APPENDIX L

TRAFFIC ANALYSIS MEMORANDUM

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MEMORANDUM

DATE: September 16, 2020

TO: Tony Wang, City of Yorba Linda

FROM: Arthur Black, LSA

SUBJECT: Proposed Improvements to Yorba Linda Boulevard

Yorba Linda Boulevard provides a connection between Anaheim and Yorba Linda. South of State Route 91 (SR-91), the roadway is called Weir Canyon Road and lies entirely within the city limits of Anaheim. This portion is a six-lane divided roadway. North of SR-91, the roadway is called Yorba Linda Boulevard. Yorba Linda Boulevard straddles the border between Anaheim and Yorba Linda between SR-91 and the Santa Ana River. This portion is also a six-lane divided roadway. Between the Santa Ana River and Esperanza Road, Yorba Linda Boulevard is entirely within the city limits of Anaheim. North of Esperanza Road, Yorba Linda Boulevard is entirely within the city limits of Yorba Linda and is a four-lane divided roadway. It should be noted that Yorba Linda Boulevard is grade separated at Esperanza Road, and the two roadways do not have an intersection.

North of SR-91, the City of Anaheim Circulation Element (revised June 2018) classifies Yorba Linda Boulevard as a Primary Arterial (six lanes without parking). While the City of Anaheim Circulation Element does not state average daily traffic (ADT) volume capacity for the roadway classifications stated therein, other Anaheim planning documents have used a daily capacity of 47,000 vehicles to analyze Yorba Linda Boulevard north of SR-91. South of SR-91, the City of Anaheim Circulation Element classifies Weir Canyon Road as a Scenic Expressway (four to six divided lanes). Citywide planning documents for Anaheim have not provided a daily capacity for this portion of the roadway.

The City of Yorba Linda (City) Circulation Element (October 2016) does not identify a classification for Yorba Linda Boulevard until it is north of Esperanza Road and entirely within city limits. That portion of Yorba Linda Boulevard is classified as a Primary Arterial with a daily capacity of 37,500 vehicles.

Yorba Linda Boulevard is classified as a Primary Arterial (four divided lanes; 20,000 to 30,000 ADT) north of SR-91 on the Orange County Master Plan of Arterial Highways (MPAH) (Orange County Transportation Authority [OCTA], December 2019) and as a Major Arterial (six divided lanes; 30,000 to 45,000 ADT) south of SR-91.

The 2019 OCTA Traffic Flow Map shows 52,000 ADT on Yorba Linda Boulevard between La Palma Avenue and SR-91 and 50,000 ADT between SR-91 and Santa Ana Canyon Road. However, these traffic volumes are between 5 and 10 years old. LSA collected traffic volume data over 3 days in October 2019 and found 55,000 ADT north of SR-91 and 52,500 ADT south of SR-91. These traffic volumes exceed the capacity of the roadway as classified in planning documents and exceed the anticipated daily capacity of the roadway as constructed.

The excess traffic volume is due to the interaction between traffic traveling to/from SR-91, cut-through traffic bypassing SR-91, and traffic traveling to/from Savi Ranch. Savi Ranch is a business park and shopping center located on either side of Yorba Linda Boulevard. The single point of access to Savi Ranch is from the intersection of Yorba Linda Boulevard/Savi Ranch Parkway.

Excess traffic volume on Yorba Linda Boulevard and the turning movements at Savi Ranch Parkway and associated with the SR-91 interchanges result in hot spots of localized congestion. The City is proposing improvements to Yorba Linda Boulevard–Weir Canyon between La Palma Avenue and Santa Ana Canyon Road (project) to alleviate the hot spots of localized congestion and improve traffic flow along the corridor, which ultimately will improve traffic flow between SR-91 and Yorba Linda.

LSA was asked to assist during project development to confirm the effectiveness of the proposed improvements. Following the development phase, LSA was asked to analyze the final package of project elements. This memorandum describes the analysis of individual project elements in the project development phase and then presents an analysis of the effects of the final project description.

Study Area

Five signalized intersections are located on Yorba Linda Boulevard within the project limits. All five of these intersections were included in the study area for this traffic analysis. These intersections comprise the following:

1. Yorba Linda Boulevard/La Palma Avenue
2. Yorba Linda Boulevard/Savi Ranch Parkway
3. Yorba Linda Boulevard/SR-91 Westbound Ramps
4. Yorba Linda Boulevard/SR-91 Eastbound Ramps
5. Weir Canyon Road/Santa Ana Canyon Road

Figure 1 illustrates the location of these intersections and provides the existing intersection lane configurations (all figures provided in Attachment A).

Traffic Volume Development

LSA contracted with an independent data collection company to collect turn volumes during the a.m. and p.m. peak periods at the study intersections. This data was collected in May 2019. These traffic volumes, illustrated on Figure 2, represent the existing condition. To forecast future traffic volumes at General Plan Buildout (2035), the City of Anaheim applied traffic growth rates from the Anaheim Transportation Analysis Model (ATAM) to the 2019 existing traffic volumes and postprocessed the resulting traffic volumes using the same methodology as previous General Plan traffic analyses. The resulting intersection turn volumes, provided to LSA by the City of Anaheim, represent the General Plan Buildout (2035) condition. General Plan Buildout (2035) peak-hour traffic volumes are illustrated on Figure 3.

The proposed project includes potential roadway improvements. Roadway improvements do not generate new trips. The existing roadway connections would continue to be possible after implementation of the proposed project. The proposed project will not create any new connections but will address hot spots of localized congestion. Therefore, it is not anticipated that the proposed project will result in redistribution of existing travel patterns. Because the proposed project does not generate traffic volumes and is not anticipated to result in redistribution of traffic patterns, this analysis uses the same traffic volumes without and with the proposed project.

Intersection 1: Yorba Linda Boulevard/La Palma Avenue—Northbound Right Turn

The northbound approach at the intersection of Yorba Linda Boulevard currently provides two left-turn lanes, two through lanes, one shared through/right-turn lane, and one exclusive right-turn lane. The right-turn movements have an overlap signal phase with westbound left turns. An overlap phase with a shared lane is an atypical configuration because a vehicle waiting at a red light for through travel could be blocking vehicles otherwise able to turn right with the green arrow of the overlap phase. The City of Anaheim Circulation Element shows future modification of this intersection converting the northbound shared through/right-turn lane to a through-only lane.

As part of project development, LSA tested alternative intersection configurations including the previously planned conversion to a single northbound right-turn lane, conversion to a northbound free right-turn lane, conversion to a single northbound right-turn lane while converting the eastbound right-turn lane to a through/right-turn lane, and conversion of the northbound shared through/right-turn lane to a through-only lane while adding a second northbound right-turn lane. Table A displays the results of this comparison. As Table A shows, Alternative 1 (conversion of the shared through/right-turn lane to an exclusive through lane) would decrease performance in existing conditions and would not alleviate future unsatisfactory level of service (LOS) E conditions. Table A also shows that adding additional eastbound through capacity (Alternative 2) would not improve the intersection LOS. Conversion of the northbound right-turn lane to a free right-turn lane or the addition of a second northbound right-turn lane would, however, preserve satisfactory LOS in existing conditions and would correct an anticipated future deficiency at this intersection.

Table A: Yorba Linda Boulevard/La Palma Avenue Project Development

	Baseline				Plus Project				Project Change	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS		
Project[1]										
Existing	0.690	B	0.846	D	0.690	B	0.805	D	0.000	(0.041)
2035	0.697	B	0.922	E	0.697	B	0.882	D	0.000	(0.040)
Alternative 1[2]										
Existing	0.690	B	0.846	D	0.690	B	0.871	D	0.000	0.025
2035	0.697	B	0.922	E	0.697	B	0.908	E	0.000	(0.014)
Alternative 2[3]										
Existing	0.690	B	0.846	D	0.713	C	0.901	E	0.023	0.055
2035	0.697	B	0.922	E	0.771	C	0.923	E	0.074	0.001
Alternative 3[4]										
Existing	0.690	B	0.846	D	0.690	B	0.805	D	0.000	(0.041)
2035	0.697	B	0.922	E	0.697	B	0.882	D	0.000	(0.040)

Note: Shaded cells do not achieve satisfactory LOS D.

[1] Convert the northbound shared through/right-turn lane to through only and add a second northbound right-turn lane.

[2] Convert the northbound shared through/right-turn lane to through only.

[3] Convert the northbound shared through/right-turn lane to through only, and convert the eastbound right-turn lane to a shared through/right-turn lane.

[4] Convert the northbound right-turn lane to a free right-turn lane, and convert the northbound shared through/right-turn lane to through only.

ICU = intersection capacity utilization

LOS = level(s) of service

In the final project description, this intersection will be modified to convert the northbound shared through/right-turn lane to a through lane and add a second exclusive northbound right-turn lane while maintaining the overlap signal phasing. No changes would be made to any other approach.

Intersection 2: Yorba Linda Boulevard/Savi Ranch Parkway—Northbound Right Turn

Currently, the intersection of Yorba Linda Boulevard/Savi Ranch Parkway has a free right turn in the northbound direction. This is a remnant from the original configuration of the intersection, when it was unsignalized and operated more like a cloverleaf ramp intersection. In the original configuration, the intersection had free right turns at every approach, and no left turns were possible. The intersection has been converted to provide full access from Yorba Linda Boulevard and left-turn movements out of Savi Ranch from Savi Ranch Parkway.

The addition of southbound left-turn movement while keeping the northbound free right turn has created a weaving problem today. Vehicles making that northbound free right turn are in a trap lane for southbound Mirage Street. For most of the traffic signal's cycle, there is no competing traffic, and vehicles can make their lane selection. But if a vehicle makes that turn at the same time as vehicles making southbound left turns, then those vehicles must merge to turn left toward the Costco parcel. Vehicles that made a southbound left turn but want to travel south on Mirage Street also have to merge across a lane, creating a weaving segment. The weaving length is 270 ft. At a travel speed of 15 miles per hour, this distance gives vehicles approximately 12 seconds to merge. In order to make their desired movement, some northbound right-turning vehicles will stop in the right-turn lane waiting for a gap in traffic. This negates the potential benefits of the free right turn.

As part of project development, LSA tested alternative intersection configurations for the northbound right turn that would eliminate this weaving segment and associated points of conflict, including the following: a single exclusive northbound right-turn lane, a shared northbound through/right-turn lane and an exclusive northbound right-turn lane, dual northbound right-turn lanes, and channelized but stop-controlled northbound right-turn lanes. Due to design limitations related to the bridge over Old Canal Road, the pocket available for the northbound right-turn lane is limited to 130 ft. In addition to testing intersection performance, LSA tested the resulting 95th percentile queue length for the northbound right turn. Table B provides these results.

As Table B shows, a single right-turn lane with overlap phasing is anticipated to result in northbound right-turn queues exceeding the storage capacity. Increasing the right-turn capacity with a shared through/right-turn lane, dual right-turn lanes, or a channelized right-turn lane would result in queues that could be accommodated in the turn pocket. However, widening the intersection to provide dual right turns or channelized right turns would impact the alignment of the Class I bike path. Therefore, the project team selected the shared through/right-turn lane and exclusive right-turn lane option.

In the final project description, this intersection will be modified for a fourth northbound through lane as a shared through/right-turn lane and conversion of the northbound free right-turn lane to an exclusive right-turn lane with overlap, a second southbound left-turn lane, and three westbound left-turn lanes and two westbound right-turn lanes.

Table B: Yorba Linda Boulevard/Savi Ranch Parkway Project Development (Northbound)

	Baseline				Plus Project				Project Change	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS		
Project[1]										
Existing	0.641	B	0.837	D	0.615	B	0.641	B	(0.026)	(0.196)
NBR Queue	n/a		n/a		101 ft		117 ft			
2035	0.657	B	0.832	D	0.632	B	0.690	B	(0.043)	(0.142)
NBR Queue	n/a		n/a		83 ft		97 ft			
Alternative 1[2]										
Existing	0.641	B	0.837	D	0.694	B	0.630	B	(0.053)	(0.207)
NBR Queue	n/a		n/a		443 ft		117 ft			
2035	0.657	B	0.832	D	0.632	B	0.684	B	(0.043)	(0.148)
NBR Queue	n/a		n/a		208 ft		143 ft			
Alternative 2[3]										
Existing	0.641	B	0.837	D	0.615	B	0.692	B	(0.026)	(0.145)
NBR Queue	n/a		n/a		77 ft		45 ft			
2035	0.657	B	0.832	D	0.632	B	0.740	C	(0.043)	(0.092)
NBR Queue	n/a		n/a		60 ft		46 ft			
Alternative 3[4]										
Existing	0.641	B	0.837	D	0.615	B	0.692	B	(0.026)	(0.145)
NBR Queue	n/a		n/a		92 ft		87 ft			
2035	0.657	B	0.832	D	0.632	B	0.740	C	(0.043)	(0.092)
NBR Queue	n/a		n/a		90 ft		85 ft			

Note: Shaded cells exceed turn lane storage.

[1] Add a second southbound left-turn lane, add a third westbound left-turn lane, add a fourth northbound lane as a shared through/right-turn lane, and convert the northbound free right-turn lane to a standard right-turn lane with overlap phasing.

[2] Add a second southbound left-turn lane, add a third westbound left-turn lane, add a fourth northbound through lane, and convert the northbound free right-turn lane to a standard right-turn lane with overlap phasing.

[3] Add a second southbound left-turn lane, add a third westbound left-turn lane, add a fourth northbound through lane, and convert the northbound free right-turn lane to two standard right-turn lanes with overlap phasing.

[4] Add a second southbound left-turn lane, add a third westbound left-turn lane, add a fourth northbound through lane, and convert the northbound free right-turn lane to a channelized right-turn lane with overlap phasing.

ft = foot/feet
ICU = intersection capacity utilization
LOS = level(s) of service
n/a = not applicable
NBR = northbound right (turn)

Intersection 3: Yorba Linda Boulevard/SR-91 Westbound Ramps

No alteration to this intersection is proposed.

Intersection 4: Yorba Linda Boulevard/SR-91 Eastbound Ramps

No alteration to this intersection is proposed.

Intersection 5: Weir Canyon Road/Santa Ana Canyon Road—Southbound Right Turn

In the existing condition, the southbound approach provides two left-turn lanes, two through lanes, a shared through/right-turn lane, and an exclusive right-turn lane. Southbound right-turn volume is high in the a.m. peak hour (414 vehicles) and higher in the p.m. peak hour (729 vehicles). The eastbound approach

provides two left-turn lanes, three through lanes, and a right-turn lane. Eastbound left-turn volume is high in the a.m. peak hour (467 vehicles) and higher in the p.m. peak hour (795 vehicles).

Although the American Association of State Highway and Transportation Officials (AASHTO) document *A Policy on Geometric Design of Highways and Streets* and previous versions of the California Department of Transportation (Caltrans) *Highway Capacity Manual* provided guidance that exclusive right-turn lanes should be considered where the volume exceeds 300 vehicles per hour and that dual exclusive left-turn lanes should be considered where the volume exceeds 300 vehicles per hour, no guidance was provided related to dual right-turn lanes or triple left-turn lanes. A review of transportation research and other jurisdiction standards indicates that a volume above 600 vehicles per hour may warrant consideration of triple left turns or dual right turns.

The City of Anaheim Circulation Element shows future modification of this intersection converting one of the three eastbound through lanes to a third eastbound left-turn lane. As part of project development, LSA tested alternative intersection configurations, all of which included this planned improvement. Because the high southbound right-turn volume warrants consideration of dual right-turn lanes, LSA analyzed one alternative that would convert the southbound shared through/right-turn lane to an exclusive right-turn lane (increasing right-turn capacity and decreasing through capacity within the existing right-of-way). A second alternative converting the southbound shared through/right-turn lane to through only and adding a second right-turn lane outside the current right-of-way was also tested. As Table C shows, however, the southbound right turn is not one of the critical movements, and changes to the southbound right-turn capacity are not reflected in the volume-to-capacity (v/c) ratio.

Table C: Weir Canyon Road/Santa Ana Canyon Road Project Development

	Baseline				Plus Project				Project Change	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS		
Project[1]										
Existing	0.596	A	0.656	B	0.550	A	0.578	A	(0.046)	(0.078)
2035	0.686	B	0.873	D	0.631	B	0.799	C	(0.055)	(0.074)
Alternative 1[2]										
Existing	0.596	A	0.656	B	0.550	A	0.578	A	(0.046)	(0.078)
2035	0.686	B	0.873	D	0.631	B	0.799	C	(0.055)	(0.074)
Alternative 2[3]										
Existing	0.596	A	0.656	B	0.550	A	0.578	A	(0.046)	(0.078)
2035	0.686	B	0.873	D	0.631	B	0.799	C	(0.055)	(0.074)

Note: Shaded cells do not achieve satisfactory LOS D.

[1] Convert the third eastbound through lane to the third left-turn lane, convert the southbound through/right-turn lane to the third through lane, and add a second southbound right-turn lane.

[2] Convert the third eastbound through lane to the third left-turn lane, and covert the southbound through/right-turn lane to the second right-turn lane.

[3] Convert the third eastbound through lane to the third left-turn lane, and make no changes to southbound approach.

ICU = intersection capacity utilization

LOS = level(s) of service

In the final project description, this intersection will be modified to convert one of the three eastbound through lanes to a third eastbound left-turn lane, the southbound shared through/right-turn lane will be converted to the third through lane, and a second southbound right-turn lane will be added. This increased southbound right-turn capacity is included due to the high volume of southbound right turns.

Project Description

The City, as the Lead Agency under the California Environmental Quality Act (CEQA), in cooperation with the City of Anaheim, is proposing roadway improvements along Yorba Linda Boulevard as well as bike and pedestrian improvements along La Palma Avenue and Yorba Linda Boulevard. The proposed project would improve corridor operations by providing additional storage for turning movements, as the intersections within the project limits have inadequate vehicle storage due to short turn pocket lengths. The proposed project would also increase multimodal transportation with the inclusion of a Class I bike path providing connectivity between existing bike and pedestrian facilities along La Palma, the SART, Yorba Linda Boulevard and access to the Savi Ranch development. Figure 4 illustrates the proposed intersection lane configurations upon completion of the proposed project.

Yorba Linda Boulevard/La Palma Avenue

Northbound Yorba Linda Boulevard at the La Palma Avenue intersection currently consists of two northbound through lanes, one combination through/right-turn lane, one right-turn lane, and two left-turn lanes. The proposed project would include the following improvements:

- Widen northbound Yorba Linda Boulevard, including the bridge over the Santa Ana River, to provide a fourth through lane at the Savi Ranch Parkway intersection.
- Restripe northbound Yorba Linda Boulevard to extend the northbound right-turn and left-turn pockets at La Palma Avenue.
- Convert the northbound shared through/right-turn lane to a through-only lane and provide a second, exclusive northbound right-turn lane while maintaining the overlap signal phasing at La Palma Avenue.
- Provide a barrier separated, 20-foot-wide Class I bike path along the east side of Yorba Linda Boulevard from La Palma Avenue to Savi Ranch Parkway.

Southbound Yorba Linda Boulevard at the Savi Ranch Parkway intersection currently consists of one left-turn lane, three through lanes, and one right-turn lane. The proposed improvements would restripe southbound Yorba Linda Boulevard to provide a second left-turn lane and to extend the right-turn and left-turn pockets at Savi Ranch Parkway.

Yorba Linda Boulevard/Savi Ranch Parkway

Northbound Yorba Linda Boulevard at Savi Ranch Parkway currently consists of one left-turn lane, three through lanes, and a free right-turn lane. The proposed project would include the following improvements:

- Widen northbound Yorba Linda Boulevard and remove the existing free northbound right-turn lane at Savi Ranch Parkway to provide a combination through/right and a standard right turn lane.
- Provide an 18-foot Class I bike path along the east side of Yorba Linda Boulevard that would connect to a proposed 12-foot Class I bike path along the south side of Old Canal Road, ending at Mirage Street.
- Reconfigure and extend the raised median from the westbound SR-91 on- and off-ramps to Savi Ranch Parkway.

These Yorba Linda Boulevard improvements would be constructed in addition to the third westbound left-turn lane that will be constructed by the Savi Ranch Parkway project.

Weir Canyon Road/Santa Ana Canyon Road

Southbound Weir Canyon Road currently consists of two left-turn lanes, two through lanes, one through/ right lane, and one right-turn lane. The proposed project would include the following improvements:

- Widen southbound Weir Canyon Road between the eastbound SR-91 off-ramp and Santa Ana Canyon Road to accommodate a second right-turn lane.
- Restripe southbound Weir Canyon Road to extend the right-turn pocket.
- Convert the existing southbound through/right lane to a through-only lane at Santa Ana Canyon Road.
- Reconfigure the raised median to extend the southbound left-turn pocket at Santa Ana Canyon Road.
- Restripe Santa Ana Canyon Road from Roosevelt Avenue to Weir Canyon Road to convert one through lane to become a third left-turn lane.
- Widen the northeast corner of Weir Canyon Road and Santa Ana Canyon Road to extend the entrance lane to the eastbound SR-91 on-ramp and accommodate the proposed third left-turn lane from Santa Ana Canyon Road.

Bikeway Improvements

The Yorba Linda Boulevard corridor is identified as Corridor K in the OC Foothills Bikeway Strategy Plan. A Class I bike path would be added to the north side of the Yorba Linda Boulevard bridge as part of this project, which would provide a link to the Santa Ana River Trail consistent with the OC Foothills Bikeway Strategy Plan.

La Palma Avenue would be reconfigured in the eastbound direction from Yorba Linda Boulevard for 0.65 mile to accommodate a 16-foot-wide Class I bike path on the south side of La Palma Ave from Yorba Linda Boulevard and would connect to the existing SART, a Class I bike path. Construction access required for the reconfiguration of La Palma Avenue for the Class I bike path would be from the existing roadway.

Level of Service Analysis Summary

LSA analyzed the project description above to determine whether the proposed project would result in a significant traffic impact according to the traffic study guidelines of the City of Yorba Linda or the City of Anaheim. Both cities have similar traffic study guidelines in that both cities have identified that LOS D is the limit of satisfactory intersection performance. Both cities determine that a significant impact occurs if the project degrades LOS from satisfactory LOS D or better to unsatisfactory LOS E or F or if the project increases the v/c ratio of an LOS E or F intersection by 0.01 or greater. The City of Anaheim further determines that a significant impact occurs if the project increases the v/c ratio of an LOS D intersection by 0.02 or increases the v/c ratio of an LOS C intersection by 0.04.

Table D presents the comparison of current and proposed intersection geometrics in the existing and General Plan Buildout (2035) scenarios. As Table D shows, the proposed project is not anticipated to result in a significant impact according to either the City of Yorba Linda or City of Anaheim traffic study guidelines.

Table D: Yorba Linda Boulevard Project Level of Service Summary

	Baseline				Plus Project				Project Change	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS		
Yorba Linda Boulevard/La Palma Avenue[1]										
Existing	0.690	B	0.846	D	0.690	B	0.805	D	0.000	(0.041)
2035	0.697	B	0.922	E	0.697	B	0.882	D	0.000	(0.040)
Yorba Linda Boulevard/Savi Ranch Parkway[2]										
Existing	0.641	B	0.837	D	0.615	B	0.641	B	(0.026)	(0.196)
2035	0.657	B	0.832	D	0.632	B	0.690	B	(0.025)	(0.142)
Yorba Linda Boulevard/SR-91 Westbound Ramp[3]										
Existing	0.518	A	0.615	B	0.518	A	0.615	B	0.000	0.000
2035	0.577	A	0.632	B	0.57	A	0.632	B	0.000	0.000
Yorba Linda Boulevard/SR-91 Eastbound Ramps[4]										
Existing	0.594	A	0.582	A	0.594	A	0.582	A	0.000	0.000
2035	0.602	B	0.742	C	0.603	B	0.742	C	0.000	0.000
Weir Canyon Road/Santa Ana Canyon Road[5]										
Existing	0.596	A	0.656	B	0.550	A	0.578	A	(0.046)	(0.078)
2035	0.686	B	0.873	D	0.631	B	0.799	C	(0.065)	(0.074)
Weir Canyon Road/Santa Ana Canyon Road[6]										
Existing	0.596	A	0.656	B	0.550	A	0.578	A	(0.046)	(0.078)
2035	0.686	B	0.873	D	0.631	B	0.799	C	(0.065)	(0.074)

Note: Shaded cells do not achieve satisfactory LOS D.

[1] Convert the northbound shared through/right-turn lane to a through-only lane, and construct a second northbound right-turn lane.

[2] Widen Yorba Linda Boulevard to provide a fourth northbound through lane (which would be added as a shared through/right-turn lane), convert the northbound free right-turn lane to a standard right-turn-only lane, add northbound right-turn overlap signal phasing, and construct a second southbound left-turn lane in addition to a third westbound left-turn lane added by the Savi Ranch Parkway project.

[3] No changes.

[4] No changes.

[5] Convert the third eastbound through lane to a third left-turn lane, convert the southbound through/right-turn lane to the third through lane, and add a second southbound right-turn lane.

[6] Convert the third eastbound through lane to a third left-turn lane, and add a second southbound right-turn lane.

ICU = intersection capacity utilization

LOS = level(s) of service

SR-91 = State Route 91

Vehicle Miles Traveled

On December 28, 2018, the California Office of Administrative Law cleared revised CEQA guidelines for use. Among the changes to the guidelines was the removal of vehicle delay and LOS from consideration under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on vehicle miles traveled (VMT). Lead agencies are allowed to opt-in to the revised transportation guidelines, but the new guidelines must be used starting July 1, 2020.

The City of Anaheim *Traffic Impact Analysis Guidelines for California Environmental Quality Act Analysis* (June 2020) and the City of Yorba Linda *Traffic Impact Analysis Guidelines* (May 2020) establish thresholds for land development projects, but do not establish thresholds for transportation projects. However, the State provides sufficient guidance to evaluate transportation project impacts related to VMT.

The Technical Advisory on Evaluating Transportation Impacts in CEQA (Governor's Office of Planning and Research, December 2018) states the following:

> Projects that would not likely lead to a substantial or measurable increase in vehicle travel, and therefore generally should not require an induced travel analysis, include [27 examples of which are]:
>
> - Addition of an auxiliary lane of less than one mile in length designed to improve roadway safety
> - Addition of roadway capacity on local or collector streets provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit.

The proposed project would extend the existing northbound right-turn lane at Yorba Linda Boulevard/La Palma Avenue (as an auxiliary lane) approximately 970 ft to the intersection of Yorba Linda Boulevard/Savi Ranch Parkway, add a fourth northbound through lane (serving the auxiliary lane) on Yorba Linda Boulevard south of Savi Ranch Parkway for 400 ft, add a Class I bike path along Yorba Linda Boulevard, construct bike connections to Savi Ranch, construct bike connections to the Santa Ana River Trail, and extend a Class I bike path along La Palma Avenue.

The project substantially conforms to the examples of an auxiliary lane less than 1 mile in length (970 ft) and the addition of roadway capacity (for 400 ft) that also improves conditions for cyclists (addition or extension of two Class I bike paths and an improved connection between the Santa Ana River Trail and Savi Ranch). In addition, beyond the 0.7 mile project limits, Yorba Linda Boulevard would continue to provide four lanes north of La Palma Avenue. Weir Canyon Road would continue to provide six through lanes south of Santa Ana Canyon Road. As such, the proposed project would not likely lead to a substantial increase in vehicle travel, would not require an induced travel analysis, and would be presumed to have a less-than-significant transportation impact under the revised CEQA guidelines.

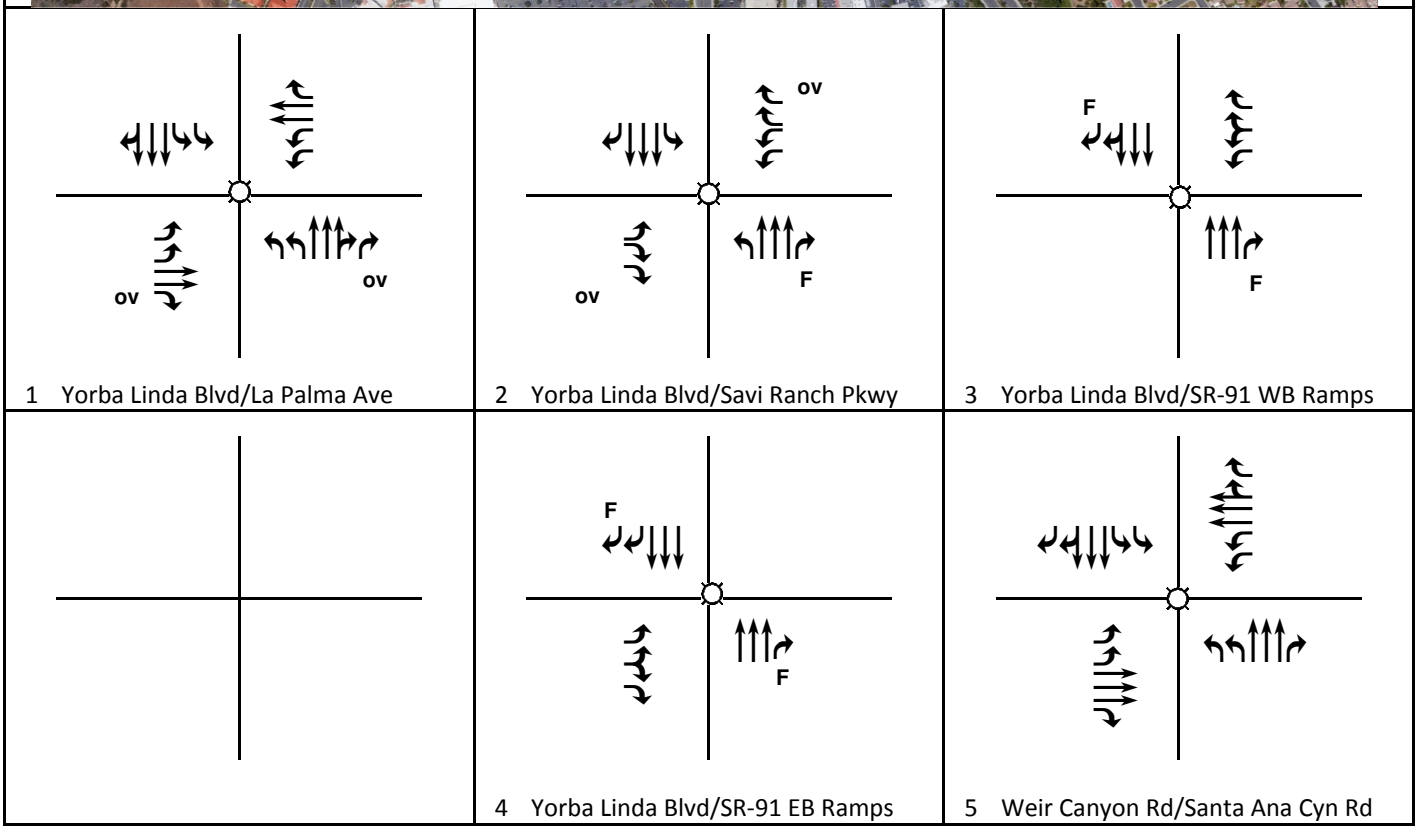
Conclusion

This memorandum describes the development of the proposed project and provides an analysis of the final project impacts according to the traffic study guidelines of the City of Yorba Linda and the City of Anaheim. The project was not found to result in any significant traffic impacts. In addition to an analysis according to vehicle level of service, the proposed project's potential impacts to VMT were considered according to guidance provided by the State. The project was found to have a less-than-significant transportation impact related to VMT.

Attachments: A: Figures 1–4
B: Level of Service Worksheets

ATTACHMENT A

FIGURES 1–4



LSA

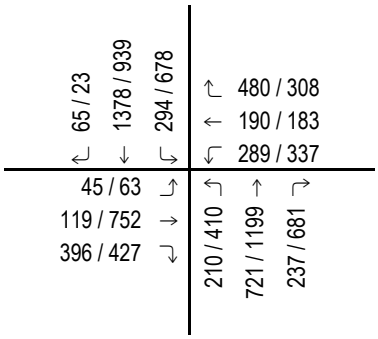
FIGURE 1

LEGEND

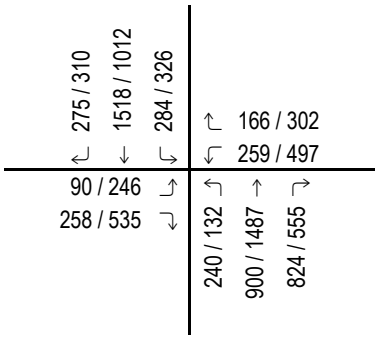
- Signal
- Stop Sign
- **F** Free Right Turn
- **ov** Overlap Signal Phasing

Yorba Linda Boulevard

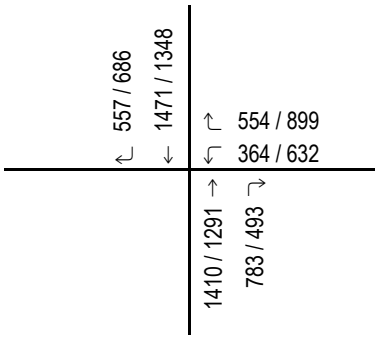
Existing Intersection Geometrics



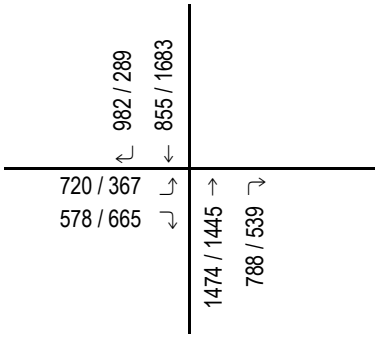
1 Yorba Linda Blvd/La Palma Ave



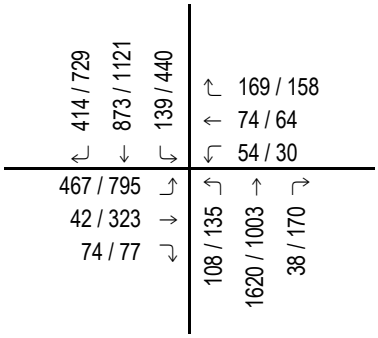
2 Yorba Linda Blvd/Savi Ranch Pkwy



3 Yorba Linda Blvd/SR-91 WB Ramps



4 Yorba Linda Blvd/SR-91 EB Ramps



5 Weir Canyon Rd/Santa Ana Cyn Rd

LSA

FIGURE 2

LEGEND
XXX / YYY AM / PM Volume

Yorba Linda Boulevard
Existing Peak Hour Traffic Volume

1 Yorba Linda Blvd/La Palma Ave

140 / 27	1584 / 1033	396 / 668
360 / 383	675 / 284	335 / 456
107 / 155	283 / 789	357 / 420
254 / 335	933 / 1376	178 / 730

2 Yorba Linda Blvd/Savi Ranch Pkwy

284 / 314	1625 / 957	254 / 310
155 / 557	259 / 480	
91 / 248	268 / 559	
227 / 171	928 / 1477	740 / 556

3 Yorba Linda Blvd/SR-91 WB Ramps

514 / 639	1632 / 1313	
684 / 782	373 / 766	
1354 / 1419	987 / 416	

4 Yorba Linda Blvd/SR-91 EB Ramps

1051 / 217	1087 / 1863	
540 / 475	574 / 1110	
1708 / 1435	591 / 404	

5 Weir Canyon Rd/Santa Ana Cyn Rd

426 / 899	872 / 1314	263 / 701
319 / 363	408 / 285	187 / 46
566 / 758	308 / 690	82 / 70
183 / 145	1456 / 752	400 / 488

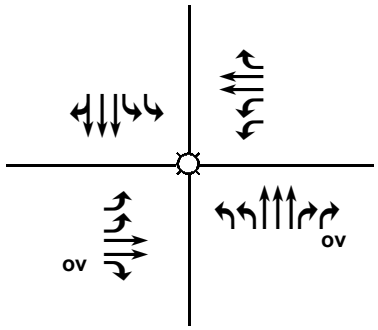
LSA

FIGURE 3

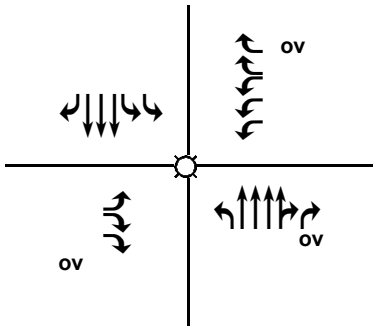
LEGEND
XXX / YYY AM / PM Volume

Yorba Linda Boulevard

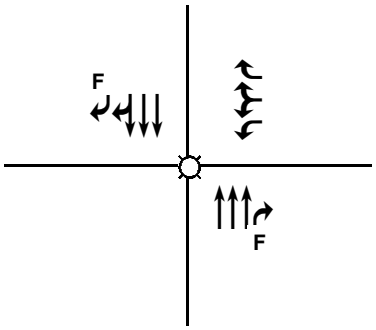
General Plan Buildout (2035) Peak Hour Traffic Volume



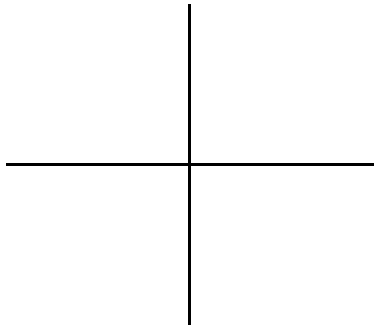
1 Yorba Linda Blvd/La Palma Ave

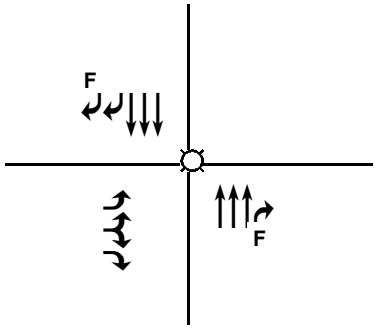


2 Yorba Linda Blvd/Savi Ranch Pkwy

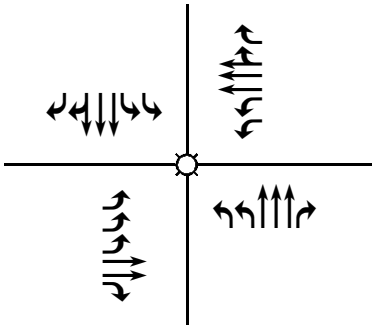


3 Yorba Linda Blvd/SR-91 WB Ramps





4 Yorba Linda Blvd/SR-91 EB Ramps



5 Weir Canyon Rd/Santa Ana Cyn Rd

FIGURE 4

LSA

LEGEND

- Signal
- Stop Sign
- F Free Right Turn
- ov Overlap Signal Phasing

Yorba Linda Boulevard

Proposed Intersection Geometrics

ATTACHMENT B

LEVEL OF SERVICE WORKSHEETS

Yorba Linda Project
9-12-19

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Yorba Linda Bl / La Palma Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	1	2 0	2 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	210	721	237	294	1378	65	45	119	396	289	190	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	721	237	294	1378	65	45	119	396	289	190	480
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	721	237	294	1378	65	45	119	396	289	190	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	721	237	294	1378	65	45	119	396	289	190	480
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	721	237	294	1378	65	45	119	396	289	190	480
OvlAdjVol:			92						291			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.86	0.14	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5100	1700	3400	4870	230	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.14	0.09	0.28	0.28	0.01	0.04	0.23	0.09	0.06	0.28
OvlAdjV/S:			0.05						0.17			
Crit Moves:	****				****		****					****

Yorba Linda Project
9-12-19

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Yorba Linda Bl / Savi Ranch Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	0 0	2	2 0	0 0	2
Volume Module:												
Base Vol:	240	900	824	284	1518	275	90	0	258	259	0	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	900	824	284	1518	275	90	0	258	259	0	166
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	900	0	284	1518	275	90	0	258	259	0	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	900	0	284	1518	275	90	0	258	259	0	166
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	900	0	284	1518	275	90	0	258	259	0	166
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.00	2.00	2.00	0.00	2.00
Final Sat.:	1700	5100	1700	1700	5100	1700	1700	0	3400	3400	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.00	0.17	0.30	0.16	0.05	0.00	0.08	0.08	0.00	0.05
Crit Moves:	****				****				****	****		

Yorba Linda Project
9-12-19

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Yorba Linda Bl / SR-91 WB Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.518
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	2 1	1	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	0	1410	783	0	1471	557	0	0	0	364	0	554
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1410	783	0	1471	557	0	0	0	364	0	554
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1410	0	0	1471	0	0	0	0	364	0	554
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1410	0	0	1471	0	0	0	0	364	0	554
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1410	0	0	1471	0	0	0	0	364	0	554
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.19	0.00	1.81
Final Sat.:	0	5100	1700	0	5100	1700	0	0	0	2022	0	3078
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.18	0.00	0.18
Crit Moves:	****				****					****		

Yorba Linda Project
9-12-19

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Yorba Linda Bl / SR-91 EB Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.594
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	3 0	2	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1474	788	0	855	982	720	0	578	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1474	788	0	855	982	720	0	578	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1474	0	0	855	0	720	0	578	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1474	0	0	855	0	720	0	578	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1474	0	0	855	0	720	0	578	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	2.00	1.66	0.00	1.34	0.00	0.00	0.00
Final Sat.:	0	5100	1700	0	5100	3400	2829	0	2271	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.17	0.00	0.25	0.00	0.25	0.00	0.00	0.00
Crit Moves:		****		****			****					

Yorba Linda Project
9-12-19

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Weir Canyon Rd / Santa Ana Canyon Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.596
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	1	2 0	3 0	1	2 0	2 1	1
Volume Module:												
Base Vol:	108	1620	38	139	873	414	467	42	74	54	74	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	1620	38	139	873	414	467	42	74	54	74	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	1620	38	139	873	414	467	42	74	54	74	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	1620	38	139	873	414	467	42	74	54	74	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	1620	38	139	873	414	467	42	74	54	74	169
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.71	1.29	2.00	3.00	1.00	2.00	2.00	2.00
Final Sat.:	3400	5100	1700	3400	4613	2187	3400	5100	1700	3400	3400	3400
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.02	0.04	0.19	0.19	0.14	0.01	0.04	0.02	0.02	0.05
Crit Moves:		****		****			****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Yorba Linda Bl / La Palma Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.846
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Include			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	1	2 0	2 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	410	1199	681	678	939	23	63	752	427	337	183	308
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	1199	681	678	939	23	63	752	427	337	183	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	410	1199	681	678	939	23	63	752	427	337	183	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	1199	681	678	939	23	63	752	427	337	183	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	410	1199	681	678	939	23	63	752	427	337	183	308
OvlAdjVol:			437						222			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.55	1.45	2.00	2.93	0.07	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	4337	2463	3400	4978	122	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.12	0.28	0.28	0.20	0.19	0.19	0.02	0.22	0.25	0.10	0.05	0.18
OvlAdjV/S:			0.18						0.13			
Crit Moves:		****		****				****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Yorba Linda Bl / Savi Ranch Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.837
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	0 0	2	2 0	0 0	2
Volume Module:												
Base Vol:	132	1487	555	326	1012	310	246	0	535	497	0	302
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	1487	555	326	1012	310	246	0	535	497	0	302
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	1487	0	326	1012	310	246	0	535	497	0	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	1487	0	326	1012	310	246	0	535	497	0	302
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	1487	0	326	1012	310	246	0	535	497	0	302
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.00	2.00	2.00	0.00	2.00
Final Sat.:	1700	5100	1700	1700	5100	1700	1700	0	3400	3400	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.00	0.19	0.20	0.18	0.14	0.00	0.16	0.15	0.00	0.09
Crit Moves:		****		****					****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Yorba Linda Bl / SR-91 WB Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	2 1	1	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	0	1291	493	0	1348	686	0	0	0	632	0	899
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1291	493	0	1348	686	0	0	0	632	0	899
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1291	0	0	1348	0	0	0	0	632	0	899
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1291	0	0	1348	0	0	0	0	632	0	899
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1291	0	0	1348	0	0	0	0	632	0	899
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.24	xxxx	1.76
Final Sat.:	0	5100	1700	0	5100	1700	0	0	0	2105	0	2995
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.30	0.00	0.30
Crit Moves:	****				****							****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Yorba Linda Bl / SR-91 EB Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.582
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	3 0	2	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1445	539	0	1683	289	367	0	665	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1445	539	0	1683	289	367	0	665	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1445	0	0	1683	0	367	0	665	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1445	0	0	1683	0	367	0	665	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1445	0	0	1683	0	367	0	665	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	2.00	1.07	0.00	1.93	0.00	0.00	0.00
Final Sat.:	0	5100	1700	0	5100	3400	1814	0	3286	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.33	0.00	0.20	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****				****		****					

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Weir Canyon Rd / Santa Ana Canyon Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.656
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	1	2 0	3 0	1	2 0	2 1	1
Volume Module:												
Base Vol:	135	1003	170	440	1121	729	795	323	77	30	64	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	1003	170	440	1121	729	795	323	77	30	64	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	1003	170	440	1121	729	795	323	77	30	64	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	1003	170	440	1121	729	795	323	77	30	64	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	1003	170	440	1121	729	795	323	77	30	64	158
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.42	1.58	2.00	3.00	1.00	2.00	2.00	2.00
Final Sat.:	3400	5100	1700	3400	4120	2680	3400	5100	1700	3400	3400	3400
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.10	0.13	0.27	0.27	0.23	0.06	0.05	0.01	0.02	0.05
Crit Moves:		****		****			****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Yorba Linda Bl / La Palma Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	2	2 0	2 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	210	721	237	294	1378	65	45	119	396	289	190	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	721	237	294	1378	65	45	119	396	289	190	480
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	721	237	294	1378	65	45	119	396	289	190	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	721	237	294	1378	65	45	119	396	289	190	480
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	721	237	294	1378	65	45	119	396	289	190	480
OvlAdjVol:			0						291			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	2.00	2.00	2.86	0.14	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5100	3400	3400	4870	230	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.07	0.09	0.28	0.28	0.01	0.04	0.23	0.09	0.06	0.28
OvlAdjV/S:			0.00						0.17			
Crit Moves:	****				****		****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Yorba Linda Bl / Savi Ranch Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 1	1	2 0	3 0	1	1 0	0 0	2	3 0	0 0	2
Volume Module:												
Base Vol:	240	900	824	284	1518	275	90	0	258	259	0	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	900	824	284	1518	275	90	0	258	259	0	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	900	824	284	1518	275	90	0	258	259	0	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	900	824	284	1518	275	90	0	258	259	0	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	900	824	284	1518	275	90	0	258	259	0	166
OvlAdjVol:			651									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	2.00	2.00	3.00	1.00	1.00	0.00	2.00	3.00	0.00	2.00
Final Sat.:	1700	5100	3400	3400	5100	1700	1700	0	3400	5100	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.24	0.08	0.30	0.16	0.05	0.00	0.08	0.05	0.00	0.05
OvlAdjV/S:			0.19									
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Yorba Linda Bl / SR-91 WB Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.518
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	2 1	1	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	0	1410	783	0	1471	557	0	0	0	364	0	554
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1410	783	0	1471	557	0	0	0	364	0	554
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1410	0	0	1471	0	0	0	0	364	0	554
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1410	0	0	1471	0	0	0	0	364	0	554
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1410	0	0	1471	0	0	0	0	364	0	554
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.19	0.00	1.81
Final Sat.:	0	5100	1700	0	5100	1700	0	0	0	2022	0	3078
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.18	0.00	0.18
Crit Moves:	****				****					****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Yorba Linda Bl / SR-91 EB Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.594
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	3 0	2	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1474	788	0	855	982	720	0	578	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1474	788	0	855	982	720	0	578	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1474	0	0	855	0	720	0	578	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1474	0	0	855	0	720	0	578	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1474	0	0	855	0	720	0	578	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	2.00	1.66	0.00	1.34	0.00	0.00	0.00
Final Sat.:	0	5100	1700	0	5100	3400	2829	0	2271	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.17	0.00	0.25	0.00	0.25	0.00	0.00	0.00
Crit Moves:		****		****			****					

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Weir Canyon Rd / Santa Ana Canyon Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.550
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	1	3 0	2 0	1	2 0	2 1	1
Volume Module:												
Base Vol:	108	1620	38	139	873	414	467	42	74	54	74	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	1620	38	139	873	414	467	42	74	54	74	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	1620	38	139	873	414	467	42	74	54	74	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	1620	38	139	873	414	467	42	74	54	74	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	1620	38	139	873	414	467	42	74	54	74	169
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.71	1.29	3.00	2.00	1.00	2.00	2.00	2.00
Final Sat.:	3400	5100	1700	3400	4613	2187	5100	3400	1700	3400	3400	3400
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.02	0.04	0.19	0.19	0.09	0.01	0.04	0.02	0.02	0.05
Crit Moves:		****		****			****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Yorba Linda Bl / La Palma Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.805
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Include			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	2	2 0	2 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	410	1199	681	678	939	23	63	752	427	337	183	308
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	1199	681	678	939	23	63	752	427	337	183	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	410	1199	681	678	939	23	63	752	427	337	183	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	1199	681	678	939	23	63	752	427	337	183	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	410	1199	681	678	939	23	63	752	427	337	183	308
OvlAdjVol:			344						222			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	2.00	2.00	2.93	0.07	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5100	3400	3400	4978	122	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.12	0.24	0.20	0.20	0.19	0.19	0.02	0.22	0.25	0.10	0.05	0.18
OvlAdjV/S:			0.10						0.13			
Crit Moves:		****		****				****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Yorba Linda Bl / Savi Ranch Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 1	1	2 0	3 0	1	1 0	0 0	2	3 0	0 0	2
Volume Module:												
Base Vol:	132	1487	555	326	1012	310	246	0	535	497	0	302
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	1487	555	326	1012	310	246	0	535	497	0	302
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	1487	555	326	1012	310	246	0	535	497	0	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	1487	555	326	1012	310	246	0	535	497	0	302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	1487	555	326	1012	310	246	0	535	497	0	302
OvlAdjVol:			330									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.64	1.36	2.00	3.00	1.00	1.00	0.00	2.00	3.00	0.00	2.00
Final Sat.:	1700	6190	2310	3400	5100	1700	1700	0	3400	5100	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.24	0.10	0.20	0.18	0.14	0.00	0.16	0.10	0.00	0.09
OvlAdjV/S:			0.14									
Crit Moves:		****		****					****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Yorba Linda Bl / SR-91 WB Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	2 1	1	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	0	1291	493	0	1348	686	0	0	0	632	0	899
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1291	493	0	1348	686	0	0	0	632	0	899
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1291	0	0	1348	0	0	0	0	632	0	899
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1291	0	0	1348	0	0	0	0	632	0	899
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1291	0	0	1348	0	0	0	0	632	0	899
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.24	xxxx	1.76
Final Sat.:	0	5100	1700	0	5100	1700	0	0	0	2105	0	2995
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.30	0.00	0.30
Crit Moves:	****				****							****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Yorba Linda Bl / SR-91 EB Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.582
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	3 0	2	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1445	539	0	1683	289	367	0	665	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1445	539	0	1683	289	367	0	665	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1445	0	0	1683	0	367	0	665	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1445	0	0	1683	0	367	0	665	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1445	0	0	1683	0	367	0	665	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	2.00	1.07	0.00	1.93	0.00	0.00	0.00
Final Sat.:	0	5100	1700	0	5100	3400	1814	0	3286	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.33	0.00	0.20	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****				****		****					

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Weir Canyon Rd / Santa Ana Canyon Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.578
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	1	3 0	2 0	1	2 0	2 1	1
Volume Module:												
Base Vol:	135	1003	170	440	1121	729	795	323	77	30	64	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	1003	170	440	1121	729	795	323	77	30	64	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	1003	170	440	1121	729	795	323	77	30	64	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	1003	170	440	1121	729	795	323	77	30	64	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	1003	170	440	1121	729	795	323	77	30	64	158
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.42	1.58	3.00	2.00	1.00	2.00	2.00	2.00
Final Sat.:	3400	5100	1700	3400	4120	2680	5100	3400	1700	3400	3400	3400
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.10	0.13	0.27	0.27	0.16	0.10	0.05	0.01	0.02	0.05
Crit Moves:		****		****			****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Yorba Linda Bl / La Palma Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Include			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	210	721	237	294	1378	65	45	119	396	289	190	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	721	237	294	1378	65	45	119	396	289	190	480
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	721	237	294	1378	65	45	119	396	289	190	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	721	237	294	1378	65	45	119	396	289	190	480
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	721	237	294	1378	65	45	119	396	289	190	480
OvlAdjVol:			92						291			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.86	0.14	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5100	1700	3400	4870	230	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.14	0.09	0.28	0.28	0.01	0.04	0.23	0.09	0.06	0.28
OvlAdjV/S:			0.05						0.17			
Crit Moves:	****				****		****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Yorba Linda Bl / Savi Ranch Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.694
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	4 0	1	2 0	3 0	1	1 0	0 0	2	3 0	0 0	2
Volume Module:												
Base Vol:	240	900	824	284	1518	275	90	0	258	259	0	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	900	824	284	1518	275	90	0	258	259	0	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	900	824	284	1518	275	90	0	258	259	0	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	900	824	284	1518	275	90	0	258	259	0	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	900	824	284	1518	275	90	0	258	259	0	166
OvlAdjVol:			738									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	1.00	0.00	2.00	3.00	0.00	2.00
Final Sat.:	1700	6800	1700	3400	5100	1700	1700	0	3400	5100	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.14	0.13	0.48	0.08	0.30	0.16	0.05	0.00	0.08	0.05	0.00	0.05
OvlAdjV/S:			0.43									
Crit Moves:			****	****					****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Weir Canyon Rd / Santa Ana Canyon Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.550
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 0	2	3 0	2 0	1	2 0	2 1	1
Volume Module:												
Base Vol:	108	1620	38	139	873	414	467	42	74	54	74	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	1620	38	139	873	414	467	42	74	54	74	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	1620	38	139	873	414	467	42	74	54	74	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	1620	38	139	873	414	467	42	74	54	74	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	1620	38	139	873	414	467	42	74	54	74	169
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.00	2.00	3.00	2.00	1.00	2.00	2.00	2.00
Final Sat.:	3400	5100	1700	3400	3400	3400	5100	3400	1700	3400	3400	3400
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.02	0.04	0.26	0.12	0.09	0.01	0.04	0.02	0.02	0.05
Crit Moves:		****		****			****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Yorba Linda Bl / La Palma Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.871
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Include			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	410	1199	681	678	939	23	63	752	427	337	183	308
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	1199	681	678	939	23	63	752	427	337	183	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	410	1199	681	678	939	23	63	752	427	337	183	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	1199	681	678	939	23	63	752	427	337	183	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	410	1199	681	678	939	23	63	752	427	337	183	308
OvlAdjVol:			513						222			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.93	0.07	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5100	1700	3400	4978	122	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.12	0.24	0.40	0.20	0.19	0.19	0.02	0.22	0.25	0.10	0.05	0.18
OvlAdjV/S:			0.30						0.13			
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Yorba Linda Bl / Savi Ranch Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.630
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	4 0	1	2 0	3 0	1	1 0	0 0	2	3 0	0 0	2
Volume Module:												
Base Vol:	132	1487	555	326	1012	310	246	0	535	497	0	302
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	1487	555	326	1012	310	246	0	535	497	0	302
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	1487	555	326	1012	310	246	0	535	497	0	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	1487	555	326	1012	310	246	0	535	497	0	302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	1487	555	326	1012	310	246	0	535	497	0	302
OvlAdjVol:			389									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	1.00	0.00	2.00	3.00	0.00	2.00
Final Sat.:	1700	6800	1700	3400	5100	1700	1700	0	3400	5100	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.33	0.10	0.20	0.18	0.14	0.00	0.16	0.10	0.00	0.09
OvlAdjV/S:			0.23									
Crit Moves:			****	****					****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Weir Canyon Rd / Santa Ana Canyon Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.622
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 0	2	3 0	2 0	1	2 0	2 1	1
Volume Module:												
Base Vol:	135	1003	170	440	1121	729	795	323	77	30	64	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	1003	170	440	1121	729	795	323	77	30	64	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	1003	170	440	1121	729	795	323	77	30	64	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	1003	170	440	1121	729	795	323	77	30	64	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	1003	170	440	1121	729	795	323	77	30	64	158
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.00	2.00	3.00	2.00	1.00	2.00	2.00	2.00
Final Sat.:	3400	5100	1700	3400	3400	3400	5100	3400	1700	3400	3400	3400
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.10	0.13	0.33	0.21	0.16	0.10	0.05	0.01	0.02	0.05
Crit Moves:	****				****		****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Yorba Linda Bl / La Palma Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.713
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	210	721	237	294	1378	65	45	119	396	289	190	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	721	237	294	1378	65	45	119	396	289	190	480
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	721	237	294	1378	65	45	119	396	289	190	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	721	237	294	1378	65	45	119	396	289	190	480
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	721	237	294	1378	65	45	119	396	289	190	480
OvlAdjVol:			92									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.86	0.14	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5100	1700	3400	4870	230	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.14	0.09	0.28	0.28	0.01	0.04	0.23	0.09	0.06	0.28
OvlAdjV/S:			0.05									
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Yorba Linda Bl / Savi Ranch Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	2	2 0	3 0	1	1 0	0 0	2	3 0	0 0	2
Volume Module:												
Base Vol:	240	900	824	284	1518	275	90	0	258	259	0	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	900	824	284	1518	275	90	0	258	259	0	166
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	900	0	284	1518	275	90	0	258	259	0	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	900	0	284	1518	275	90	0	258	259	0	166
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	900	0	284	1518	275	90	0	258	259	0	166
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	2.00	2.00	3.00	1.00	1.00	0.00	2.00	3.00	0.00	2.00
Final Sat.:	1700	5100	3400	3400	5100	1700	1700	0	3400	5100	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.00	0.08	0.30	0.16	0.05	0.00	0.08	0.05	0.00	0.05
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Weir Canyon Rd / Santa Ana Canyon Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.550
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	2	3 0	2 0	1	2 0	2 1	1
Volume Module:												
Base Vol:	108	1620	38	139	873	414	467	42	74	54	74	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	1620	38	139	873	414	467	42	74	54	74	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	1620	38	139	873	414	467	42	74	54	74	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	1620	38	139	873	414	467	42	74	54	74	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	1620	38	139	873	414	467	42	74	54	74	169
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	3.00	2.00	1.00	2.00	2.00	2.00
Final Sat.:	3400	5100	1700	3400	5100	3400	5100	3400	1700	3400	3400	3400
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.02	0.04	0.17	0.12	0.09	0.01	0.04	0.02	0.02	0.05
Crit Moves:		****		****			****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Yorba Linda Bl / La Palma Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.901
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	410	1199	681	678	939	23	63	752	427	337	183	308
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	1199	681	678	939	23	63	752	427	337	183	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	410	1199	681	678	939	23	63	752	427	337	183	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	1199	681	678	939	23	63	752	427	337	183	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	410	1199	681	678	939	23	63	752	427	337	183	308
OvlAdjVol:			513									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.93	0.07	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5100	1700	3400	4978	122	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.12	0.24	0.40	0.20	0.19	0.19	0.02	0.22	0.25	0.10	0.05	0.18
OvlAdjV/S:			0.30									
Crit Moves:			****	****					****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Yorba Linda Bl / Savi Ranch Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.692
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	2	2 0	3 0	1	1 0	0 0	2	3 0	0 0	2
Volume Module:												
Base Vol:	132	1487	555	326	1012	310	246	0	535	497	0	302
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	1487	555	326	1012	310	246	0	535	497	0	302
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	1487	0	326	1012	310	246	0	535	497	0	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	1487	0	326	1012	310	246	0	535	497	0	302
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	1487	0	326	1012	310	246	0	535	497	0	302
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	2.00	2.00	3.00	1.00	1.00	0.00	2.00	3.00	0.00	2.00
Final Sat.:	1700	5100	3400	3400	5100	1700	1700	0	3400	5100	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.00	0.10	0.20	0.18	0.14	0.00	0.16	0.10	0.00	0.09
Crit Moves:		****		****					****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Weir Canyon Rd / Santa Ana Canyon Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.578
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	2	3 0	2 0	1	2 0	2 1	1
Volume Module:												
Base Vol:	135	1003	170	440	1121	729	795	323	77	30	64	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	1003	170	440	1121	729	795	323	77	30	64	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	1003	170	440	1121	729	795	323	77	30	64	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	1003	170	440	1121	729	795	323	77	30	64	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	1003	170	440	1121	729	795	323	77	30	64	158
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	3.00	2.00	1.00	2.00	2.00	2.00
Final Sat.:	3400	5100	1700	3400	5100	3400	5100	3400	1700	3400	3400	3400
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.10	0.13	0.22	0.21	0.16	0.10	0.05	0.01	0.02	0.05
Crit Moves:		****		****			****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Yorba Linda Bl / Savi Ranch Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Wide	Bypass		Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	2	2 0	3 0	1	1 0	0 0	2	3 0	0 0	2
Volume Module:												
Base Vol:	240	900	824	284	1518	275	90	0	258	259	0	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	900	824	284	1518	275	90	0	258	259	0	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	900	824	284	1518	275	90	0	258	259	0	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	900	824	284	1518	275	90	0	258	259	0	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	900	824	284	1518	275	90	0	258	259	0	166
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	2.00	2.00	3.00	1.00	1.00	0.00	2.00	3.00	0.00	2.00
Final Sat.:	1700	5100	3400	3400	5100	1700	1700	0	3400	5100	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.24	0.08	0.30	0.16	0.05	0.00	0.08	0.05	0.00	0.05
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Yorba Linda Bl / Savi Ranch Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.692
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Wide	Bypass		Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	2	2 0	3 0	1	1 0	0 0	2	3 0	0 0	2
Volume Module:												
Base Vol:	132	1487	555	326	1012	310	246	0	535	497	0	302
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	1487	555	326	1012	310	246	0	535	497	0	302
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	1487	555	326	1012	310	246	0	535	497	0	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	1487	555	326	1012	310	246	0	535	497	0	302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	1487	555	326	1012	310	246	0	535	497	0	302
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	2.00	2.00	3.00	1.00	1.00	0.00	2.00	3.00	0.00	2.00
Final Sat.:	1700	5100	3400	3400	5100	1700	1700	0	3400	5100	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.16	0.10	0.20	0.18	0.14	0.00	0.16	0.10	0.00	0.09
Crit Moves:		****		****					****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Yorba Linda Bl / La Palma Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	210	721	237	294	1378	65	45	119	396	289	190	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	721	237	294	1378	65	45	119	396	289	190	480
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	721	0	294	1378	65	45	119	396	289	190	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	721	0	294	1378	65	45	119	396	289	190	480
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	721	0	294	1378	65	45	119	396	289	190	480
OvlAdjVol:									291			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.86	0.14	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5100	1700	3400	4870	230	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.00	0.09	0.28	0.28	0.01	0.04	0.23	0.09	0.06	0.28
OvlAdjV/S:									0.17			
Crit Moves:	****				****		****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Yorba Linda Bl / La Palma Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.805
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	410	1199	681	678	939	23	63	752	427	337	183	308
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	1199	681	678	939	23	63	752	427	337	183	308
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	410	1199	0	678	939	23	63	752	427	337	183	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	1199	0	678	939	23	63	752	427	337	183	308
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	410	1199	0	678	939	23	63	752	427	337	183	308
OvlAdjVol:									222			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.93	0.07	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5100	1700	3400	4978	122	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.12	0.24	0.00	0.20	0.19	0.19	0.02	0.22	0.25	0.10	0.05	0.18
OvlAdjV/S:									0.13			
Crit Moves:		****		****				****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Yorba Linda Bl / La Palma Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.697
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Include			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	1	2 0	2 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	254	933	178	396	1584	140	107	283	357	335	675	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	933	178	396	1584	140	107	283	357	335	675	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	254	933	178	396	1584	140	107	283	357	335	675	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	933	178	396	1584	140	107	283	357	335	675	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	254	933	178	396	1584	140	107	283	357	335	675	360
OvlAdjVol:			11						230			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.76	0.24	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5100	1700	3400	4686	414	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.10	0.12	0.34	0.34	0.03	0.08	0.21	0.10	0.20	0.21
OvlAdjV/S:			0.01						0.14			
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Yorba Linda Bl / Savi Ranch Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.657
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	0 0	2	2 0	0 0	2
Volume Module:												
Base Vol:	227	928	740	254	1625	284	91	0	268	259	0	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	227	928	740	254	1625	284	91	0	268	259	0	155
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	928	0	254	1625	284	91	0	268	259	0	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	928	0	254	1625	284	91	0	268	259	0	155
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	227	928	0	254	1625	284	91	0	268	259	0	155
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.00	2.00	2.00	0.00	2.00
Final Sat.:	1700	5100	1700	1700	5100	1700	1700	0	3400	3400	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.13	0.18	0.00	0.15	0.32	0.17	0.05	0.00	0.08	0.08	0.00	0.05
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Yorba Linda Bl / SR-91 WB Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.577
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	2 1	1	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	0	1354	987	0	1632	514	0	0	0	373	0	684
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1354	987	0	1632	514	0	0	0	373	0	684
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1354	0	0	1632	0	0	0	0	373	0	684
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1354	0	0	1632	0	0	0	0	373	0	684
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1354	0	0	1632	0	0	0	0	373	0	684
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.06	xxxx	1.94
Final Sat.:	0	5100	1700	0	5100	1700	0	0	0	1800	0	3300
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Crit Moves:	****				****							****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Yorba Linda Bl / SR-91 EB Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.603
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	3 0	2	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1708	591	0	1087	1051	540	0	574	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1708	591	0	1087	1051	540	0	574	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1708	0	0	1087	0	540	0	574	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1708	0	0	1087	0	540	0	574	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1708	0	0	1087	0	540	0	574	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	2.00	1.45	0.00	1.55	0.00	0.00	0.00
Final Sat.:	0	5100	1700	0	5100	3400	2472	0	2628	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.21	0.00	0.22	0.00	0.22	0.00	0.00	0.00
Crit Moves:		****		****			****					

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Weir Canyon Rd / Santa Ana Canyon Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	1	2 0	3 0	1	2 0	2 1	1
Volume Module:												
Base Vol:	183	1456	400	263	872	426	566	308	82	187	408	319
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	1456	400	263	872	426	566	308	82	187	408	319
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	1456	400	263	872	426	566	308	82	187	408	319
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1456	400	263	872	426	566	308	82	187	408	319
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	1456	400	263	872	426	566	308	82	187	408	319
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.69	1.31	2.00	3.00	1.00	2.00	2.24	1.76
Final Sat.:	3400	5100	1700	3400	4568	2232	3400	5100	1700	3400	3816	2984
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.24	0.08	0.19	0.19	0.17	0.06	0.05	0.06	0.11	0.11
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Yorba Linda Bl / La Palma Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.922
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Include			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	1	2 0	2 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	335	1376	730	668	1033	27	155	789	420	456	284	383
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	335	1376	730	668	1033	27	155	789	420	456	284	383
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	335	1376	730	668	1033	27	155	789	420	456	284	383
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	1376	730	668	1033	27	155	789	420	456	284	383
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	335	1376	730	668	1033	27	155	789	420	456	284	383
OvlAdjVol:			414						253			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.61	1.39	2.00	2.92	0.08	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	4443	2357	3400	4970	130	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.10	0.31	0.31	0.20	0.21	0.21	0.05	0.23	0.25	0.13	0.08	0.23
OvlAdjV/S:			0.18						0.15			
Crit Moves:		****		****				****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Yorba Linda Bl / Savi Ranch Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.832
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	0 0	2	2 0	0 0	2
Volume Module:												
Base Vol:	171	1477	556	310	957	314	248	0	559	480	0	557
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	1477	556	310	957	314	248	0	559	480	0	557
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	1477	0	310	957	314	248	0	559	480	0	557
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	1477	0	310	957	314	248	0	559	480	0	557
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	1477	0	310	957	314	248	0	559	480	0	557
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.00	2.00	2.00	0.00	2.00
Final Sat.:	1700	5100	1700	1700	5100	1700	1700	0	3400	3400	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.00	0.18	0.19	0.18	0.15	0.00	0.16	0.14	0.00	0.16
Crit Moves:		****		****			****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Yorba Linda Bl / SR-91 WB Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	2 1	1	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	0	1419	416	0	1313	639	0	0	0	766	0	782
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1419	416	0	1313	639	0	0	0	766	0	782
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1419	0	0	1313	0	0	0	0	766	0	782
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1419	0	0	1313	0	0	0	0	766	0	782
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1419	0	0	1313	0	0	0	0	766	0	782
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.48	0.00	1.52
Final Sat.:	0	5100	1700	0	5100	1700	0	0	0	2524	0	2576
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.30	0.00	0.30
Crit Moves:		****		****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Yorba Linda Bl / SR-91 EB Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.742
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	3 0	2	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1435	404	0	1863	217	475	0	1110	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1435	404	0	1863	217	475	0	1110	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1435	0	0	1863	0	475	0	1110	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1435	0	0	1863	0	475	0	1110	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1435	0	0	1863	0	475	0	1110	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5100	1700	0	5100	3400	1700	0	3400	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.37	0.00	0.28	0.00	0.33	0.00	0.00	0.00
Crit Moves:	****				****				****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Weir Canyon Rd / Santa Ana Canyon Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.873
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	1	2 0	3 0	1	2 0	2 1	1
Volume Module:												
Base Vol:	145	752	488	701	1314	899	758	690	70	46	285	363
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	752	488	701	1314	899	758	690	70	46	285	363
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	752	488	701	1314	899	758	690	70	46	285	363
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	752	488	701	1314	899	758	690	70	46	285	363
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	752	488	701	1314	899	758	690	70	46	285	363
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.38	1.62	2.00	3.00	1.00	2.00	2.00	2.00
Final Sat.:	3400	5100	1700	3400	4038	2762	3400	5100	1700	3400	3400	3400
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.29	0.21	0.33	0.33	0.22	0.14	0.04	0.01	0.08	0.11
Crit Moves:			****	****			****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Yorba Linda Bl / La Palma Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.697
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Include			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	2	2 0	2 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	254	933	178	396	1584	140	107	283	357	335	675	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	933	178	396	1584	140	107	283	357	335	675	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	254	933	178	396	1584	140	107	283	357	335	675	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	933	178	396	1584	140	107	283	357	335	675	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	254	933	178	396	1584	140	107	283	357	335	675	360
OvlAdjVol:			0						230			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	2.00	2.00	2.76	0.24	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5100	3400	3400	4686	414	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.05	0.12	0.34	0.34	0.03	0.08	0.21	0.10	0.20	0.21
OvlAdjV/S:			0.00						0.14			
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Yorba Linda Bl / Savi Ranch Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 1	1	2 0	3 0	1	1 0	0 0	2	3 0	0 0	2
Volume Module:												
Base Vol:	227	928	740	254	1625	284	91	0	268	259	0	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	227	928	740	254	1625	284	91	0	268	259	0	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	928	740	254	1625	284	91	0	268	259	0	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	928	740	254	1625	284	91	0	268	259	0	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	227	928	740	254	1625	284	91	0	268	259	0	155
OvlAdjVol:			567									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	2.00	2.00	3.00	1.00	1.00	0.00	2.00	3.00	0.00	2.00
Final Sat.:	1700	5100	3400	3400	5100	1700	1700	0	3400	5100	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.13	0.18	0.22	0.07	0.32	0.17	0.05	0.00	0.08	0.05	0.00	0.05
OvlAdjV/S:			0.17									
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Yorba Linda Bl / SR-91 WB Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.577
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	2 1	1	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	0	1354	987	0	1632	514	0	0	0	373	0	684
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1354	987	0	1632	514	0	0	0	373	0	684
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1354	0	0	1632	0	0	0	0	373	0	684
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1354	0	0	1632	0	0	0	0	373	0	684
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1354	0	0	1632	0	0	0	0	373	0	684
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.06	xxxx	1.94
Final Sat.:	0	5100	1700	0	5100	1700	0	0	0	1800	0	3300
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Crit Moves:	****				****							****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Yorba Linda Bl / SR-91 EB Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.603
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	3 0	2	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1708	591	0	1087	1051	540	0	574	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1708	591	0	1087	1051	540	0	574	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1708	0	0	1087	0	540	0	574	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1708	0	0	1087	0	540	0	574	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1708	0	0	1087	0	540	0	574	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	2.00	1.45	0.00	1.55	0.00	0.00	0.00
Final Sat.:	0	5100	1700	0	5100	3400	2472	0	2628	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.21	0.00	0.22	0.00	0.22	0.00	0.00	0.00
Crit Moves:		****		****			****					

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Weir Canyon Rd / Santa Ana Canyon Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	1	3 0	2 0	1	2 0	2 1	1
Volume Module:												
Base Vol:	183	1456	400	263	872	426	566	308	82	187	408	319
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	1456	400	263	872	426	566	308	82	187	408	319
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	1456	400	263	872	426	566	308	82	187	408	319
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1456	400	263	872	426	566	308	82	187	408	319
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	1456	400	263	872	426	566	308	82	187	408	319
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.69	1.31	3.00	2.00	1.00	2.00	2.24	1.76
Final Sat.:	3400	5100	1700	3400	4568	2232	5100	3400	1700	3400	3816	2984
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.24	0.08	0.19	0.19	0.11	0.09	0.05	0.06	0.11	0.11
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Yorba Linda Bl / La Palma Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.882
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Include			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	2	2 0	2 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	335	1376	730	668	1033	27	155	789	420	456	284	383
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	335	1376	730	668	1033	27	155	789	420	456	284	383
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	335	1376	730	668	1033	27	155	789	420	456	284	383
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	1376	730	668	1033	27	155	789	420	456	284	383
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	335	1376	730	668	1033	27	155	789	420	456	284	383
OvlAdjVol:			274						253			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	2.00	2.00	2.92	0.08	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5100	3400	3400	4970	130	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.10	0.27	0.21	0.20	0.21	0.21	0.05	0.23	0.25	0.13	0.08	0.23
OvlAdjV/S:			0.08						0.15			
Crit Moves:		****		****				****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Yorba Linda Bl / Savi Ranch Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 1	1	2 0	3 0	1	1 0	0 0	2	3 0	0 0	2
Volume Module:												
Base Vol:	171	1477	556	310	957	314	248	0	559	480	0	557
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	1477	556	310	957	314	248	0	559	480	0	557
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	1477	556	310	957	314	248	0	559	480	0	557
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	1477	556	310	957	314	248	0	559	480	0	557
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	1477	556	310	957	314	248	0	559	480	0	557
OvlAdjVol:			337									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.63	1.37	2.00	3.00	1.00	1.00	0.00	2.00	3.00	0.00	2.00
Final Sat.:	1700	6175	2325	3400	5100	1700	1700	0	3400	5100	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.10	0.24	0.24	0.09	0.19	0.18	0.15	0.00	0.16	0.09	0.00	0.16
OvlAdjV/S:			0.15									
Crit Moves:		****		****			****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Yorba Linda Bl / SR-91 WB Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	2 1	1	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	0	1419	416	0	1313	639	0	0	0	766	0	782
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1419	416	0	1313	639	0	0	0	766	0	782
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1419	0	0	1313	0	0	0	0	766	0	782
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1419	0	0	1313	0	0	0	0	766	0	782
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1419	0	0	1313	0	0	0	0	766	0	782
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.48	0.00	1.52
Final Sat.:	0	5100	1700	0	5100	1700	0	0	0	2524	0	2576
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.30	0.00	0.30
Crit Moves:		****		****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Yorba Linda Bl / SR-91 EB Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.742
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	3 0	2	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1435	404	0	1863	217	475	0	1110	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1435	404	0	1863	217	475	0	1110	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1435	0	0	1863	0	475	0	1110	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1435	0	0	1863	0	475	0	1110	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1435	0	0	1863	0	475	0	1110	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5100	1700	0	5100	3400	1700	0	3400	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.37	0.00	0.28	0.00	0.33	0.00	0.00	0.00
Crit Moves:	****				****				****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Weir Canyon Rd / Santa Ana Canyon Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.799
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	1	3 0	2 0	1	2 0	2 1	1
Volume Module:												
Base Vol:	145	752	488	701	1314	899	758	690	70	46	285	363
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	752	488	701	1314	899	758	690	70	46	285	363
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	752	488	701	1314	899	758	690	70	46	285	363
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	752	488	701	1314	899	758	690	70	46	285	363
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	752	488	701	1314	899	758	690	70	46	285	363
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.38	1.62	3.00	2.00	1.00	2.00	2.00	2.00
Final Sat.:	3400	5100	1700	3400	4038	2762	5100	3400	1700	3400	3400	3400
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.29	0.21	0.33	0.33	0.15	0.20	0.04	0.01	0.08	0.11
Crit Moves:			****	****			****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Yorba Linda Bl / La Palma Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.697
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Include			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	254	933	178	396	1584	140	107	283	357	335	675	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	933	178	396	1584	140	107	283	357	335	675	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	254	933	178	396	1584	140	107	283	357	335	675	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	933	178	396	1584	140	107	283	357	335	675	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	254	933	178	396	1584	140	107	283	357	335	675	360
OvlAdjVol:			11						230			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.76	0.24	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5100	1700	3400	4686	414	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.10	0.12	0.34	0.34	0.03	0.08	0.21	0.10	0.20	0.21
OvlAdjV/S:			0.01						0.14			
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Yorba Linda Bl / Savi Ranch Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	4 0	1	2 0	3 0	1	1 0	0 0	2	3 0	0 0	2
Volume Module:												
Base Vol:	227	928	740	254	1625	284	91	0	268	259	0	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	227	928	740	254	1625	284	91	0	268	259	0	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	928	740	254	1625	284	91	0	268	259	0	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	928	740	254	1625	284	91	0	268	259	0	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	227	928	740	254	1625	284	91	0	268	259	0	155
OvlAdjVol:			654									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	1.00	0.00	2.00	3.00	0.00	2.00
Final Sat.:	1700	6800	1700	3400	5100	1700	1700	0	3400	5100	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.13	0.14	0.44	0.07	0.32	0.17	0.05	0.00	0.08	0.05	0.00	0.05
OvlAdjV/S:			0.38									
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Weir Canyon Rd / Santa Ana Canyon Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 0	2	3 0	2 0	1	2 0	2 1	1
Volume Module:												
Base Vol:	183	1456	400	263	872	426	566	308	82	187	408	319
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	1456	400	263	872	426	566	308	82	187	408	319
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	1456	400	263	872	426	566	308	82	187	408	319
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1456	400	263	872	426	566	308	82	187	408	319
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	1456	400	263	872	426	566	308	82	187	408	319
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.00	2.00	3.00	2.00	1.00	2.00	2.24	1.76
Final Sat.:	3400	5100	1700	3400	3400	3400	5100	3400	1700	3400	3816	2984
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.24	0.08	0.26	0.13	0.11	0.09	0.05	0.06	0.11	0.11
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Yorba Linda Bl / La Palma Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.908
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Include			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	335	1376	730	668	1033	27	155	789	420	456	284	383
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	335	1376	730	668	1033	27	155	789	420	456	284	383
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	335	1376	730	668	1033	27	155	789	420	456	284	383
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	1376	730	668	1033	27	155	789	420	456	284	383
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	335	1376	730	668	1033	27	155	789	420	456	284	383
OvlAdjVol:			502						253			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.92	0.08	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5100	1700	3400	4970	130	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.10	0.27	0.43	0.20	0.21	0.21	0.05	0.23	0.25	0.13	0.08	0.23
OvlAdjV/S:			0.30						0.15			
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Yorba Linda Bl / Savi Ranch Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.684
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	4 0	1	2 0	3 0	1	1 0	0 0	2	3 0	0 0	2
Volume Module:												
Base Vol:	171	1477	556	310	957	314	248	0	559	480	0	557
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	1477	556	310	957	314	248	0	559	480	0	557
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	1477	556	310	957	314	248	0	559	480	0	557
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	1477	556	310	957	314	248	0	559	480	0	557
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	1477	556	310	957	314	248	0	559	480	0	557
OvlAdjVol:			396									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	1.00	0.00	2.00	3.00	0.00	2.00
Final Sat.:	1700	6800	1700	3400	5100	1700	1700	0	3400	5100	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.33	0.09	0.19	0.18	0.15	0.00	0.16	0.09	0.00	0.16
OvlAdjV/S:			0.23									
Crit Moves:			****	****			****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Weir Canyon Rd / Santa Ana Canyon Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.799
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 0	2	3 0	2 0	1	2 0	2 1	1
Volume Module:												
Base Vol:	145	752	488	701	1314	899	758	690	70	46	285	363
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	752	488	701	1314	899	758	690	70	46	285	363
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	752	488	701	1314	899	758	690	70	46	285	363
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	752	488	701	1314	899	758	690	70	46	285	363
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	752	488	701	1314	899	758	690	70	46	285	363
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.00	2.00	3.00	2.00	1.00	2.00	2.00	2.00
Final Sat.:	3400	5100	1700	3400	3400	3400	5100	3400	1700	3400	3400	3400
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.29	0.21	0.39	0.26	0.15	0.20	0.04	0.01	0.08	0.11
Crit Moves:			****	****			****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Yorba Linda Bl / La Palma Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.771
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	254	933	178	396	1584	140	107	283	357	335	675	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	933	178	396	1584	140	107	283	357	335	675	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	254	933	178	396	1584	140	107	283	357	335	675	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	933	178	396	1584	140	107	283	357	335	675	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	254	933	178	396	1584	140	107	283	357	335	675	360
OvlAdjVol:			11									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.76	0.24	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5100	1700	3400	4686	414	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.10	0.12	0.34	0.34	0.03	0.08	0.21	0.10	0.20	0.21
OvlAdjV/S:			0.01									
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Yorba Linda Bl / Savi Ranch Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	2	2 0	3 0	1	1 0	0 0	2	3 0	0 0	2
Volume Module:												
Base Vol:	227	928	740	254	1625	284	91	0	268	259	0	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	227	928	740	254	1625	284	91	0	268	259	0	155
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	928	0	254	1625	284	91	0	268	259	0	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	928	0	254	1625	284	91	0	268	259	0	155
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	227	928	0	254	1625	284	91	0	268	259	0	155
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	2.00	2.00	3.00	1.00	1.00	0.00	2.00	3.00	0.00	2.00
Final Sat.:	1700	5100	3400	3400	5100	1700	1700	0	3400	5100	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.13	0.18	0.00	0.07	0.32	0.17	0.05	0.00	0.08	0.05	0.00	0.05
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Weir Canyon Rd / Santa Ana Canyon Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	2	3 0	2 0	1	2 0	2 1	1
Volume Module:												
Base Vol:	183	1456	400	263	872	426	566	308	82	187	408	319
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	1456	400	263	872	426	566	308	82	187	408	319
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	1456	400	263	872	426	566	308	82	187	408	319
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1456	400	263	872	426	566	308	82	187	408	319
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	1456	400	263	872	426	566	308	82	187	408	319
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	3.00	2.00	1.00	2.00	2.24	1.76
Final Sat.:	3400	5100	1700	3400	5100	3400	5100	3400	1700	3400	3816	2984
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.24	0.08	0.17	0.13	0.11	0.09	0.05	0.06	0.11	0.11
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Yorba Linda Bl / La Palma Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.923
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	335	1376	730	668	1033	27	155	789	420	456	284	383
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	335	1376	730	668	1033	27	155	789	420	456	284	383
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	335	1376	730	668	1033	27	155	789	420	456	284	383
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	1376	730	668	1033	27	155	789	420	456	284	383
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	335	1376	730	668	1033	27	155	789	420	456	284	383
OvlAdjVol:			502									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.92	0.08	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5100	1700	3400	4970	130	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.10	0.27	0.43	0.20	0.21	0.21	0.05	0.23	0.25	0.13	0.08	0.23
OvlAdjV/S:			0.30									
Crit Moves:			****	****					****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Yorba Linda Bl / Savi Ranch Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	2	2 0	3 0	1	1 0	0 0	2	3 0	0 0	2
Volume Module:												
Base Vol:	171	1477	556	310	957	314	248	0	559	480	0	557
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	1477	556	310	957	314	248	0	559	480	0	557
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	1477	0	310	957	314	248	0	559	480	0	557
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	1477	0	310	957	314	248	0	559	480	0	557
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	1477	0	310	957	314	248	0	559	480	0	557
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	2.00	2.00	3.00	1.00	1.00	0.00	2.00	3.00	0.00	2.00
Final Sat.:	1700	5100	3400	3400	5100	1700	1700	0	3400	5100	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.00	0.09	0.19	0.18	0.15	0.00	0.16	0.09	0.00	0.16
Crit Moves:		****		****			****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Weir Canyon Rd / Santa Ana Canyon Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.799
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	2	3 0	2 0	1	2 0	2 1	1
Volume Module:												
Base Vol:	145	752	488	701	1314	899	758	690	70	46	285	363
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	752	488	701	1314	899	758	690	70	46	285	363
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	752	488	701	1314	899	758	690	70	46	285	363
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	752	488	701	1314	899	758	690	70	46	285	363
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	752	488	701	1314	899	758	690	70	46	285	363
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	3.00	2.00	1.00	2.00	2.00	2.00
Final Sat.:	3400	5100	1700	3400	5100	3400	5100	3400	1700	3400	3400	3400
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.29	0.21	0.26	0.26	0.15	0.20	0.04	0.01	0.08	0.11
Crit Moves:			****	****			****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Yorba Linda Bl / Savi Ranch Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Wide	Bypass		Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	2	2 0	3 0	1	1 0	0 0	2	3 0	0 0	2
Volume Module:												
Base Vol:	227	928	740	254	1625	284	91	0	268	259	0	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	227	928	740	254	1625	284	91	0	268	259	0	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	928	740	254	1625	284	91	0	268	259	0	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	928	740	254	1625	284	91	0	268	259	0	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	227	928	740	254	1625	284	91	0	268	259	0	155
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	2.00	2.00	3.00	1.00	1.00	0.00	2.00	3.00	0.00	2.00
Final Sat.:	1700	5100	3400	3400	5100	1700	1700	0	3400	5100	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.13	0.18	0.22	0.07	0.32	0.17	0.05	0.00	0.08	0.05	0.00	0.05
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Yorba Linda Bl / Savi Ranch Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Wide	Bypass		Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	2	2 0	3 0	1	1 0	0 0	2	3 0	0 0	2
Volume Module:												
Base Vol:	171	1477	556	310	957	314	248	0	559	480	0	557
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	1477	556	310	957	314	248	0	559	480	0	557
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	1477	556	310	957	314	248	0	559	480	0	557
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	1477	556	310	957	314	248	0	559	480	0	557
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	1477	556	310	957	314	248	0	559	480	0	557
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	2.00	2.00	3.00	1.00	1.00	0.00	2.00	3.00	0.00	2.00
Final Sat.:	1700	5100	3400	3400	5100	1700	1700	0	3400	5100	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.16	0.09	0.19	0.18	0.15	0.00	0.16	0.09	0.00	0.16
Crit Moves:		****		****			****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Yorba Linda Bl / La Palma Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.697
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	254	933	178	396	1584	140	107	283	357	335	675	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	933	178	396	1584	140	107	283	357	335	675	360
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	254	933	0	396	1584	140	107	283	357	335	675	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	933	0	396	1584	140	107	283	357	335	675	360
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	254	933	0	396	1584	140	107	283	357	335	675	360
OvlAdjVol:									230			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.76	0.24	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5100	1700	3400	4686	414	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.00	0.12	0.34	0.34	0.03	0.08	0.21	0.10	0.20	0.21
OvlAdjV/S:									0.14			
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Yorba Linda Bl / La Palma Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.882
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	335	1376	730	668	1033	27	155	789	420	456	284	383
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	335	1376	730	668	1033	27	155	789	420	456	284	383
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	335	1376	0	668	1033	27	155	789	420	456	284	383
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	1376	0	668	1033	27	155	789	420	456	284	383
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	335	1376	0	668	1033	27	155	789	420	456	284	383
OvlAdjVol:									253			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.92	0.08	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5100	1700	3400	4970	130	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.10	0.27	0.00	0.20	0.21	0.21	0.05	0.23	0.25	0.13	0.08	0.23
OvlAdjV/S:									0.15			
Crit Moves:		****		****				****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Yorba Linda Bl / Savi Ranch Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.639
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 1	1	2 0	3 0	1	1 0	0 0	2	3 0	0 0	1
Volume Module:												
Base Vol:	240	900	824	284	1518	275	90	0	258	259	0	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	900	824	284	1518	275	90	0	258	259	0	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	900	824	284	1518	275	90	0	258	259	0	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	900	824	284	1518	275	90	0	258	259	0	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	900	824	284	1518	275	90	0	258	259	0	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	900	824	284	1518	275	90	0	258	259	0	166
OvlAdjVol:			651									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	2.00	2.00	3.00	1.00	1.00	0.00	2.00	3.00	0.00	1.00
Final Sat.:	1700	5100	3400	3400	5100	1700	1700	0	3400	5100	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.24	0.08	0.30	0.16	0.05	0.00	0.08	0.05	0.00	0.10
OvlAdjV/S:			0.19									
Crit Moves:	****				****		****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Yorba Linda Bl / Savi Ranch Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.708
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3	1 1	2 0	3	0 1	1 0	0	0 2	3 0	0	0 1
Volume Module:												
Base Vol:	132	1487	555	326	1012	310	246	0	535	497	0	302
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	1487	555	326	1012	310	246	0	535	497	0	302
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	1487	555	326	1012	310	246	0	535	497	0	302
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	1487	555	326	1012	310	246	0	535	497	0	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	1487	555	326	1012	310	246	0	535	497	0	302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	1487	555	326	1012	310	246	0	535	497	0	302
OvlAdjVol:			330									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.64	1.36	2.00	3.00	1.00	1.00	0.00	2.00	3.00	0.00	1.00
Final Sat.:	1700	6190	2310	3400	5100	1700	1700	0	3400	5100	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.24	0.10	0.20	0.18	0.14	0.00	0.16	0.10	0.00	0.18
OvlAdjV/S:			0.14									
Crit Moves:		****			****			****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Yorba Linda Bl / Savi Ranch Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.647
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 1	1	2 0	3 0	1	1 0	0 0	2	3 0	0 0	1
Volume Module:												
Base Vol:	227	928	740	254	1625	284	91	0	268	259	0	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	227	928	740	254	1625	284	91	0	268	259	0	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	227	928	740	254	1625	284	91	0	268	259	0	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	928	740	254	1625	284	91	0	268	259	0	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	928	740	254	1625	284	91	0	268	259	0	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	227	928	740	254	1625	284	91	0	268	259	0	155
OvlAdjVol:			567									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	2.00	2.00	3.00	1.00	1.00	0.00	2.00	3.00	0.00	1.00
Final Sat.:	1700	5100	3400	3400	5100	1700	1700	0	3400	5100	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.13	0.18	0.22	0.07	0.32	0.17	0.05	0.00	0.08	0.05	0.00	0.09
OvlAdjV/S:			0.17									
Crit Moves:	****				****		****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Yorba Linda Bl / Savi Ranch Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.953
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	134	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 1	1	2 0	3 0	1	1 0	0 0	2	3 0	0 0	1
Volume Module:												
Base Vol:	171	1477	556	248	0	559	248	0	559	480	0	557
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	1477	556	248	0	559	248	0	559	480	0	557
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	1477	556	248	0	559	248	0	559	480	0	557
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	1477	556	248	0	559	248	0	559	480	0	557
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	1477	556	248	0	559	248	0	559	480	0	557
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	1477	556	248	0	559	248	0	559	480	0	557
OvlAdjVol:			337									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.63	1.37	2.00	3.00	1.00	1.00	0.00	2.00	3.00	0.00	1.00
Final Sat.:	1700	6175	2325	3400	5100	1700	1700	0	3400	5100	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.10	0.24	0.24	0.07	0.00	0.33	0.15	0.00	0.16	0.09	0.00	0.33
OvlAdjV/S:			0.15									
Crit Moves:	****					****	****					****