1	-	-	-	-	351
Stage 2	-	-	-	-	708
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	729	-	166
Mov Cap-2 Maneuver	-	-	-	-	277
Stage 1	-	-	-	-	351
Stage 2	-	-	-	-	700

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	18.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	277	542	-	-	729	-
HCM Lane V/C Ratio	0.137	0.014	-	-	0.012	-
HCM Control Delay (s)	20.1	11.7	-	-	10	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗		↘	↗		↔	
Traffic Vol, veh/h	0	822	3	3	565	6	4	0	0	2	0	0
Future Vol, veh/h	0	822	3	3	565	6	4	0	0	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	95	60	-	65	-	-	40	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	865	3	3	595	6	4	0	0	2	0	0

Major/Minor	Major1		Major2		Minor1			Minor2				
Conflicting Flow All	601	0	0	868	0	0	1169	1472	433	1034	1469	298
Stage 1	-	-	-	-	-	-	865	865	-	601	601	-
Stage 2	-	-	-	-	-	-	304	607	-	433	868	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	972	-	-	772	-	-	148	126	571	186	126	698
Stage 1	-	-	-	-	-	-	315	369	-	454	488	-
Stage 2	-	-	-	-	-	-	681	485	-	571	368	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	972	-	-	772	-	-	148	125	571	185	125	698
Mov Cap-2 Maneuver	-	-	-	-	-	-	148	125	-	185	125	-
Stage 1	-	-	-	-	-	-	315	369	-	454	486	-
Stage 2	-	-	-	-	-	-	678	483	-	571	368	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		0.1		30		24.7	
HCM LOS					D		C	

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	148	-	972	-	-	772	-	-	185
HCM Lane V/C Ratio	0.028	-	-	-	-	0.004	-	-	0.011
HCM Control Delay (s)	30	0	0	-	-	9.7	-	-	24.7
HCM Lane LOS	D	A	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	0	-	-	0	-	-	0

HCM 6th TWSC
 101: North Access & Bastanchury Road

2024+P PM (1 Access)

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↘
Traffic Vol, veh/h	837	36	8	567	35	7
Future Vol, veh/h	837	36	8	567	35	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	75	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	910	39	9	616	38	8

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	949	0	1256
Stage 1	-	-	-	-	930
Stage 2	-	-	-	-	326
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	719	-	163
Stage 1	-	-	-	-	344
Stage 2	-	-	-	-	704
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	719	-	161
Mov Cap-2 Maneuver	-	-	-	-	271
Stage 1	-	-	-	-	344
Stage 2	-	-	-	-	695

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	19
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	271	536	-	-	719	-
HCM Lane V/C Ratio	0.14	0.014	-	-	0.012	-
HCM Control Delay (s)	20.4	11.8	-	-	10.1	-
HCM Lane LOS	C	B	-	-	B	-
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗		↘	↗		↔	
Traffic Vol, veh/h	0	952	5	5	653	10	5	0	0	5	0	0
Future Vol, veh/h	0	952	5	5	653	10	5	0	0	5	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	95	60	-	65	-	-	40	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1035	5	5	710	11	5	0	0	5	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	721	0	0	1040	0	0	1400	1766	518	1238	1760	355
Stage 1	-	-	-	-	-	-	1035	1035	-	720	720	-
Stage 2	-	-	-	-	-	-	365	731	-	518	1040	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	877	-	-	664	-	-	100	83	502	132	84	641
Stage 1	-	-	-	-	-	-	248	307	-	385	430	-
Stage 2	-	-	-	-	-	-	627	425	-	509	306	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	877	-	-	664	-	-	99	82	502	131	83	641
Mov Cap-2 Maneuver	-	-	-	-	-	-	99	82	-	131	83	-
Stage 1	-	-	-	-	-	-	248	307	-	385	427	-
Stage 2	-	-	-	-	-	-	622	422	-	509	306	-

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

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	99	-	877	-	-	664	-	-	131
HCM Lane V/C Ratio	0.055	-	-	-	-	0.008	-	-	0.041
HCM Control Delay (s)	43.5	0	0	-	-	10.5	-	-	33.7
HCM Lane LOS	E	A	A	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.2	-	0	-	-	0	-	-	0.1

HCM 6th TWSC
 101: North Access & Bastanchury Road

2045+P PM (1 Access)

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↘
Traffic Vol, veh/h	975	36	8	660	35	7
Future Vol, veh/h	975	36	8	660	35	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	75	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1060	39	9	717	38	8

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1099	0	1457
Stage 1	-	-	-	-	1080
Stage 2	-	-	-	-	377
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	631	-	120
Stage 1	-	-	-	-	287
Stage 2	-	-	-	-	663
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	631	-	118
Mov Cap-2 Maneuver	-	-	-	-	225
Stage 1	-	-	-	-	287
Stage 2	-	-	-	-	654

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	22.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	225	479	-	-	631	-
HCM Lane V/C Ratio	0.169	0.016	-	-	0.014	-
HCM Control Delay (s)	24.2	12.6	-	-	10.8	-
HCM Lane LOS	C	B	-	-	B	-
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-