

APPENDIX L

TRAFFIC STUDY



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CIELO VISTA
TRAFFIC IMPACT ANALYSIS (REVISED)
COUNTY OF ORANGE, CALIFORNIA

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TABLE OF CONTENTS

<u>SECTION</u>	<u>PAGE</u>
1.0 EXECUTIVE SUMMARY	1
1.1 Project Overview	
1.2 Analysis Scenarios	
1.2.1 Existing (2012) Conditions	
1.2.2 Existing Plus Project Conditions	
1.2.3 Opening Year (2015) Without and With Project Conditions	
1.2.4 Horizon Year (2035) Without and With Project Conditions	
1.3 Study Area	
1.4 Summary of Impacts	
1.5 Summary of Project Impacts and Mitigation Measures	
1.6 Site Access	
2.0 METHODOLOGIES	11
2.1 Level of Service	
2.2 Intersection Capacity Analysis	
2.2.1 Intersection Capacity Utilization (ICU) Analysis	
2.2.2 Highway Capacity Manual (HCM) Analysis	
2.3 Traffic Signal Warrants	
2.4 LOS Criteria	
2.5 Thresholds of Significance	
3.0 EXISTING AREA CONDITIONS	17
3.1 Area Roadway Conditions	
3.2 Congestion Management Program Compliance	
3.3 General Plan Circulation Element	
3.4 Transit Service	
3.5 Bicycle and Pedestrian Facilities	
3.6 Existing (2012) Traffic Volumes	
3.7 Existing (2012) Intersection Operations Analysis	
3.8 Existing (2012) Traffic Signal Warrant Analysis	
4.0 PROJECTED FUTURE TRAFFIC	39
4.1 Project Trip Generation	
4.2 Project Trip Distribution	
4.3 Project Trip Assignment	
4.4 Construction Traffic	

TABLE OF CONTENTS (CONT.)

<u>SECTION</u>	<u>PAGE</u>
4.0 PROJECTED FUTURE TRAFFIC (CONT.).....	39
4.5 Background Traffic	
4.6 Cumulative Development Traffic	
4.7 Traffic Forecasts	
4.8 Opening Year (2015) Conditions	
4.9 Horizon Year (2035) Conditions	
5.0 EXISTING PLUS PROJECT TRAFFIC ANALYSIS.....	59
5.1 Existing Plus Project Traffic Volume Forecasts	
5.2 Intersection Operations Analysis	
5.3 Potential Impacts	
5.4 Project Mitigation Measures	
6.0 OPENING YEAR (2015) TRAFFIC ANALYSIS	67
6.1 Opening Year (2015) Without Project Traffic Volume Forecasts	
6.2 Opening Year (2015) With Project Traffic Volume Forecasts	
6.3 Intersection Operations Analysis	
6.4 Potential Impacts	
6.5 Project Mitigation Measures	
6.6 Alternative Access Via Aspen Way for Esperanza Hills Project	
7.0 HORIZON YEAR (2035) TRAFFIC ANALYSIS	93
7.1 Horizon Year (2035) Without Project Traffic Volume Forecasts	
7.2 Horizon Year (2035) With Project Traffic Volume Forecasts	
7.3 Intersection Operations Analysis	
7.4 Potential Impacts	
7.5 Alternative Access Via Aspen Way for Esperanza Hills Project	
8.0 SITE ACCESS RECOMMENDATIONS.....	117
8.1 Site Access Recommendations	
8.2 Emergency Access	
8.3 Sight Distance Analysis	

APPENDICES

Existing Traffic Count Data, May/June 2012.....	3.1
Existing (2012) Conditions ICU and HCM Calculation Worksheets	3.2
Existing (2012) Conditions Traffic Signal Warrant Analysis	3.3
Post-Processing Worksheets	4.1
Existing Plus Project Conditions ICU and HCM Calculation Worksheets	5.1
Existing Plus Project Conditions ICU Calculation Worksheets, with Improvements.....	5.2
Opening Year (2015) Without Project Conditions ICU and HCM Calculation Worksheets	6.1
Opening Year (2015) With Project Conditions ICU and HCM Calculation Worksheets	6.2
Opening Year (2015) With Project Conditions ICU Calculation Worksheets, with Improvements.....	6.3
Opening Year (2015) Without Project Conditions, with Access Alternative via Aspen Way ICU and HCM Calculation Worksheets	6.4
Opening Year (2015) With Project Conditions, with Access Alternative via Aspen Way ICU and HCM Calculation Worksheets	6.5
Opening Year (2015) With Project Conditions, with Access Alternative via Aspen Way ICU Calculation Worksheets, with Improvements.....	6.6
Horizon Year (2035) Without Project Conditions ICU and HCM Calculation Worksheets	7.1
Horizon Year (2035) With Project Conditions ICU and HCM Calculation Worksheets	7.2
Horizon Year (2035) Without Project Conditions, with Access Alternative via Aspen Way ICU and HCM Calculation Worksheets	7.3
Horizon Year (2035) With Project Conditions, with Access Alternative via Aspen Way ICU and HCM Calculation Worksheets	7.4

LIST OF EXHIBITS

<u>EXHIBIT</u>	<u>PAGE</u>
1-1 Preliminary Site Plan	2
1-2 Location Map	5
1-3 Off-Site Mitigation Measures	9
3-1 Existing Number of Through Lanes and Intersection Controls	18
3-2 Orange County Master Plan of Arterial Highways	23
3-3 Orange County Standard Street Sections	24
3-4 City of Yorba Linda General Plan Circulation Element	25
3-5 City of Yorba Linda General Plan Roadway Cross-Sections	26
3-6 Existing Transit Services	27
3-7 Orange County Bikeways Map	29
3-8 City of Yorba Linda Trails Map	30
3-9 Existing (2012) Average Daily Traffic (ADT)	32
3-10 Existing (2012) AM Peak Hour Intersection Volumes	33
3-11 Existing (2012) PM Peak Hour Intersection Volumes	34
3-12 Existing (2012) Peak Hour Intersection LOS	35
4-1 Project Trip Distribution	43
4-2 Project Average Daily Traffic (ADT)	44
4-3 Project Only AM Peak Hour Intersection Volumes	45

LIST OF EXHIBITS

<u>EXHIBIT</u>	<u>PAGE</u>
4-4 Project Only PM Peak Hour Intersection Volumes	46
4-5 Cumulative Development Location Map	51
4-6 Cumulative Projects Only Average Daily Traffic (ADT)	52
4-7 Cumulative Projects Only AM Peak Hour Intersection Volumes	54
4-8 Cumulative Projects Only PM Peak Hour Intersection Volumes	55
5-1 Existing Plus Project Average Daily Traffic (ADT)	60
5-2 Existing Plus Project AM Peak Hour Intersection Volumes	61
5-3 Existing Plus Project PM Peak Hour Intersection Volumes	62
5-4 Existing Plus Project Peak Hour Intersection LOS	63
6-1 Opening Year (2015) Without Project Average Daily Traffic (ADT)	68
6-2 Opening Year (2015) Without Project AM Peak Hour Intersection Volumes	69
6-3 Opening Year (2015) Without Project PM Peak Hour Intersection Volumes	70
6-4 Opening Year (2015) With Project Average Daily Traffic (ADT)	71
6-5 Opening Year (2015) With Project AM Peak Hour Intersection Volumes	72
6-6 Opening Year (2015) With Project PM Peak Hour Intersection Volumes	73
6-7 Opening Year (2015) Without Project Peak Hour Intersection LOS	74
6-8 Opening Year (2015) With Project Peak Hour Intersection LOS	75
6-9 Opening Year (2015) Without Project Access Alternative Via Aspen Way Average Daily Traffic (ADT)	81

LIST OF EXHIBITS

<u>EXHIBIT</u>	<u>PAGE</u>
6-10 Opening Year (2015) Without Project Access Alternative Via Aspen Way AM Peak Hour Intersection Volumes.....	82
6-11 Opening Year (2015) Without Project Access Alternative Via Aspen Way PM Peak Hour Intersection Volumes.....	83
6-12 Opening Year (2015) With Project Access Alternative Via Aspen Way Average Daily Traffic (ADT)	84
6-13 Opening Year (2015) With Project Access Alternative Via Aspen Way AM Peak Hour Intersection Volumes.....	85
6-14 Opening Year (2015) With Project Access Alternative Via Aspen Way PM Peak Hour Intersection Volumes.....	86
6-15 Opening Year (2015) Without Project Access Alternative Via Aspen Way Peak Hour Intersection LOS	87
6-16 Opening Year (2015) With Project Access Alternative Via Aspen Way Peak Hour Intersection LOS	88
7-1 Horizon Year (2035) Without Project Average Daily Traffic (ADT)	94
7-2 Horizon Year (2035) Without Project AM Peak Hour Intersection Volumes.....	95
7-3 Horizon Year (2035) Without Project PM Peak Hour Intersection Volumes.....	96
7-4 Horizon Year (2035) With Project Average Daily Traffic (ADT)	97
7-5 Horizon Year (2035) With Project AM Peak Hour Intersection Volumes.....	98
7-6 Horizon Year (2035) With Project PM Peak Hour Intersection Volumes.....	99
7-7 Horizon Year (2035) Without Project Peak Hour Intersection LOS	100
7-8 Horizon Year (2035) With Project Peak Hour Intersection LOS	101

LIST OF EXHIBITS

<u>EXHIBIT</u>	<u>PAGE</u>
7-9 Horizon Year (2035) Without Project Access Alternative Via Aspen Way Average Daily Traffic (ADT)	105
7-10 Horizon Year (2035) Without Project Access Alternative Via Aspen Way AM Peak Hour Intersection Volumes.....	107
7-11 Horizon Year (2035) Without Project Access Alternative Via Aspen Way PM Peak Hour Intersection Volumes.....	108
7-12 Horizon Year (2035) With Project Access Alternative Via Aspen Way Average Daily Traffic (ADT)	109
7-13 Horizon Year (2035) With Project Access Alternative Via Aspen Way AM Peak Hour Intersection Volumes.....	110
7-14 Horizon Year (2035) With Project Access Alternative Via Aspen Way PM Peak Hour Intersection Volumes.....	111
7-15 Horizon Year (2035) Without Project Access Alternative Via Aspen Way Peak Hour Intersection LOS	112
7-16 Horizon Year (2035) With Project Access Alternative Via Aspen Way Peak Hour Intersection LOS	113
8-1 Sight Distance at Street “A” on Via Del Agua	120
8-2 Street “A” and Via Del Agua Vertical Sight Distance	122

LIST OF TABLES

<u>TABLE</u>	<u>PAGE</u>
1-1 Intersection Analysis Locations.....	7
2-1 ICU Signalized Intersection Level of Service (LOS) Thresholds.....	12
2-2 HCM Unsignalized Intersection Level of Service (LOS) Thresholds	13
3-1 Existing Peak Hour Intersection Level of Service	36
4-1 Project Trip Generation Rates.....	40
4-2 Project Trip Generation Summary	42
4-3 Cumulative Development Projects Land Use Summary	49
5-1 Existing Plus Project Conditions Peak Hour Intersection Level of Service.....	64
5-2 Existing Plus Project Conditions Peak Hour Intersection Level of Service, with Improvements.....	66
6-1 Opening Year (2015) Without Project Conditions Peak Hour Intersection Level of Service.....	76
6-2 Opening Year (2015) With Project Conditions Peak Hour Intersection Level of Service	77
6-3 Opening Year (2015) With Project Conditions Peak Hour Intersection Level of Service, with Improvements.....	79
6-4 Opening Year (2015) Without Project Conditions Access Alternative Via Aspen Way Peak Hour Intersection Level of Service.....	89
6-5 Opening Year (2015) With Project Conditions Access Alternative Via Aspen Way Peak Hour Intersection Level of Service.....	90
6-6 Opening Year (2015) With Project Conditions Access Alternative Via Aspen Way Peak Hour Intersection Level of Service, with Improvements.....	92

LIST OF TABLES

<u>TABLE</u>	<u>PAGE</u>
7-1 Horizon Year (2035) Without Project Conditions Peak Hour Intersection Level of Service	102
7-2 Horizon Year (2035) With Project Conditions Peak Hour Intersection Level of Service	103
7-3 Horizon Year (2035) Without Project Conditions Access Alternative Via Aspen Way Peak Hour Intersection Level of Service.....	114
7-4 Horizon Year (2035) With Project Conditions Access Alternative Via Aspen Way Peak Hour Intersection Level of Service.....	115

CIELO VISTA
TRAFFIC IMPACT ANALYSIS
COUNTY OF ORANGE, CALIFORNIA

1.0 EXECUTIVE SUMMARY

This report presents the results of the traffic impact analysis (TIA) for the proposed Cielo Vista residential project (referred to as “Project”), which is located north of Via del Agua and east of Aspen Way in unincorporated County of Orange as shown on Exhibit 1-1.

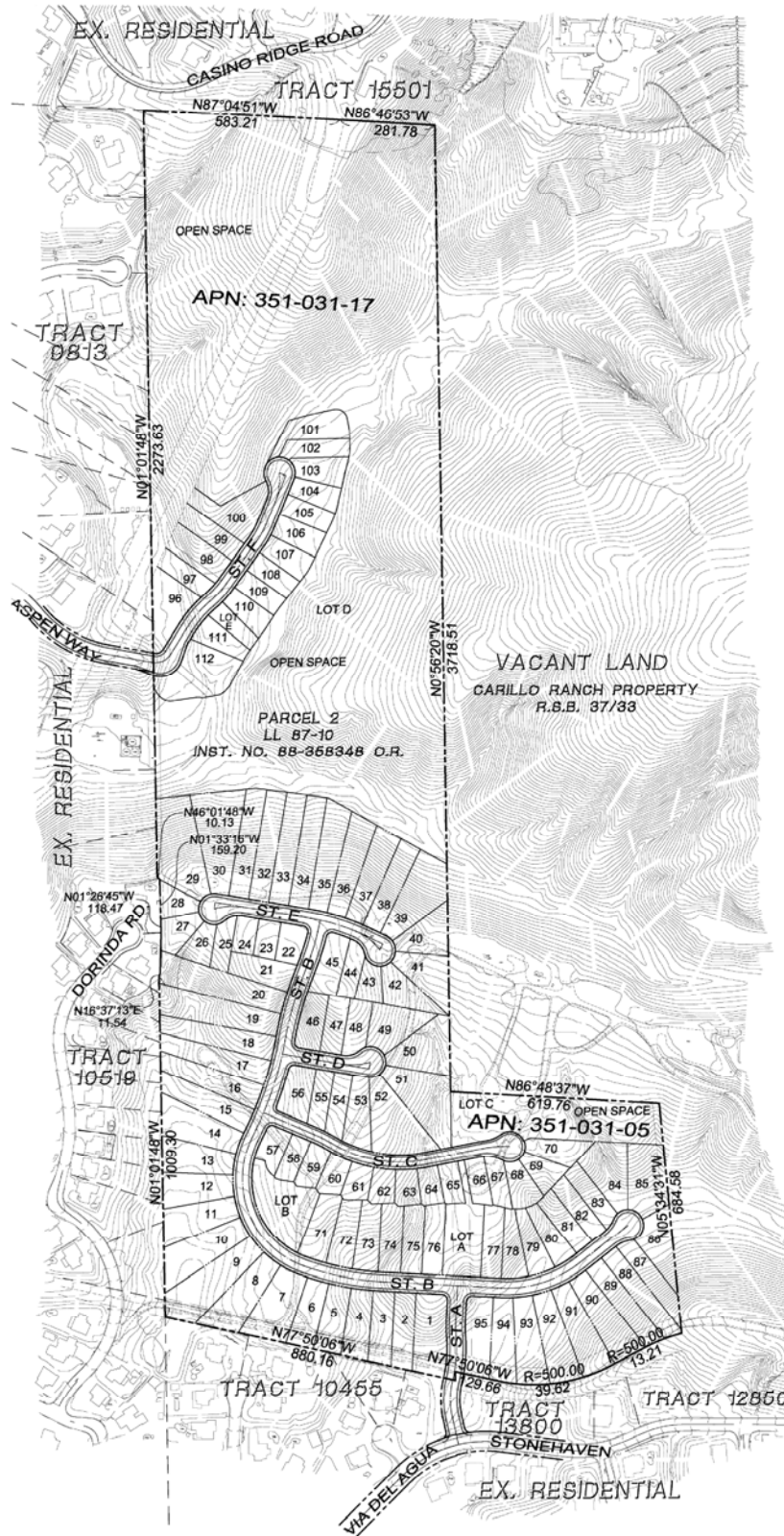
The purpose of this traffic impact analysis is to evaluate the potential impacts to traffic and circulation associated with the development of the proposed Project, and recommend improvements to mitigate impacts considered significant in comparison to established regulatory thresholds. This TIA has been prepared in consultation with both County of Orange and City of Yorba Linda Engineering and Planning staff.

1.1 PROJECT OVERVIEW

The Project proposes to develop up to 112 single family detached residential dwelling units on approximately 84 acres. The single-family dwellings and associated infrastructure would be developed on approximately 47.64 acres (57%) of the site. Residential land use within the two Planning Areas would occur at a gross density of 1.4 dwelling units per acre. The minimum area of the residential lots would be 7,200 square feet and the average lot size would be approximately 14,811 square feet. Residences would be single-family front loaded homes and with a mix of configurations and designs. The project is within the City of Yorba Linda Sphere of Influence (SOI).

Primary access to the project site will be provided from Via del Agua, located to the south, and would provide primary access for approximately 95 single family residential dwelling units. Aspen Way extends approximately 1,200 feet west of the project site connecting to San Antonio Road, which intersects with Yorba Linda Boulevard, and would provide access to approximately 17 single family residential dwelling units. The southerly access point for the project would be from Via del Agua, a local road, located to the south of the project site which connects with Yorba Linda Boulevard. As part of the approval of existing adjacent residential development (Tract No. 10455 and Tract No. 13800),

EXHIBIT 1-1
PRELIMINARY SITE PLAN



right-of-way was dedicated (shown as Lot “A”) to allow for construction of a future street connecting the proposed Project site with Via Del Agua. For the purposes of this traffic impact analysis, it is assumed that the Project will be constructed and fully occupied by 2015.

Vehicle trips anticipated to be generated by the Project have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 8th Edition, 2008. The Project is estimated to generate a net total of approximately 1,072 trip-ends per day on a typical weekday with approximately 84 AM peak hour trips and 113 PM peak hour trips. The assumptions and methods used to estimate the Project’s trip generation characteristics are discussed in detail in Section 4.1 *Project Trip Generation* of this report.

1.2 ANALYSIS SCENARIOS

The study area for this TIA is comprised of intersections in the immediate vicinity of the proposed Project, and includes those locations that could potentially be impacted by project-related traffic. For the purpose of this traffic study, potential impacts to traffic and circulation will be assessed for each of the following conditions:

- Existing (2012) Conditions (1 scenario)
- Existing plus Project Conditions (1 scenario)
- Opening Year (2015), without and with Project (4 scenarios)
- Horizon Year (2035), without and with Project (4 scenarios)

1.2.1 EXISTING (2012) CONDITIONS

Information for Existing (2012) is disclosed to represent the baseline traffic conditions as they existed at the time this report was prepared.

1.2.2 EXISTING PLUS PROJECT CONDITIONS

The existing year (2012) plus Project (E+P) analysis determines significant traffic impacts that would occur on the existing roadway system with the addition of Project traffic. The E+P analysis is intended to identify the project-specific impacts associated solely with the development of the proposed Project based on a comparison of the E+P traffic conditions to Existing (2012) conditions.

1.2.3 OPENING YEAR (2015) WITHOUT AND WITH PROJECT CONDITIONS

The Opening Year (2015) without and with Project conditions analyses will be utilized to determine potential cumulative traffic impacts. To account for near-term traffic growth, a total of three (3) percent of background ambient growth has been assumed (one percent per year over three years) in conjunction with traffic associated with other known cumulative development projects in the study area and traffic from the proposed Project.

It is our understanding that the Esperanza Hills cumulative project, which is located in close proximity to the proposed Project, is considering an alternative access via Aspen Way as opposed to Via Del Agua/Stonehaven Drive. As such, an additional analysis has been performed for the intersections that could potentially be affected by the change in travel patterns for the proposed Esperanza Hills cumulative project to account for the Project's planned alternative access configuration via Aspen Way. The purpose of assessing the access alternative would be to identify any additional near-term cumulative impacts that could potentially occur with the change in site access.

1.2.4 HORIZON YEAR (2035) WITHOUT AND WITH PROJECT CONDITIONS

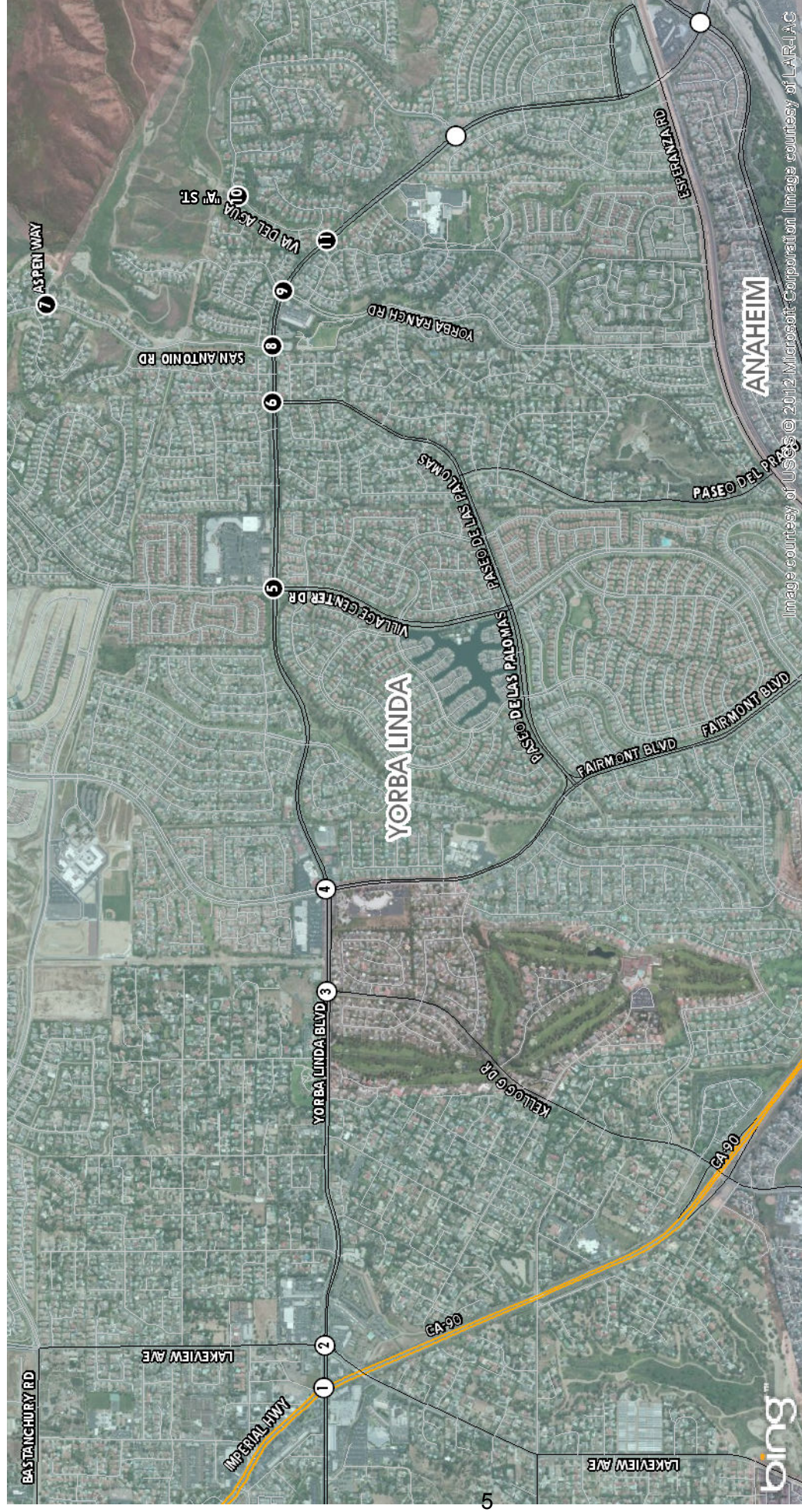
Horizon Year (2035) traffic forecasts reflect the area-wide growth anticipated between existing conditions and Horizon Year (2035) conditions. In most instances, the traffic model zone structure (Orange County Transportation Analysis Model or OCTAM) is not designed to provide accurate turning movements along arterial roadways unless refinement and reasonableness checking is performed. Therefore, the Horizon Year (2035) peak hour forecasts were refined using the model derived long-range forecasts, along with Opening Year (2015) with Project peak hour turning movement volumes by ensuring a minimum growth of ten (10) percent above the Opening Year (2015) with Project forecasts as a part of the refinement process.

Similar to Opening Year (2015) traffic conditions, an additional analysis has been performed for the intersections that could potentially be affected by the change in travel patterns for the proposed Esperanza Hills cumulative project to account for the Project's planned alternative access configuration via Aspen Way. The purpose of assessing the access alternative would be to identify any additional long-range cumulative impacts that could potentially occur with the change in site access.

1.3 STUDY AREA

The following eleven (11) study area intersection locations shown on Exhibit 1-2 and listed on Table 1-1 were selected for this TIA based on input and traffic impact analysis guidelines for both the County of

EXHIBIT 1-2 LOCATION MAP



LEGEND:

- PROPOSED INTERSECTION ANALYSIS LOCATIONS
- INTERSECTION THAT DOES NOT MEET 1% TEST
OR 50 PEAK HOUR TRIP THRESHOLD

Orange and the City of Yorba Linda. As the majority of the study area is within the City of Yorba Linda, additional consultation with this jurisdiction was conducted via e-mail and teleconference.

Per the County of Orange Growth Management Program (CMP) guidance, a project study area is defined based on intersection locations where the contribution of project traffic results in the intersection capacity utilization (ICU) value increasing by one (1) percent or more. The City of Yorba Linda traffic study guidelines recommends the analysis of study area intersections where the proposed project is anticipated to contribute 50 or more peak hour trips. The following intersections meet one or both of the identified methodologies discussed above for analysis:

Intersection Location	Location
Village Center Drive / Yorba Linda Boulevard	Yorba Linda
Paseo de las Palomas / Yorba Linda Boulevard	Yorba Linda
San Antonio Road / Aspen Way	Yorba Linda
San Antonio Road / Yorba Linda Boulevard	Yorba Linda
Yorba Ranch Road / Yorba Linda Boulevard	Yorba Linda
<i>Street "A" / Via del Agua – Future Intersection</i>	<i>Yorba Linda</i>
Via del Agua / Yorba Linda Boulevard	Yorba Linda

The following intersections are not anticipated to increase in ICU by a value of one (1) percent or more with the addition of project traffic and the project is not anticipated to contribute more than 50 peak hour trips:

Intersection Location	Location
Imperial Highway / Yorba Linda Boulevard	Yorba Linda
Lakeview Avenue / Yorba Linda Boulevard	Yorba Linda
Kellogg Drive / Yorba Linda Boulevard	Orange County/YL
Fairmont Boulevard / Yorba Linda Boulevard	Yorba Linda
Yorba Linda Boulevard / Stonehaven Drive	Yorba Linda
Yorba Linda Boulevard / La Palma Avenue	Yorba Linda

Although intersections #1 through #4 below are not anticipated to meet the City's analysis criteria of 50 or more peak hour Project trips, they have been included at the City's request. As shown on Exhibit 1-2, the following study area intersections were analyzed for the purposes of this analysis:

Table 1-1 Intersection Analysis Locations

ID	Intersection Location	Location
1	Imperial Highway / Yorba Linda Boulevard	Yorba Linda
2	Lakeview Avenue / Yorba Linda Boulevard	Yorba Linda
3	Kellogg Drive / Yorba Linda Boulevard	Orange County/YL
4	Fairmont Boulevard / Yorba Linda Boulevard	Yorba Linda
5	Village Center Drive / Yorba Linda Boulevard	Yorba Linda
6	Paseo de las Palomas / Yorba Linda Boulevard	Yorba Linda
7	San Antonio Road / Aspen Way	Yorba Linda
8	San Antonio Road / Yorba Linda Boulevard	Yorba Linda
9	Yorba Ranch Road / Yorba Linda Boulevard	Yorba Linda
10	<i>Street "A" / Via del Agua – Future Intersection</i>	<i>Yorba Linda</i>
11	Via del Agua / Yorba Linda Boulevard	Yorba Linda

1.4 SUMMARY OF IMPACTS

Based on the analysis presented in this TIA, the following study area intersection is anticipated to be significantly impacted by the addition of Project traffic:

ID	Intersection Location	Location
11	Via del Agua / Yorba Linda Boulevard	Yorba Linda

There are no additional study area intersections anticipated to be impacted for Horizon Year (2035) traffic conditions.

Imperial Highway, north of Yorba Linda Boulevard, is categorized as a Congestion Management Program Highway System (CMPHS) by the Orange County Transit Authority (OCTA) 2009 CHPHS, but the Project site is not within close proximity to a recognized Congestion Management Program (CMP) intersection. The closest CMP intersection (i.e., Imperial Highway at Orangethorpe Avenue) is located approximately 3.0 miles away from the Project site. Therefore, short- and long-term project-related traffic will not exceed LOS standards at designated Orange County CMP intersections in the Project vicinity. Less than significant impacts are anticipated.

1.5 SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

This section provides a summary of direct Project impacts and associated mitigation measures. Section 2.0 *Methodologies* provides information on the methodologies used in the analyses and Section 6.0 *Opening Year (2015) Traffic Analysis* includes the detailed analysis. Although the intersection of Via del Agua at Yorba Linda Boulevard is currently operating at unacceptable LOS (i.e., LOS “F”) during the PM peak hour under Existing (2012) traffic conditions, the addition of Project traffic (as measure by 50 or more peak hour trips) is anticipated to contribute to the deficiency at this intersection. Based on the stated significance threshold for intersections already operating at LOS “E” or LOS “F” under pre-project conditions, the impact is considered “significant”.

The following mitigation measure is recommended to reduce the Opening Year (2015) Project impact to “less-than-significant” and is shown on Exhibit 1-3:

Mitigation Measure 1.1 – Via del Agua / Yorba Linda Boulevard (#2) – The following improvement is necessary to reduce the impact to less-than-significant:

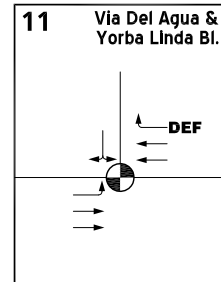
- Install a traffic signal.

1.6 SITE ACCESS

Roadway improvements necessary to provide site access and on-site circulation are assumed to be constructed in conjunction with site development and are described below. These improvements should be in place prior to occupancy.

Primary access to the project site will be provided from Via del Agua, located to the south, and would provide primary access for approximately 95 single family residential dwelling units. The southerly access point for the project would be from Via del Agua, a local road, located to the south of the project site which connects with Yorba Linda Boulevard. As part of the approval of existing adjacent residential development (Tract No. 10455 and Tract No. 13800), right-of-way was dedicated (shown as Lot “A”) to allow for construction of a future street connecting the proposed Project site with Via Del Agua. Aspen Way extends approximately 1,200 feet west of the project site connecting to San Antonio Road, which intersects with Yorba Linda Boulevard, and would provide access to approximately 17 single family residential dwelling units. Both access points on Via del Agua and Aspen Way (on San Antonio Road) are proposed to allow full access.

EXHIBIT 1-3 OFF-SITE MITIGATION MEASURES



LEGEND:

-  = TRAFFIC SIGNAL
-  = ALL WAY STOP
-  = STOP SIGN
- DEF = DEFACTO RIGHT TURN

San Antonio Road at Aspen Way – No changes are proposed to the existing traffic controls (3-Way stop) or lane geometrics. Existing lane geometrics are as follows:

Northbound Approach: One through lane and one defacto right turn lane.

Southbound Approach: One shared left-through lane.

Eastbound Approach: N/A

Westbound Approach: One left turn lane and one defacto right turn lane.

Street “A” / Via del Agua – Install a stop control on the southbound approach (north leg) and construct the intersection with the following geometrics:

Northbound Approach: N/A

Southbound Approach: One shared left-right turn lane.

Eastbound Approach: One shared left-through lane.

Westbound Approach: One shared through-right turn lane.

On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the Project site.

Emergency vehicle access for the proposed Project is further discussed in Section 8.2 *Access for Emergency Response Vehicle* of this report.

2.0 METHODOLOGIES

This section documents the methodologies and assumptions used to perform this TIA.

2.1 LEVEL OF SERVICE

Traffic operations of roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS "A", representing completely free-flow conditions, to LOS "F", representing breakdown in flow resulting in stop-and-go conditions. LOS "F" represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow.

2.2 INTERSECTION CAPACITY ANALYSIS

The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected in May and June 2012. The following peak hours were selected for analysis:

- Weekday AM Peak Hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM Peak Hour (peak hour between 4:00 PM and 6:00 PM)

The count data worksheets have been provided in Appendix "3.1" of this report.

2.2.1 INTERSECTION CAPACITY UTILIZATION (ICU) ANALYSIS

The County requires study area intersections to be evaluated through intersection capacity utilization (ICU) analysis which compares forecasts peak hour traffic volumes to intersection capacity. A minimum clearance interval of 0.05 in association with lane capacities of 1,700 vehicles per hour of green time for through lanes and turn lanes was assumed for the ICU calculations, consistent with the City of Yorba Linda ICU analysis methodology. Peak hour analyses for the signalized intersections were performed using the ICU methodology. Table 2-1 presents the ICU LOS thresholds utilized for this traffic study at the signalized study area intersections.

Table 2-1 ICU Signalized Intersection Level of Service (LOS) Thresholds

Level of Service	ICU
A	<0.60
B	0.61 – 0.70
C	0.71 – 0.80
D	0.81 – 0.90
E	0.91 – 1.00
F	>1.00

Source: County of Orange and City of Yorba Linda

2.2.2 HIGHWAY CAPACITY MANUAL (HCM) ANALYSIS

Peak hour analysis for the remaining unsignalized intersections was performed using the *Highway Capacity Manual* (HCM) (Transportation Research Board 2000) analyses methodology per Chapter 17 of the HCM. The HCM methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches. The HCM uses different procedures depending on the type of intersection control.

Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. For all-way stop controlled intersections, LOS is computed for the intersection as a whole.

The LOS rating is based on the weighted average control delay expressed in seconds per vehicle. Table 2-2 presents the HCM LOS thresholds utilized for this traffic study at the unsignalized study area intersections.

Table 2-2 HCM Unsignalized Intersection Level of Service (LOS) Thresholds

Level of Service	Description	Average Control Per Vehicle (Seconds)
A	Little or no delays.	0 to 10.00
B	Short traffic delays.	10.01 to 15.00
C	Average traffic delays.	15.01 to 25.00
D	Long traffic delays.	25.01 to 35.00
E	Very long traffic delays.	35.01 to 50.00
F	Extreme traffic delays with intersection capacity exceeded.	> 50.00

Source: HCM 2000, Chapter 17

The traffic analysis software Traffix (Version 8.0 R1, 2008) has been utilized to determine the LOS for all study area intersections. For purposes of this traffic study, intersections identified for mitigation are those that are operating at a deficient LOS (i.e., LOS “E” or LOS “F”).

2.3 TRAFFIC SIGNAL WARRANTS

The term "signal warrants" refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify or ascertain the potential need for installation of a traffic signal at an otherwise unsignalized intersection. This TIA uses the signal warrant criteria presented in the latest edition of the Federal Highway Administration's (FHWA) *Manual on Uniform Traffic Control Devices (MUTCD)*, as amended by *2012 California MUTCD (CA MUTCD)*, for all study area intersections.

The signal warrant criteria for Existing (2012) conditions are based upon several factors, including volume of vehicular and pedestrian traffic, frequency of accidents, and location of school areas. Both the FHWA's *MUTCD* and the *2012 CA MUTCD* indicate that the installation of a traffic signal should be considered if one or more of the signal warrants are met. Specifically, this TIA utilizes the Peak Hour Volume-based Warrant 3 as the appropriate representative traffic signal warrant analysis for existing traffic conditions. Warrant 3 criteria are basically identical for both the FHWA's *MUTCD* and the *2012 CA MUTCD*. Warrant 3 is appropriate to use for this TIA because it provides specialized warrant criteria for intersections with urban characteristics (e.g. adjacent major streets operating below 40 miles per hour). For the purposes of this study, the speed limit was the basis for determining whether Urban or Rural warrants were used for a given intersection.

A traffic signal warrant analysis was performed for the currently unsignalized intersection of Via del Agua on Yorba Linda Boulevard for Existing (2012) traffic conditions. The existing conditions traffic signal warrant analysis is presented in the subsequent section, Section 3.0 *Area Conditions* of this report.

It is important to note that a signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with level of service. An intersection may satisfy a signal warrant condition and operate at or above LOS “C” or operate below LOS “C” and not meet a signal warrant.

2.4 LOS CRITERIA

LOS “D” is the limit of acceptable operations in the County of Orange and City of Yorba Linda. Intersections that operate at a LOS below LOS “D” (i.e., LOS “E” or LOS “F”) are deemed to be operating at insufficient levels.

2.5 THRESHOLDS OF SIGNIFICANCE

This section outlines the significance criteria used in this analysis relating to roadway system impacts. The Criteria are based on California Environmental Quality Act (CEQA).

According to CEQA guidelines, a project is considered to cause a significant impact to the transportation system if it:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit.
- Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roadway or highways.

- Conflicts with adopted policies or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The following criteria have been utilized to identify significant project-related traffic impacts:

- If an intersection is projected to operate at an acceptable level of service (i.e., LOS “D” or better) without the Project and the addition of Project traffic is expected to cause the intersection to operate at an unacceptable level of service (i.e., LOS “E” or “F”), the impact is considered significant.
- If an intersection is projected to operate at an unacceptable level of service (i.e., LOS “E” or LOS “F”) without the Project, and the addition of Project traffic is expected to cause the ICU value to increase by a value of 0.01 or greater.

A significant cumulative impact has been identified when an intersection is projected to operate below the requisite level of service standard under pre-project conditions AND the Project’s measurable increase in traffic contributes to the deficiency. Cumulative traffic impacts are created as a result of a combination of the proposed Project together with other future developments contributing to the overall traffic impacts, requiring additional improvements to maintain acceptable LOS operations with or without the Project.

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3.0 EXISTING AREA CONDITIONS

This section provides a summary of the existing circulation network, the County of Orange and City of Yorba Linda General Plan Circulation Network, a review of existing peak hour intersection operations and traffic signal warrants.

The AM peak hour traffic volumes were determined by counting traffic volumes in the two hour period between 7:00 and 9:00 AM in May and June 2012. Similarly, the PM peak hour traffic volumes were identified by counting traffic volumes in the two hour period from 4:00 to 6:00 PM in May and June 2012. These counts are representative of typical weekday peak hour traffic conditions within the study area. The count data worksheets have been provided in Appendix “3.1” of this report.

3.1 AREA ROADWAY CONDITIONS

The study area includes a total of eleven (11) existing and future intersections as shown on Exhibit 1-2. Of these eleven (11) intersections, ten (10) intersection analysis locations exist at the time of study preparation, as shown on Table 1-1. The other intersection is a future Project driveway that does not currently exist.

Exhibit 3-1 illustrates the study area intersections located near the proposed Project and identifies the number of through traffic lanes for existing roadways and intersection traffic controls. Existing roadway conditions and the proposed future improvements for study area roadways along with local circulation within the study area are described below:

Yorba Linda Boulevard is currently a six-lane divided roadway from west of Imperial Highway to Fairmont Boulevard and reduces to a four-lane divided roadway from Fairmont Boulevard to east of Via del Agua. Curb and gutter improvements and development are present on both sides of the roadway. Yorba Linda Boulevard is designated as a Major (120-foot right-of-way) west of Fairmont Avenue and as a Primary Arterial Highway (100-foot-right-of-way) east of Fairmont Avenue according to both the Orange County Master Plan of Arterial Highways (MPAH) and the City of Yorba Linda General Plan. The Major cross-section consists of three travel lanes in each direction and a 14-foot raised median. Yorba Linda Boulevard currently has Class II bike lanes east of Fairmont Boulevard. Yorba Linda Boulevard is planned to be widened to provide two left turn lanes, three through lanes and two right turn lanes in the westbound direction at Imperial Highway (i.e., committed improvements). Yorba Linda



Boulevard will also be widened to provide two left turn lanes in each direction at Lakeview Avenue (i.e., committed improvements).

Imperial Highway is a six-lane divided at-grade State Highway (State Highway 90) north of Yorba Linda Boulevard then narrows to a four-lane divided grade separated freeway south of Yorba Linda Boulevard. Based on the County's MPAH, Imperial Highway is designated as a 6-lane "Smart Street" north of Yorba Linda Boulevard. The roadway cross-section for a 6-lane "Smart Street" calls for a total of six travel lanes (three in each direction), a 14-foot raised median, and 8-foot shoulders. "Smart Streets", in addition to the Arterial classification, consist of traffic-carrying capacity enhancements which include the addition of turn or through lanes, preferential signal timing and synchronization, removal of on-street parking, access limitations, grade separations for pedestrians/intersections/turning movements, etc. Imperial Highway is designated as a freeway south of Yorba Linda Boulevard.

Lakeview Avenue is currently a two-lane undivided roadway north of Yorba Linda Boulevard. Lakeview Avenue consists of one travel lane in each direction with a striped two-way left turn lane between Lemon Drive and Yorba Linda Boulevard. Lakeview Avenue widens to a four-lane divided roadway south of Yorba Linda Boulevard. Curb and gutter improvements are not present on the west side of the street between Lemon Drive and Yorba Linda Boulevard. Lakeview Avenue is designated as a Secondary north of Yorba Linda Boulevard (80-foot right-of-way) and a Primary Arterial Highway south of Yorba Linda Boulevard (100-foot right-of-way) per the County MPAH. Plans for the future widening of Lakeview Avenue, north of Yorba Linda Boulevard, include a 64 foot curb-to-curb width with a 10 foot painted median (two-way left turn lane), two 11 foot travel lanes and a 5 foot shoulder.

Kellogg Drive is a two-lane divided roadway with curb and gutter improvements south of Yorba Linda Boulevard. Kellogg Drive is designated as a Secondary (80-foot-right-of-way) on the County MPAH. The roadway cross-section for a Secondary road consists of two travel lanes in each direction and 8-foot shoulders that could easily accommodate the proposed Class II bike lanes identified in the OCTA Strategic Plan. Based on field review and review of aerial imagery, it appears that Kellogg Drive is constructed to its ultimate roadway cross-section.

Fairmont Boulevard is a four-lane divided roadway with curb and gutter improvements. Fairmont Boulevard is designated as a Primary Arterial Highway (100-foot-right-of-way) on the County MPAH. The roadway cross-section for a Primary Arterial Highway road contains two travel lanes in each

direction, a 14-foot median and 10-foot shoulders. Based on field review and review of aerial imagery, it appears that Fairmont Boulevard is currently constructed to its ultimate roadway cross-section. Fairmont Boulevard currently contains Class II bike lanes.

Village Center Drive is a four-lane divided roadway with curb and gutter improvements both north and south of Yorba Linda Boulevard. Village Center Drive is designated as a Secondary (80-foot-right-of-way) on the County MPAH. The roadway cross-section for a Secondary road consists of two travel lanes in each direction and 8-foot shoulders. Based on field review and review of aerial imagery, it appears that Village Center Drive is constructed to its ultimate roadway cross-section.

Paseo de las Palomas is a four-lane divided roadway with curb and gutter improvements south of Yorba Linda Boulevard. Paseo de las Palomas is designated as a non-MPAH Primary Arterial Highway (100-foot-right-of-way) on the City of Yorba Linda General Plan Circulation Element. The roadway cross-section for a Primary Arterial Highway road consists of two travel lanes in each direction, a 14-foot median and 10-foot shoulder. Based on field review and review of aerial imagery, it appears that Paseo de las Palomas is constructed to its ultimate roadway cross-section.

San Antonio Road is a two-lane undivided roadway with curb and gutter improvements north of Yorba Linda Boulevard. San Antonio Road is designated as a local (60-foot-right-of-way) on the City of Yorba Linda General Plan Circulation Element. The roadway cross-section for a local road consists of one travel lane in each direction and 8-foot shoulders. Based on field review and review of aerial imagery, it appears that San Antonio Road is constructed to its ultimate roadway cross-section.

Yorba Ranch Road is a four-lane divided roadway with curb and gutter improvements south of Yorba Linda Boulevard. Yorba Ranch Road is designated as a non-MPAH Primary Arterial Highway (100-foot-right-of-way) on the City of Yorba Linda General Plan Circulation Element. The roadway cross-section for a Primary Arterial Highway road consists of two travel lanes in each direction, a 14-foot median and 10-foot shoulder. Based on field review and review of aerial imagery, it appears that Yorba Ranch Road is constructed to its ultimate roadway cross-section.

Via del Agua is a two-lane undivided roadway with curb and gutter improvements north of Yorba Linda Boulevard. Via del Agua is designated as a local (60-foot-right-of-way) on the City of Yorba Linda General Plan Circulation Element. The roadway cross-section for a local road consists of one travel

lane in each direction and 8-foot shoulders. Based on field review and review of aerial imagery, it appears that Via del Agua is constructed to its ultimate roadway cross-section.

Aspen Way is not a General Plan classified roadway. It is currently a two-lane undivided roadway east of San Antonio Road and provides access to fewer than ten (10) residences. The Project is proposed provide access to approximately seventeen (17) future homes via an extension of Aspen Way to the east.

3.2 CONGESTION MANAGEMENT PROGRAM COMPLIANCE

Based on the approval of Proposition 111 in 1990, regulations require the preparation, implementation, and annual updating of a Congestion Management Program (CMP) in each of California's urbanized counties. One required element of the CMP is a process to evaluate the transportation and traffic impacts of large projects on the regional transportation system. That process is undertaken by local agencies, project applicants, and traffic consultants through a transportation impact report usually conducted as part of the California Environmental Quality Act (CEQA) project review process.

The purpose of the state-mandated CMP is to monitor roadway congestion and assess the overall performance of the region's transportation system. Based upon this assessment, the CMP contains specific strategies and identifies proposed improvements to reduce traffic congestion and improve the performance of a multi-modal transportation system. Examples of strategies include increased emphasis on public transportation and rideshare programs, mitigating the impacts of new development and better coordinating land use and transportation planning decisions.

None of the roadways directly serving the project site are within the CMP system. The only CMP roadway in the vicinity of the project is Imperial Highway, located north of Yorba Linda Boulevard. The criteria for which a project is subject to the regulations as set forth in the CMP are determined by the trip generation potential for the proposed project. The applicable trip generation thresholds are 2,400 daily trips. The proposed Project's estimated trip generation, described subsequently in Section 4.0 *Projected Future Traffic*, does not exceed the CMP thresholds.

3.3 GENERAL PLAN CIRCULATION ELEMENT

Exhibit 3-2 shows the Orange County Master Plan of Arterial Highways, and Exhibit 3-3 illustrates the standard roadway cross-sections. Exhibit 3-4 shows the City of Yorba Linda General Plan Circulation Element, and Exhibit 3-5 illustrates the City of Yorba Linda General Plan roadway cross-sections.

3.4 TRANSIT SERVICE

The study area is currently served by the Orange County Transportation Authority (OCTA) with bus service along Imperial Highway via Route 20 and along Yorba Linda Boulevard and Fairmont Boulevard via Route 26. The route data presented below was obtained from OCTA and appears to be current as of July 2012. Transit service is reviewed and updated by OCTA three times per year to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. Renewed Measure M, the half-cent retail sales tax devoted to transportation in Orange County, includes a grant program to help fund local transit circulator routes as a supplement to the regional system.

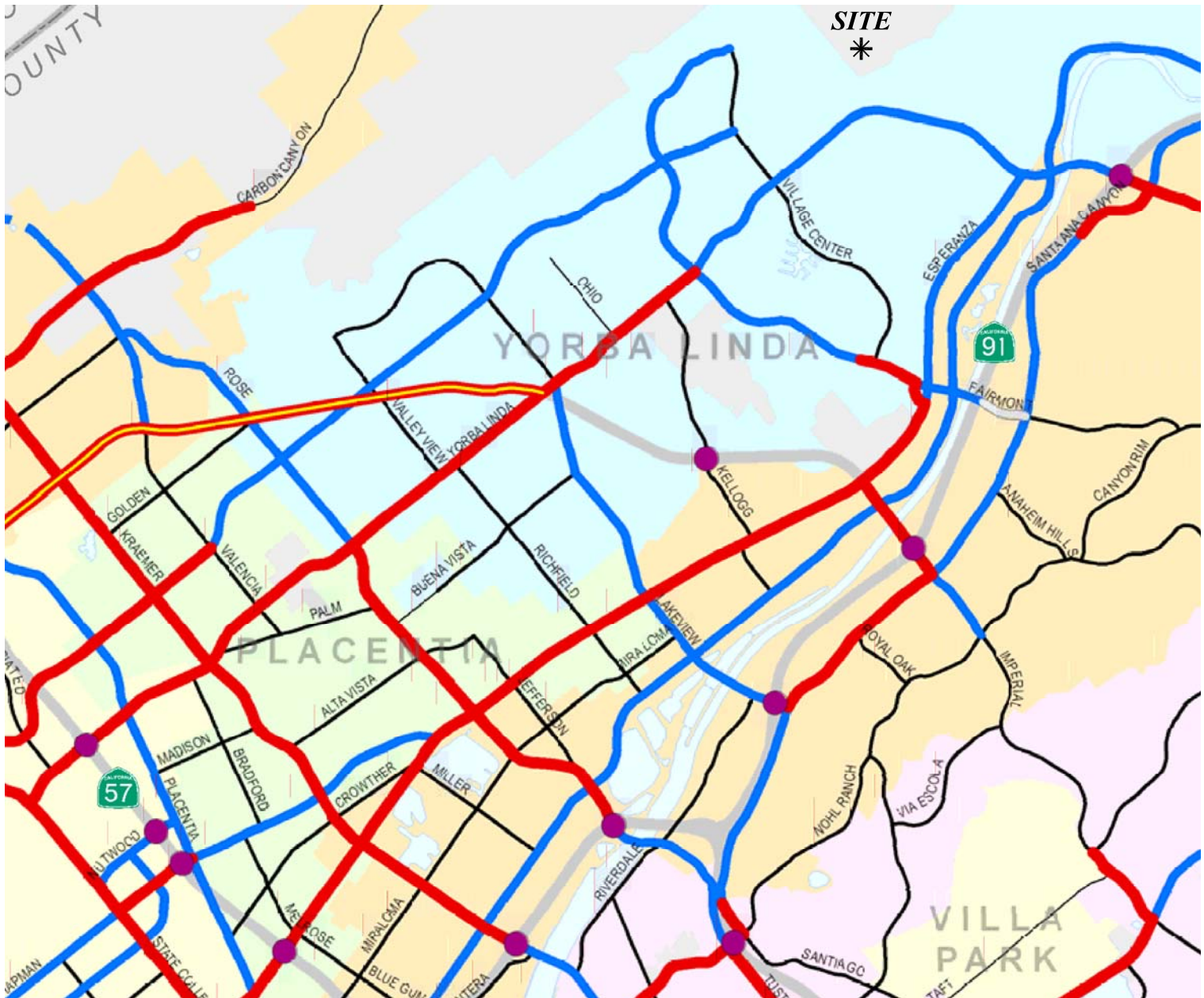
Exhibit 3-6 identifies Route 20 and Route 26. Bus service for Route 20 runs along Lakeview Avenue, then west along Yorba Linda Boulevard. Route 20 bus services runs Monday through Friday, from 6:28 A.M. to 8:05 P.M. eastbound and from 5:45 A.M. to 7:33 P.M. westbound, in intervals of approximately 60 minutes. Route 26 bus service runs Monday through Friday, from 5:49 A.M. to 10:44 P.M. eastbound and from 5:11 A.M. to 10:06 P.M. westbound, in intervals of approximately 60 minutes. The bus also services on the weekends and holidays from 8:58 A.M. to 7:16 P.M. eastbound and from 7:45 A.M. to 5:53 P.M. westbound, in intervals of approximately 60 minutes.

3.5 BICYCLE AND PEDESTRIAN FACILITIES

Exhibit 3-7 identifies the Orange County bikeways map. Class II bike lanes are currently provided along Fairmont Boulevard within the study area and along Yorba Linda Boulevard, east of Fairmont Boulevard.

The City of Yorba Linda planned system of riding, hiking trails and bikeways is shown on Exhibit 3-8. There are earthen multi-purpose trails along Fairmont Boulevard, Paseo de las Palomas, Yorba Ranch Road, San Antonio Road and Via del Agua within the study area.

EXHIBIT 3-2 ORANGE COUNTY MASTER PLAN OF ARTERIAL HIGHWAYS

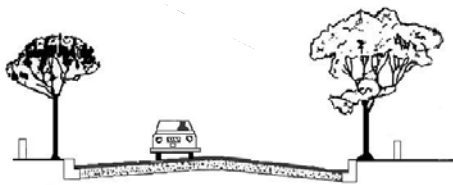


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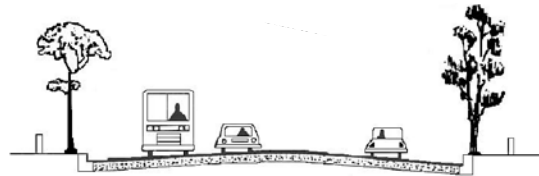
ESTABLISHED ALIGNMENT	PROPOSED ALIGNMENT					
		PRINCIPAL		FREEWAY		ROADS OUTSIDE OF OC SHOWN FOR CONTINUITY
		MAJOR		TRANSPORTATION CORRIDOR		EXISTING INTERCHANGE
		PRIMARY		SMART STREET 8 LANE		PROPOSED INTERCHANGE
		SECONDARY		SMART STREET 6 LANE		RIGHT-OF-WAY RESERVE
		COLLECTOR		SMART STREET 4 LANE		

SOURCE: ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

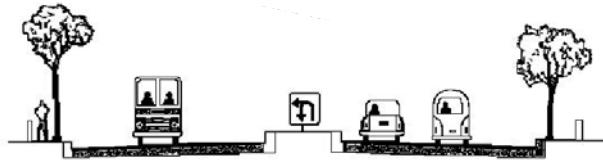
EXHIBIT 3-3
**ORANGE COUNTY
 STANDARD STREET SECTIONS**



COLLECTOR - 56'
 (2 LANES UNDIVIDED)



SECONDARY - 80'
 (4 LANES UNDIVIDED)



PRIMARY - 100'
 (4 LANES DIVIDED)



MAJOR - 120'
 (6 LANES DIVIDED)



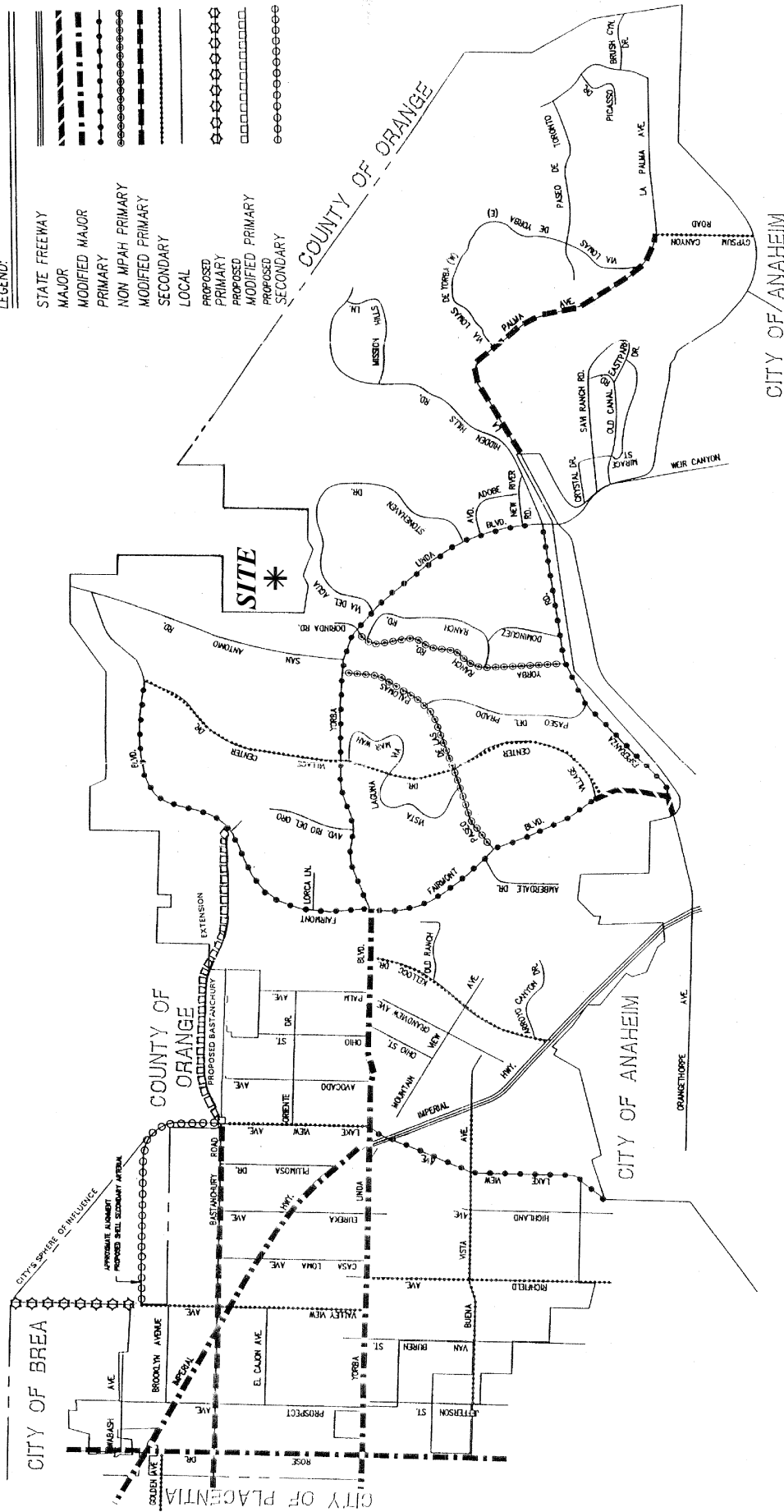
PRINCIPAL - 144'
 (8 LANES DIVIDED)

EXHIBIT 3-4 CITY OF YORBA LINDA GENERAL PLAN CIRCULATION ELEMENT

CIRCULATION ELEMENT

LEGEND:

	STATE FREEWAY
	MAJOR
	MODIFIED MAJOR
	PRIMARY
	NON MPAA PRIMARY
	MODIFIED PRIMARY
	SECONDARY
	LOCAL
	PROPOSED PRIMARY
	PROPOSED MODIFIED PRIMARY
	PROPOSED SECONDARY



The City of

YORBA LINDA

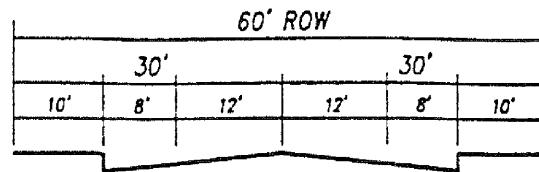
SOURCE: BSI CONSULTANTS, INC.



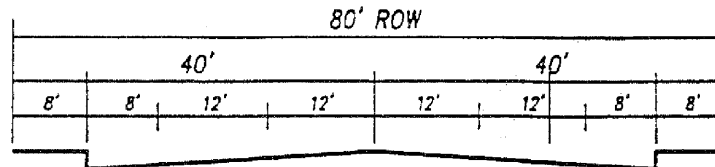
THE
PLANNING
CENTER

Exhibit C-3

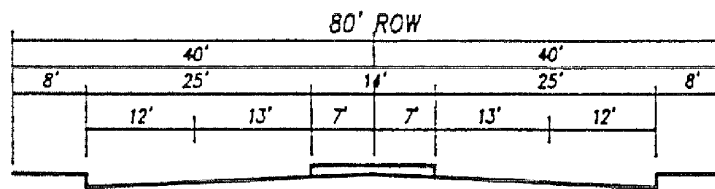
CITY OF YORBA LINDA GENERAL PLAN ROADWAY CROSS-SECTIONS



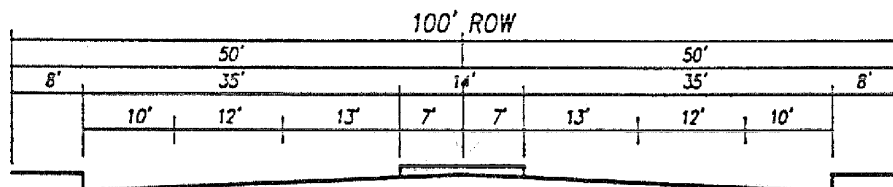
LOCAL



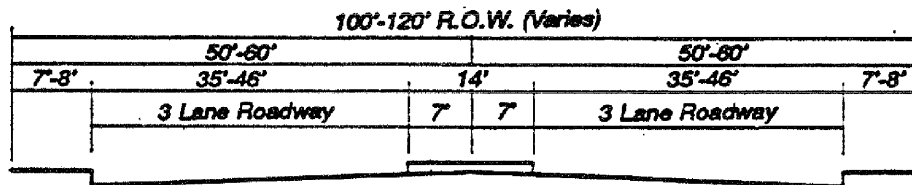
SECONDARY



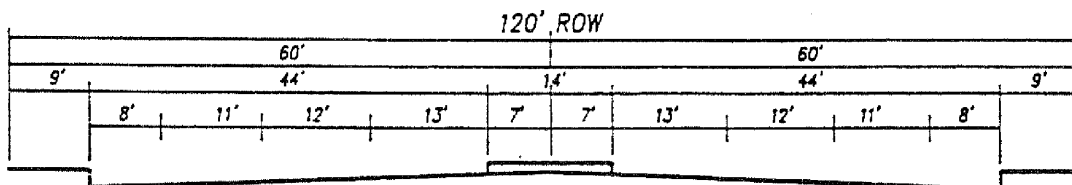
MODIFIED PRIMARY



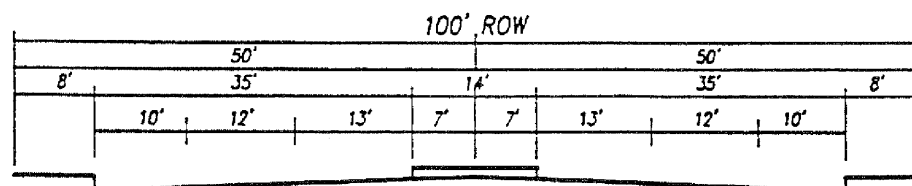
PRIMARY



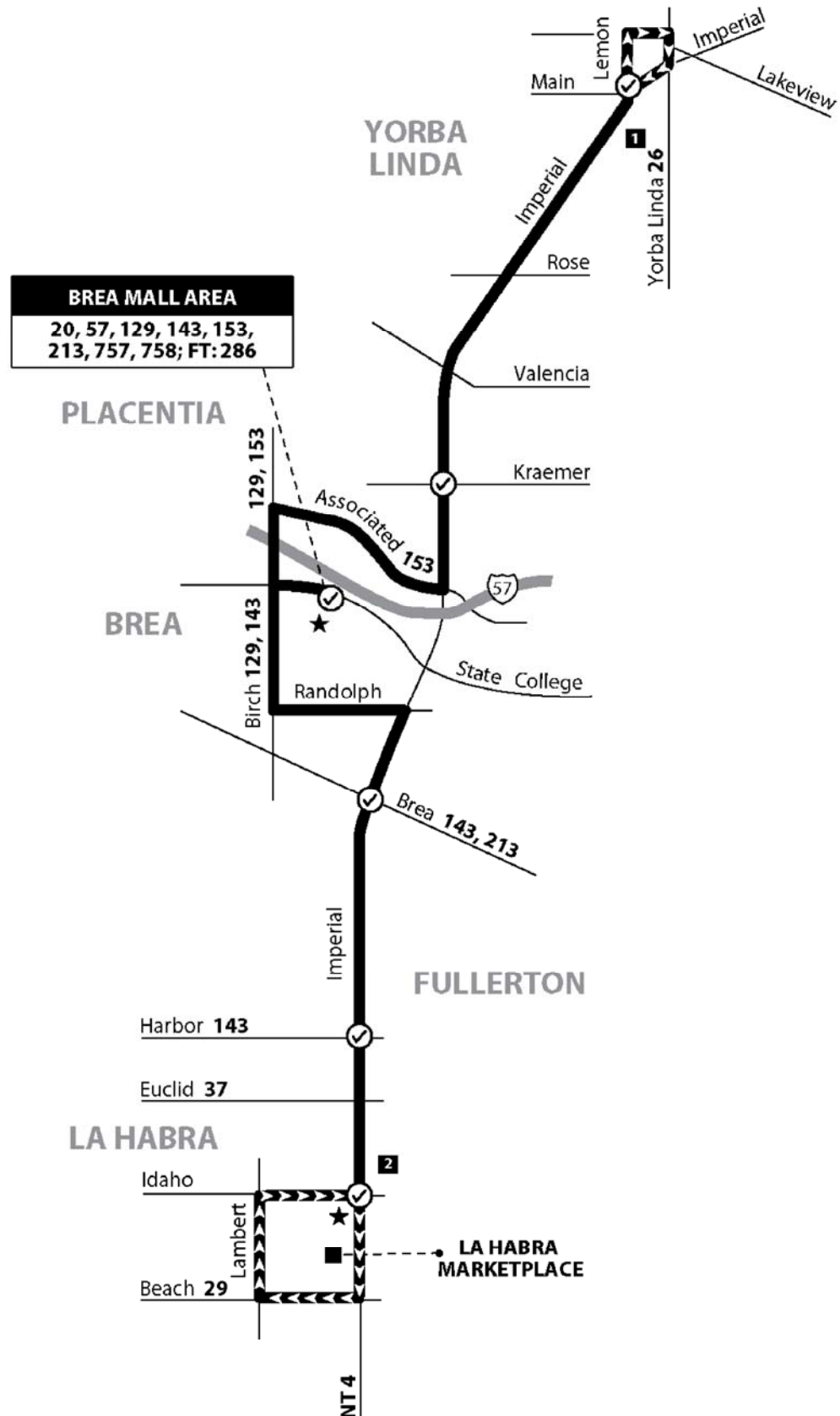
MODIFIED MAJOR



MAJOR

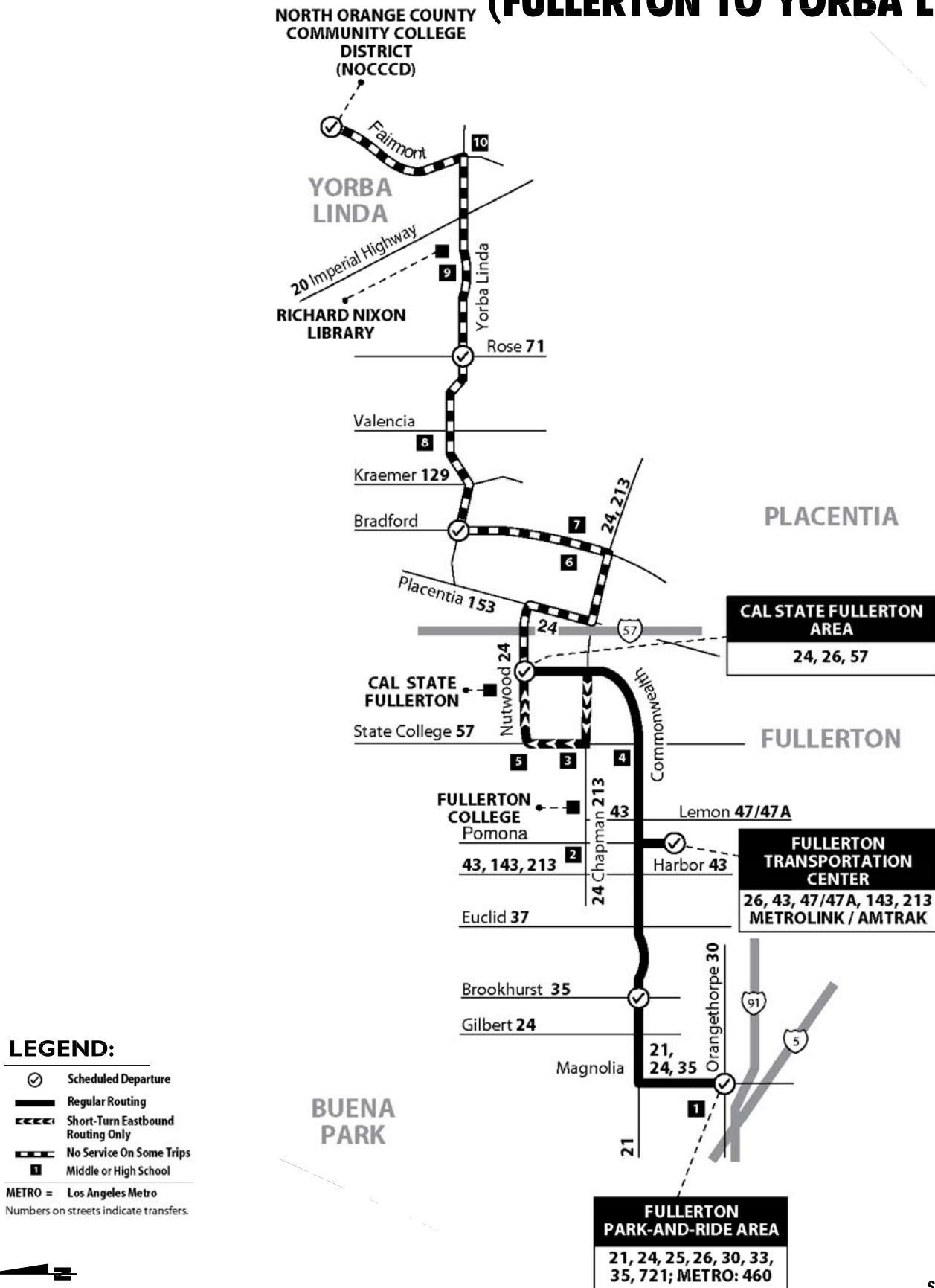
MODIFIED SUPER STREET
(SIX LANE)

EXISTING TRANSIT SERVICES ROUTE 20 (LA HABRA TO YORBA LINDA)



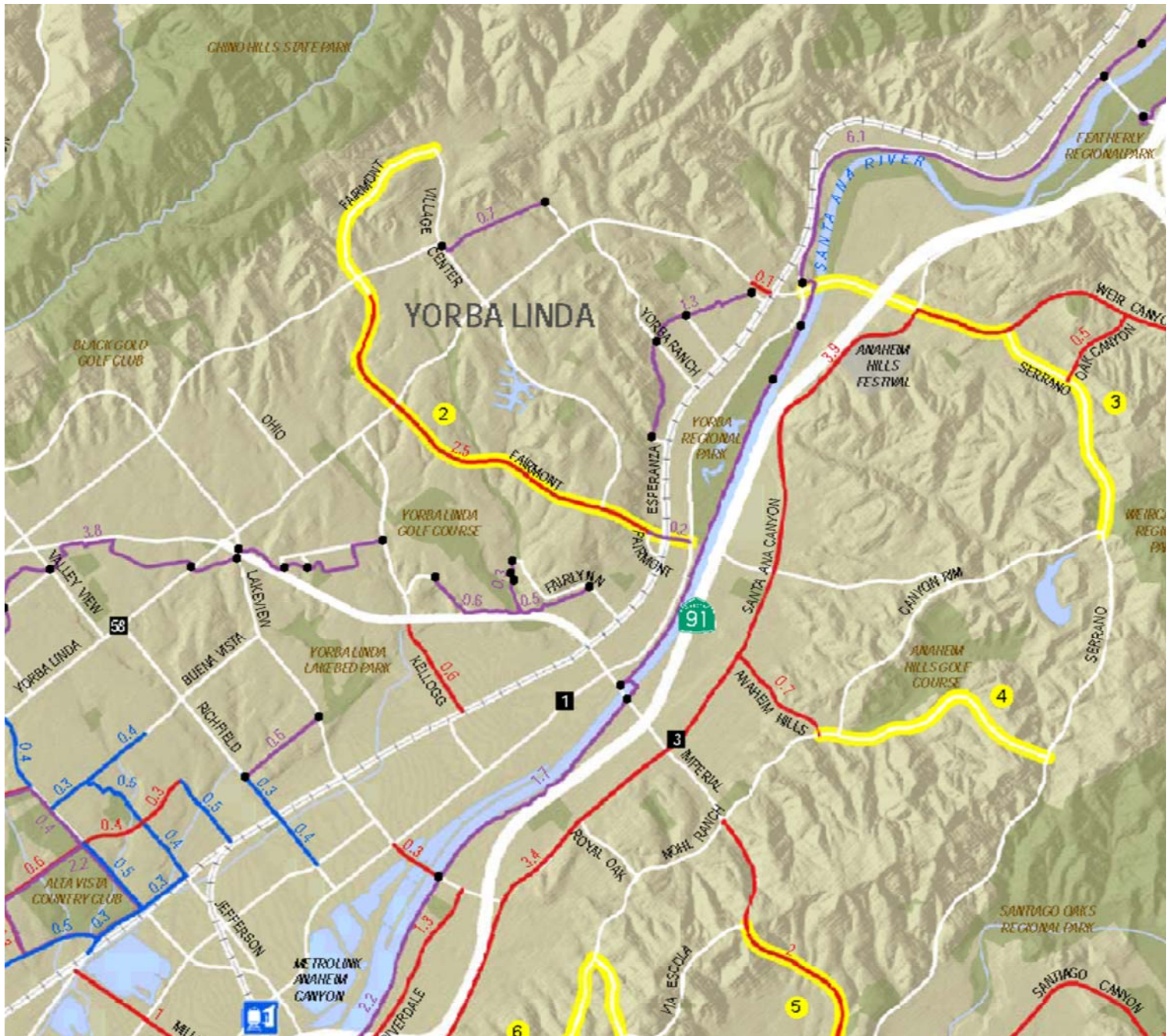
SOURCE: OCTA

EXISTING TRANSIT SERVICES ROUTE 26 (FULLERTON TO YORBA LINDA)



SOURCE: OCTA

EXHIBIT 3-7 ORANGE COUNTY BIKEWAYS MAP

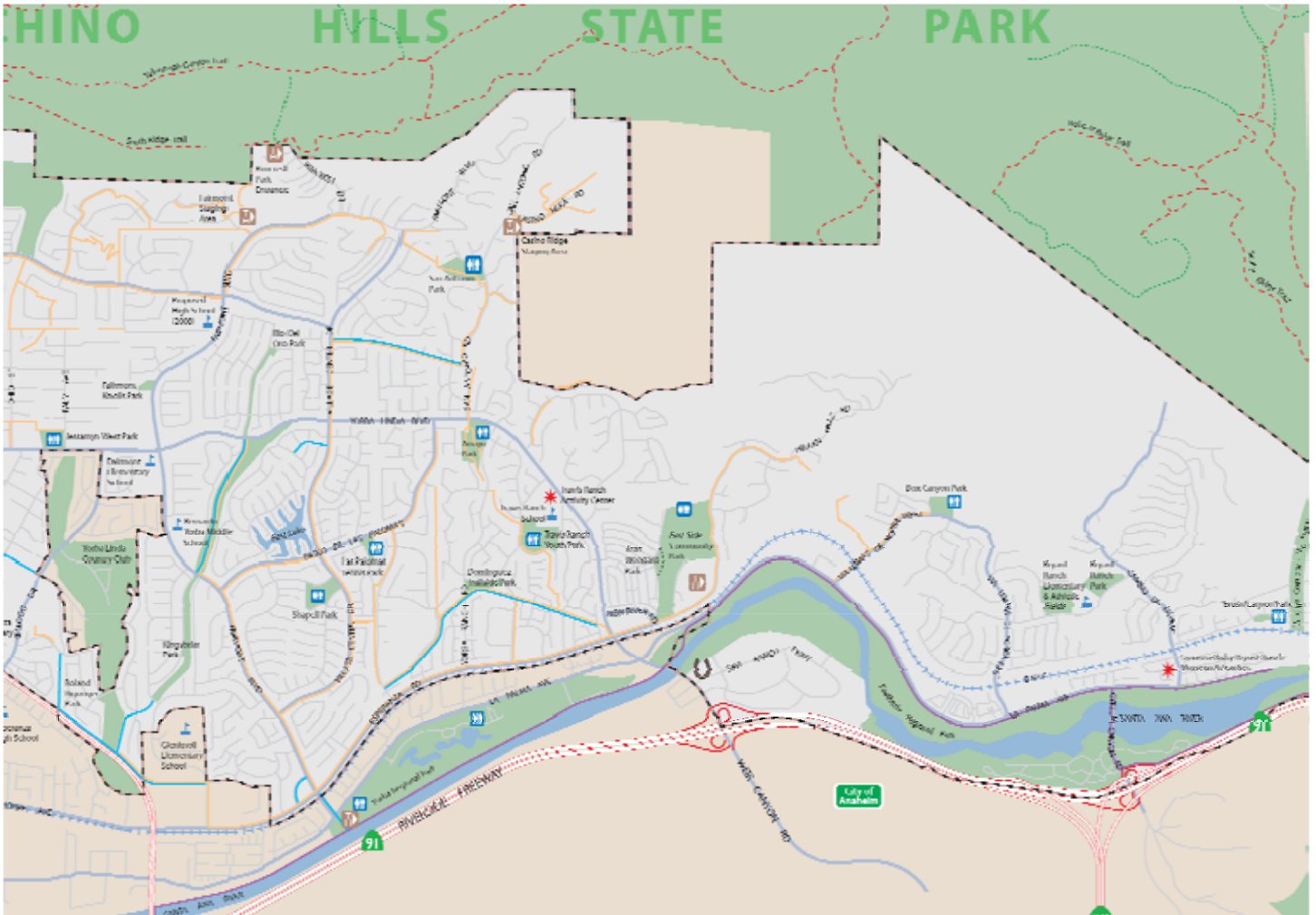


LEGEND:

Class I Off Road (Paved)	Park and Ride	Bike Path Access Point
Class II On-Road (Striped Lanes)	Metrolink Station	Bike Shops
Class III On-Road (Signed)	Steep Grades	

SOURCE: ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

EXHIBIT 3-8 CITY OF YORBA LINDA TRAILS MAP



LEGEND:

	PAVED MULTIPURPOSE TRAIL		SCHOOL
	EARTHEN MULTIPURPOSE TRAIL		CITY LIMITS
	FIRE TRAIL (CHINO HILLS STATE PARK)		BICYCLE SHOP / REPAIR SHOP
	TRAIL (CHINO HILLS STATE PARK)		EQUESTRIAN SERVICES
	ORANGE COUNTY BICYCLE PATH		POINT OF INTEREST
	ARTERIAL STREET		TRAIL HEAD / STAGING AREA
	RESIDENTIAL STREET		PARKS / OPEN SPACE
	BURLINGTON NORTHERN / SANTA FE RR		PARK RESTROOM (HOURS: 7am TO DUSK)



SOURCE: CITY OF YORBA LINDA GENERAL PLAN UPDATE

3.6 EXISTING (2012) TRAFFIC VOLUMES

Manual AM and PM peak hour turning movement counts were conducted in May and June 2012 while local schools were still in session. Existing (2012) average daily traffic (ADT) volumes on arterial highways throughout the study area are shown on Exhibit 3-9. Existing (2012) ADT volumes are based upon factored intersection peak hour counts collected by Urban Crossroads, Inc. using the following formula for each intersection leg:

$$\text{PM Peak Hour (Approach Volume + Exit Volume)} \times 12 = \text{Leg Volume}$$

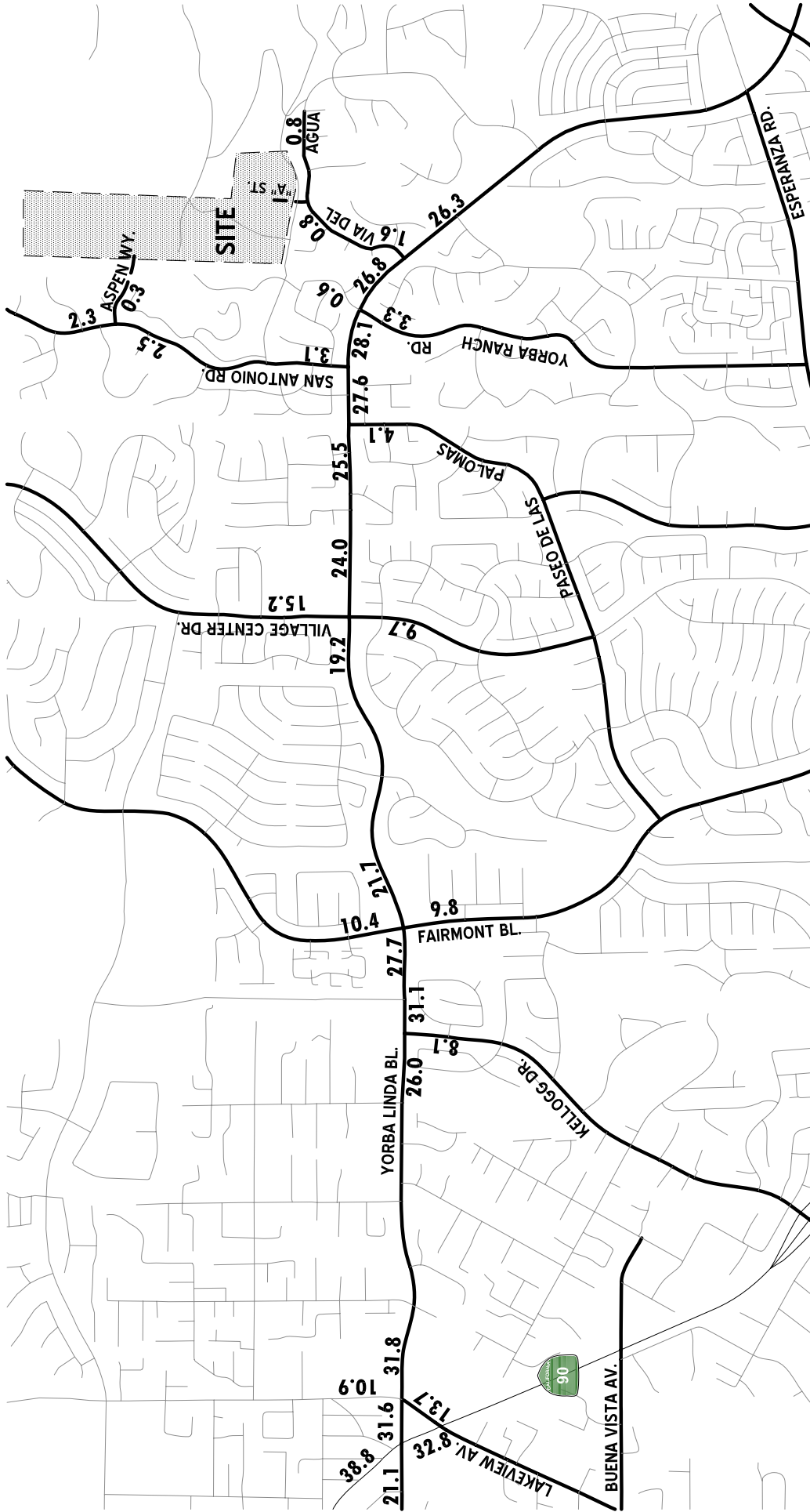
Based on a comparison of PM peak hour traffic count data to 24-hour tube count data along roadway segments within the study area, it was determined that the PM peak hour volumes represent approximately eight (8) percent of the total 24-hour daily volume on select segments. As such, it was determined that the above equation could be utilized to approximate the ADT volume on the study area segments based on the same relationship (i.e., eight percent PM peak-to-daily relationship). Existing (2012) AM and PM peak hour intersection volumes are shown on Exhibits 3-10 and 3-11, respectively.

3.7 EXISTING (2012) INTERSECTION OPERATIONS ANALYSIS

Intersection capacity utilization (ICU) values are determined by peak hour intersection volume/capacity ratios for signalized intersections while the HCM methodology has been utilized for unsignalized intersections. The ICU procedure is based on the critical movement methodology, and shows the amount of capacity being utilized by each critical move, while the HCM methodology expresses the LOS at an unsignalized intersection in terms of delay time for the various intersection approaches.

Table 3-1 presents the LOS results for the study area intersections under existing (2012) conditions during the AM and PM peak hours. As shown on Table 3-1, all of the study area intersections are currently operating at an acceptable LOS during the peak hours (i.e., LOS "D" or better) with the exception of the intersection of Via del Agua at Yorba Linda Boulevard. It is important to note that the LOS for the through and turn movements on the major street (Yorba Linda Boulevard) are well within acceptable levels (i.e., LOS is "D" or better); however, vehicles exiting and making a southbound left from Via del Agua onto Yorba Linda Boulevard may experience extended delays (and unacceptable LOS) during the peak hours as through volumes along Yorba Linda Boulevard increase, thereby reducing the gaps in traffic for the existing vehicle to make a southbound left-turn. Per the HCM methodology, the worst delay and associated LOS has been reported. Exhibit 3-12 presents study area intersection LOS under Existing (2012) conditions.

EXHIBIT 3-9 EXISTING (2012) AVERAGE DAILY TRAFFIC (ADT)

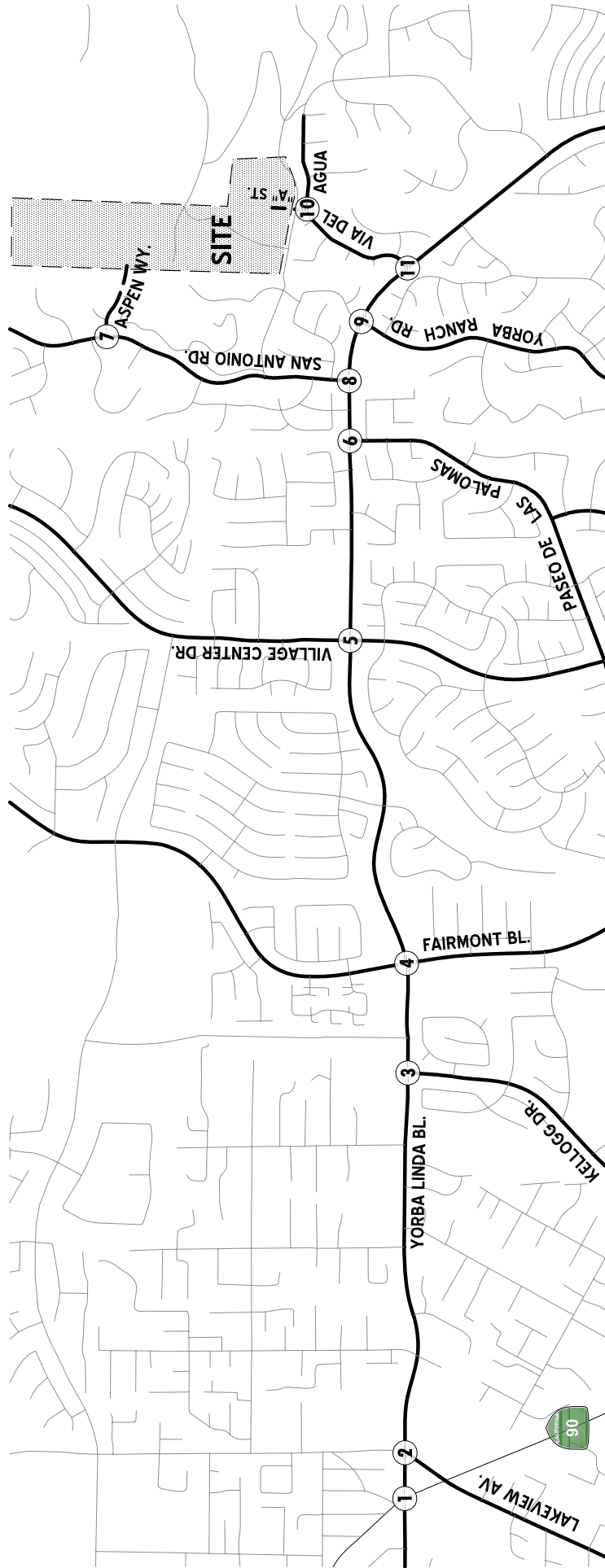


LEGEND:

10.0 = VEHICLES PER DAY (1000'S)



EXHIBIT 3-10 EXISTING (2012) AM PEAK HOUR INTERSECTION VOLUMES



1 Imperial Hwy. & Yorba Linda Bl. 643 543 201 130 603 217 127 169 1050 270 341 231	2 Lakeview Av. & Yorba Linda Bl. 48 1064 251 74 130 603 217 127 169 1050 270 341 231	3 Kellogg Dr. & Yorba Linda Bl. 1131 324 221 103 585 69 127 169 1050 270 341 231	4 Fairmont Bl. & Yorba Linda Bl. 92 899 127 221 103 585 69 127 169 1050 270 341 231	5 Village Center Dr. & Yorba Linda Bl. 374 748 56 78 460 52 124 124 124 124 124 124 124 124	6 Paseo De Las Palomas & Yorba Linda Bl. 1031 50 14 46 698 21
7 San Antonio Rd. & Aspen Wy. 3 5 10 110 110 110 110 110 110 110 110 110 110 110	8 San Antonio Rd. & Yorba Linda Bl. 52 1132 114 114 114 114 114 114 114 114 114 114 114	9 Yorba Ranch Rd. & Yorba Linda Bl. 10 1107 49 10 1107 49 10 1107 49 10 1107 49 10 1107	10 Street 'A' & Via Del Agua FUTURE INTERSECTION	11 Via Del Agua & Yorba Linda Bl. 11 1101 19 1000	



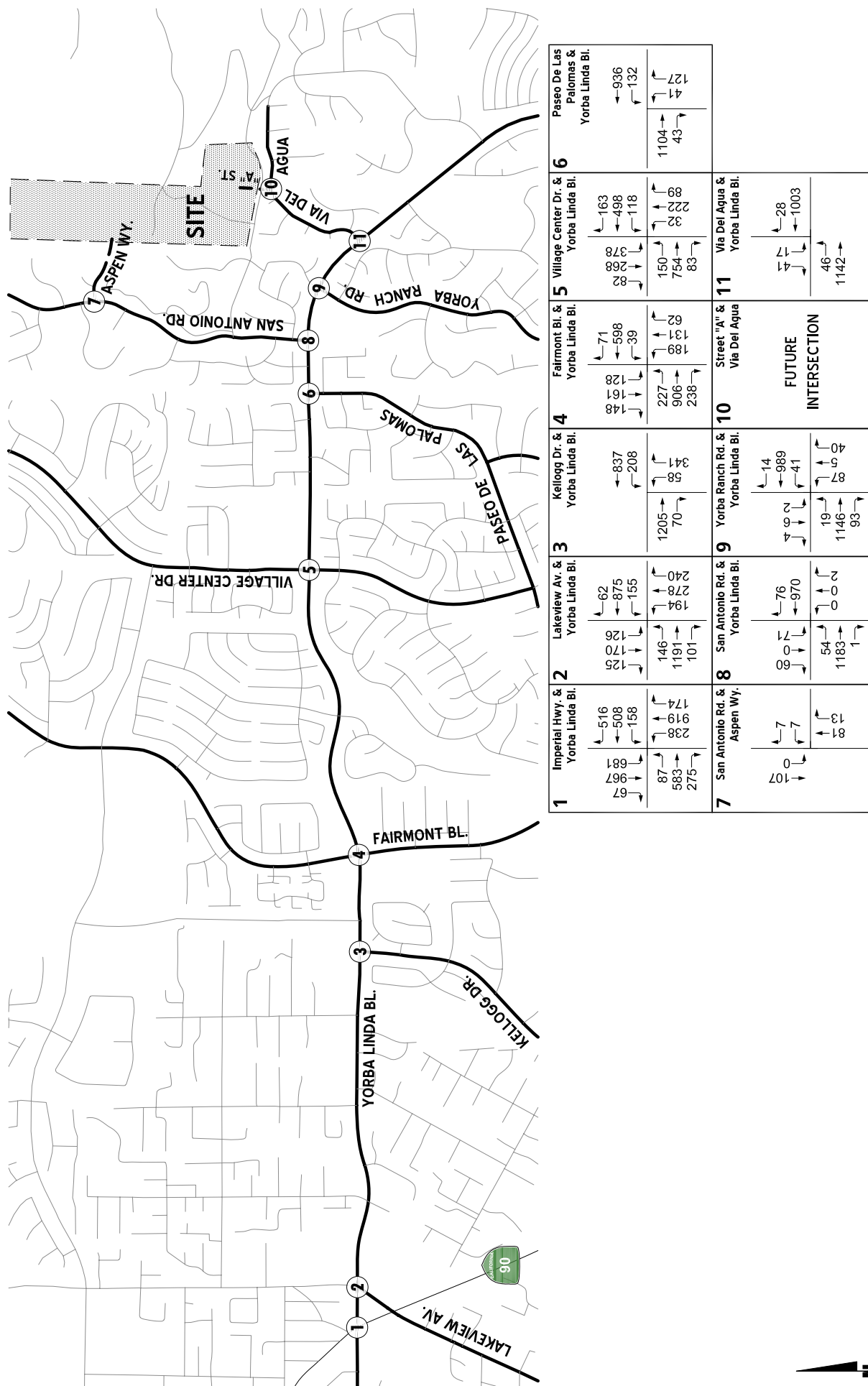


EXHIBIT 3-12 EXISTING (2012) PEAK HOUR INTERSECTION LOS



LEGEND:

- = ACCEPTABLE AM PEAK HOUR LOS
- = DEFICIENT AM PEAK HOUR LOS
- = ACCEPTABLE PM PEAK HOUR LOS
- = DEFICIENT PM PEAK HOUR LOS



Table 3-1

Existing Peak Hour Intersection Level of Service

#	Intersection	Traffic Control ²	Intersection Approach Lanes ¹				AM Peak Hour		PM Peak Hour	
			Northbound	Southbound	Eastbound	Westbound	ICU or (Delay) ³	LOS	ICU or (Delay) ³	LOS
1	Imperial Hwy. / Yorba Linda Bl.	TS	1 3 0	2 3 0	1 3 0	1 2 2>	0.65	B	0.73	C
2	Lakeview Av. / Yorba Linda Bl.	TS	1 2 1>	1 2 0	1 3 0	1 3 0	0.55	A	0.58	A
3	Kellogg Dr. / Yorba Linda Bl.	TS	1 0 1>	0 0 0	0 3 0	2 3 0	0.43	A	0.59	A
4	Fairmont Bl. / Yorba Linda Bl.	TS	2 2 0	1 1 2>	1 3 1>	1 3 0	0.57	A	0.47	A
5	Village Center Dr. / Yorba Linda Bl.	TS	1 2 d	2 2 0	1 2 d	1 2 1	0.45	A	0.52	A
6	Paseo del las Palomas / Yorba Linda Bl.	TS	1 0 1	0 0 0	0 2 d	1 2 0	0.42	A	0.53	A
7	San Antonio Rd. / Aspen Wy.	AWS	0 1 d	0 1 0	0 0 0	1 0 d	(8.2)	A	(8.2)	A
8	San Antonio Rd. / Yorba Linda Bl.	TS	0 1 0	1 1 0	1 2 d	0 2 d	0.47	A	0.44	A
9	Yorba Ranch Rd. / Yorba Linda Bl.	TS	1 1 1	1 1 0	1 2 d	1 2 d	0.42	A	0.47	A
10	Street "A" / Via del Agua		Future Intersection							
11	Via del Agua / Yorba Linda Bl.	CSS	0 0 0	0 1 0	1 2 0	0 2 d	(>50.0)	F	31.8	D

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes (minimum 20-feet).

L = Left; T = Through; R = Right; > = Right-turn Overlap Phasing; d = Defacto Right Turn Lane

² CSS = Cross-Street Stop; AWS = All-Way Stop; TS = Traffic Signal

³ ICU reported as a volume-to-capacity ratio (for signalized intersections) and HCM delay reported in seconds (for unsignalized intersections). Level of service calculated using the following analysis software: Traffix, Version 8.0 R1 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

BOLD = Unsatisfactory LOS

The ICU and HCM worksheets for Existing (2012) traffic conditions are provided in Appendix “3.2”.

3.8 EXISTING (2012) TRAFFIC SIGNAL WARRANT ANALYSIS

Traffic signal warrants for existing (2012) traffic conditions are based on existing peak hour intersection volumes. For existing conditions, the intersection of Via del Agua at Yorba Linda Boulevard appears to currently warrant a traffic signal (see Appendix “3.3”).

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4.0 PROJECTED FUTURE TRAFFIC

This section presents the traffic volumes estimated to be generated by the Project, as well as the Project's trip assignment onto the study area roadway network. The Project is located north of Via del Agua and east of Aspen Way in unincorporated County of Orange. The Project proposes to develop up to 112 single family detached residential dwelling units on approximately 84 acres.

Primary access to the project site will be provided from Via del Agua, located to the south, and would provide primary access for approximately 95 single family residential dwelling units. The southerly access point for the project would be from Via del Agua, a local road, located to the south of the project site which connects with Yorba Linda Boulevard. As part of the approval of existing adjacent residential development (Tract No. 10455 and Tract No. 13800), right-of-way was dedicated (shown as Lot "A") to allow for construction of a future street connecting the proposed Project site with Via Del Agua. Aspen Way extends approximately 1,200 feet west of the project site connecting to San Antonio Road, which intersects with Yorba Linda Boulevard, and would provide access to approximately 17 single family residential dwelling units. For the purposes of this traffic impact analysis, it is assumed that the Project will be constructed and fully occupied by 2015.

4.1 PROJECT TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development.

Trip generation rates used to estimate Project traffic and a summary of the Project's trip generation are shown on Table 4-1. The trip generation rates are based upon data collected by the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 8th Edition, 2008.

As noted in the *Trip Generation Manual*, the surveys used to develop the trip generation rates for single family detached housing land use (ITE Code 210) included data from a wide variety of units with different sizes, price ranges, locations, and ages. As expected, units that were located farther away from central business districts (CBD) had a higher rate of trip generation per unit than those closer to a CBD. Other factors, such as geographic location and type of adjacent and near-by development may

Table 4-1

Project Trip Generation Rates¹

Land Use	ITE Code	Units ²	AM Peak Hour			PM Peak			Daily
			In	Out	Total	In	Out	Total	
Single Family Residential	210	DU	0.19	0.56	0.75	0.64	0.37	1.01	9.57

¹ Source: ITE (Institute of Transportation Engineers) Trip Generation Manual, 8th Edition, 2008.

² DU = Dwelling Units

also have an effect on a site's trip generation. Single family detached units have the highest trip generation rate per dwelling unit of all residential uses because they are the largest units in size and have more residents and more vehicles per unit than other residential land uses. The single family detached units are generally located farther away from shopping centers, employment areas and other trip attractors than other residential land uses and they generally have fewer alternate modes of transportation available because they are typically not as concentrated as other residential land uses.

As shown on Table 4-2, the proposed development is projected to generate a total of approximately 1,072 trip-ends per day on a typical weekday. The Project is anticipated to generate a total of approximately 84 weekday AM peak hour trips and 113 weekday PM peak hour trips.

4.2 PROJECT TRIP DISTRIBUTION

Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the route where the Project traffic would distribute. The Project trip distribution patterns were developed based on anticipated travel patterns to and from the Project site for the traffic associated with the proposed residential use. The total volume on each roadway was divided by the total site traffic generation to indicate the percentage of Project traffic that would use each component of the regional roadway system in each relevant direction. The Project trip distribution patterns are graphically depicted on Exhibit 4-1.

4.3 PROJECT TRIP ASSIGNMENT

The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, Project average daily traffic (ADT) volumes for the weekday are shown on Exhibit 4-2. Project AM and PM peak hour volumes are shown on Exhibits 4-3 and 4-4.

4.4 CONSTRUCTION TRAFFIC

Traffic operations during the proposed construction phase of the project may potentially result in traffic impacts related to:

- Employee trips

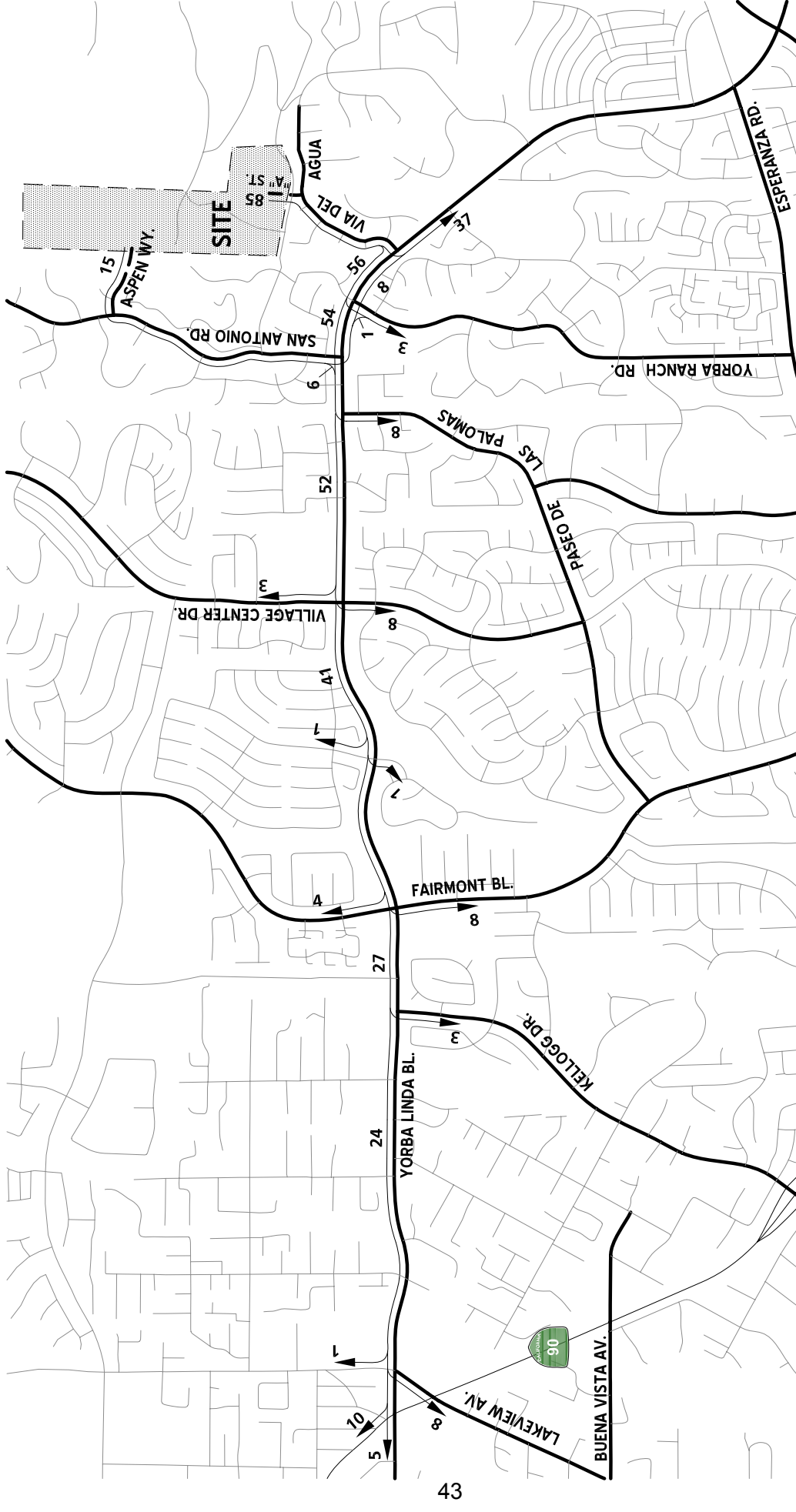
Table 4-2

Project Trip Generation Summary

Project Land Use	Quantity ¹	AM Peak Hour			PM Peak			Daily
		In	Out	Total	In	Out	Total	
Single Family Residential (PA 1)	95 DU	18	53	71	61	35	96	909
Single Family Residential (PA 2)	17 DU	3	10	13	11	6	17	163
Total		21	63	84	72	41	113	1,072

¹ DU = Dwelling Units

EXHIBIT 4-1 PROJECT TRIP DISTRIBUTION

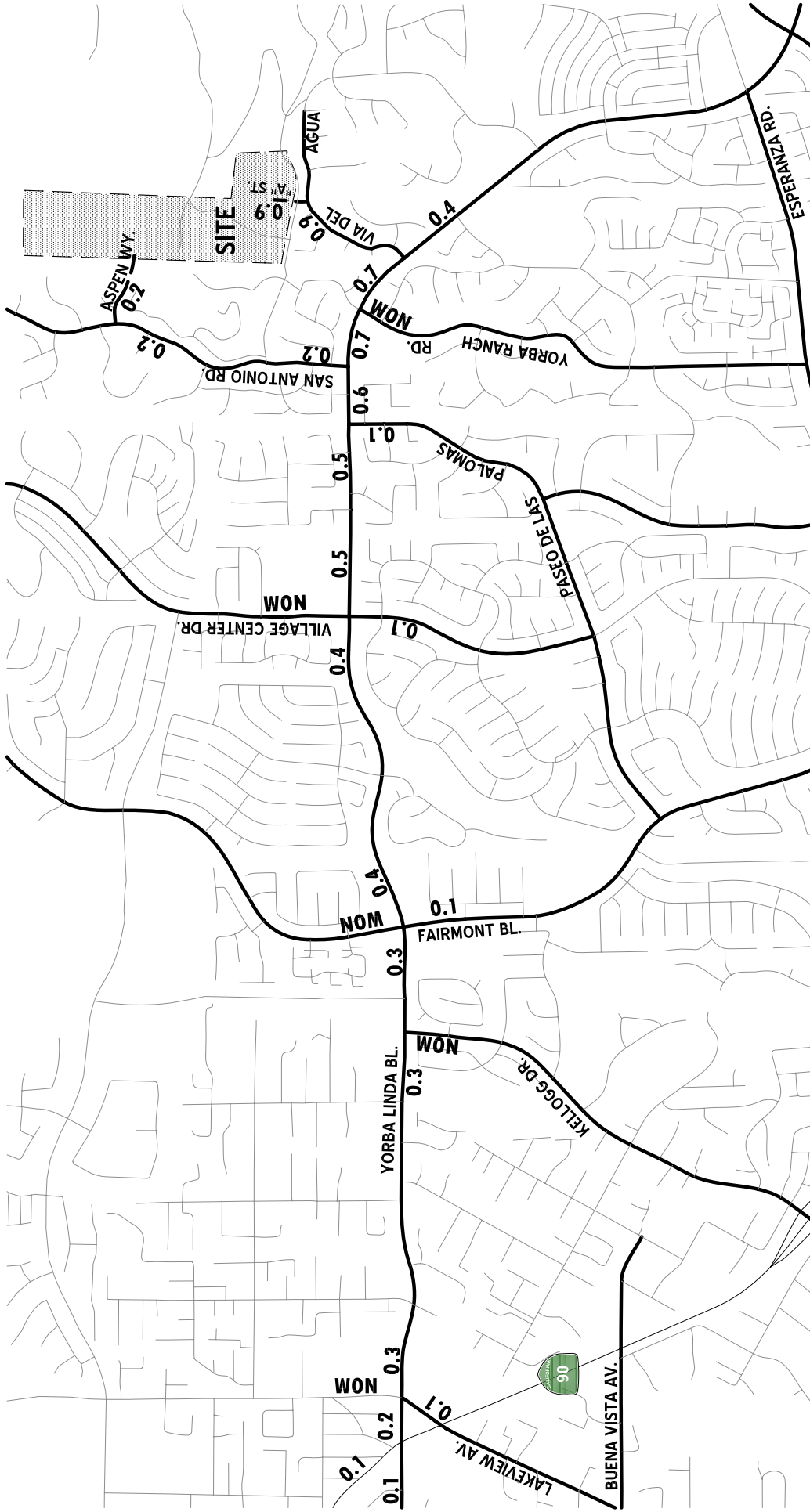


LEGEND:

10 = PERCENT TO/FROM PROJECT



EXHIBIT 4-2 PROJECT AVERAGE DAILY TRAFFIC (ADT)

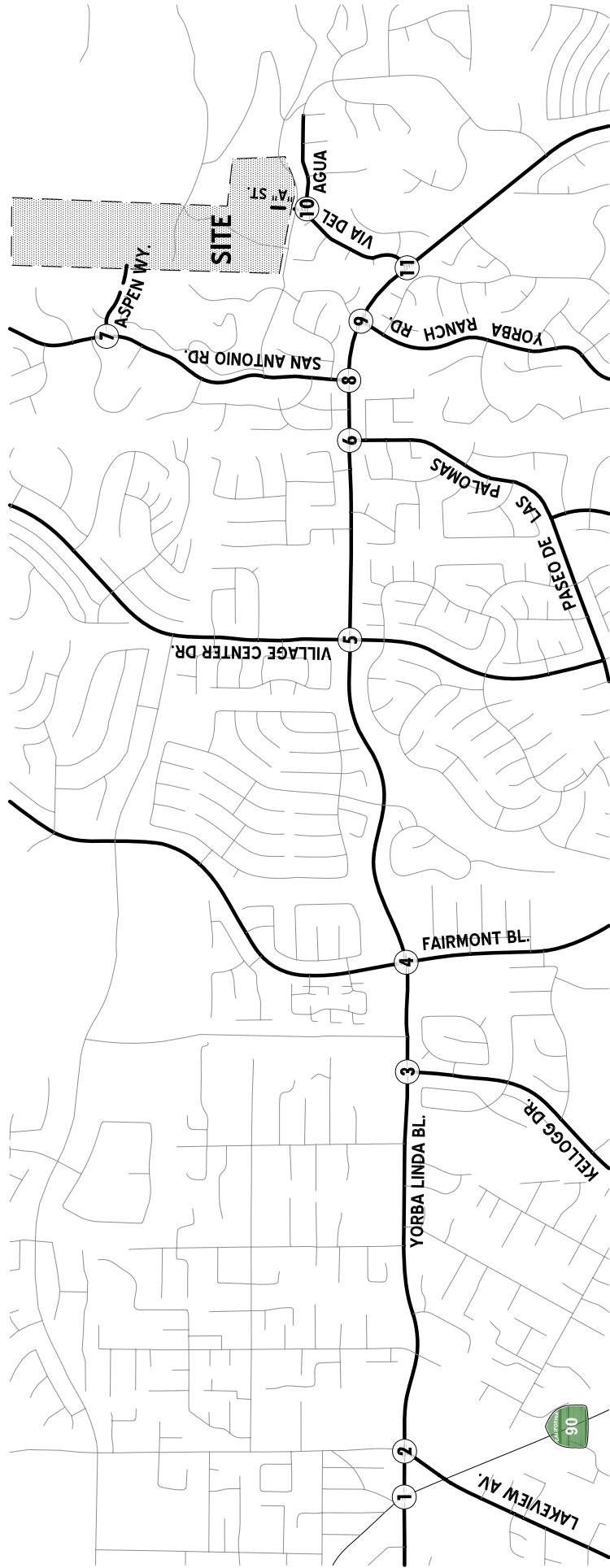


LEGEND:

- 10.0 = VEHICLES PER DAY (1000'S)
- NOM = NOMINAL, LESS THAN 50 VEHICLES PER DAY



EXHIBIT 4-3 PROJECT ONLYAM PEAK HOUR INTERSECTION VOLUMES



1 Imperial Hwy. & Yorba Linda Bl.	6 3 0 2 1 0 0 1 0 0 1 0 0 1 0 0 1 0
2 Lakeview Av. & Yorba Linda Bl.	1 9 5 0 3 0 0 3 0 0 1 0 0 1 0 0 1 0
3 Kellogg Dr. & Yorba Linda Bl.	15 2 5 0 0 1 0 0 1 0 0 1 0 0 1 0
4 Fairmont Bl. & Yorba Linda Bl.	3 17 5 0 6 0 0 1 0 0 1 0 0 1 0 0 1 0
5 Village Center Dr. & Yorba Linda Bl.	2 26 5 0 9 0 0 1 0 0 1 0 0 1 0 0 1 0
6 Paseo De Las Palomas & Yorba Linda Bl.	33 5 11 0 0 1 0 0 1 0 0 1 0 0 1 0
7 San Antonio Rd. & Aspen Wy.	0 10 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0
8 San Antonio Rd. & Yorba Linda Bl.	2 34 0 11 0 0 1 0 0 1 0 0 1 0 0 1 0
9 Yorba Ranch Rd. & Yorba Linda Bl.	0 36 1 0 16 1 0 1 0 0 1 0 0 1 0 0 1 0
10 Street "A" & Via Del Agua	0 0 0 0 18 0 0 0 0 0 0 0
11 Via Del Agua & Yorba Linda Bl.	6 2 0 12 5 0 1 0 0 1 0 0 1 0 0 1 0

0

10

0

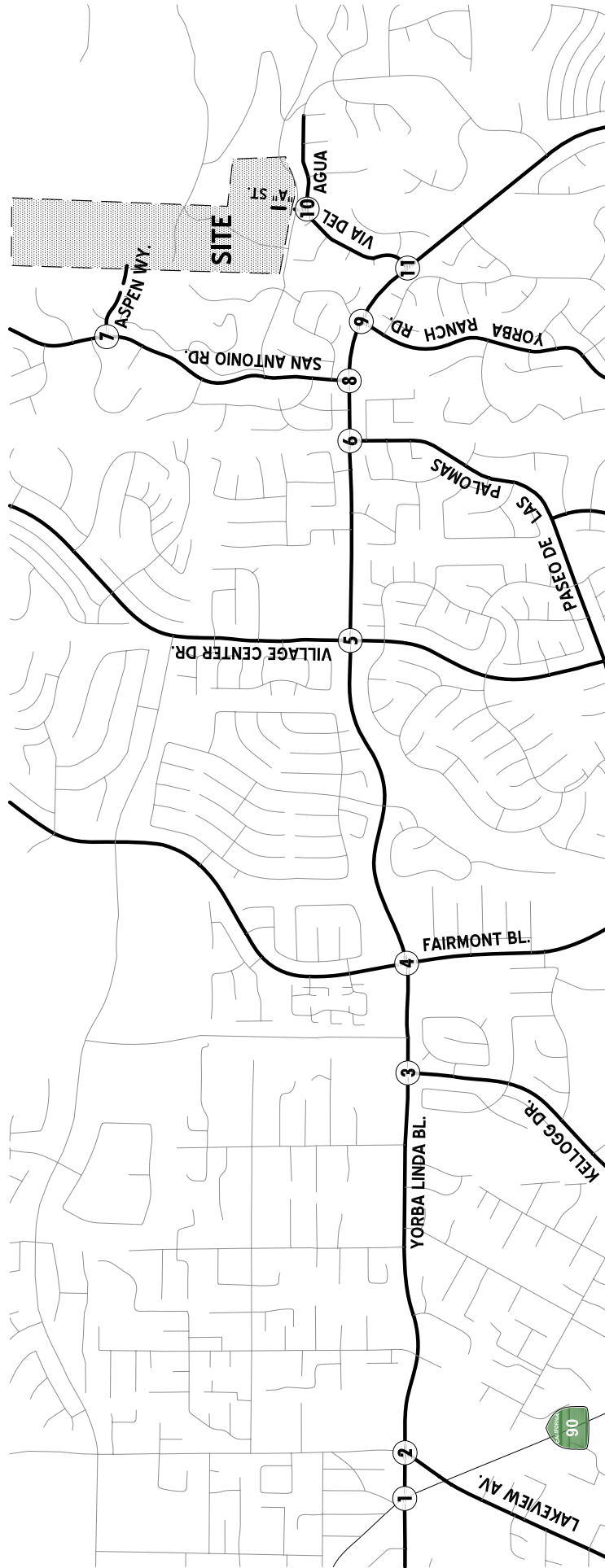
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EXHIBIT 4-4 PROJECT ONLYPM PEAK HOUR INTERSECTION VOLUMES



1 Imperial Hwy. & Yorba Linda Bl.	2 Lakeview Av. & Yorba Linda Bl.	3 Kellogg Dr. & Yorba Linda Bl.	4 Fairmont Bl. & Yorba Linda Bl.	5 Village Center Dr. & Yorba Linda Bl.	6 Paseo De Las Palomas & Yorba Linda Bl.
4 2 0 0 4 0 0 0 0 0 0 0	0 6 0 0 0 0	0 11 0 0 0 0	0 19 0 0 0 0	0 30 0 0 0 0	0 37 0 0 0 0
7 San Antonio Rd. & Aspen WY.	8 San Antonio Rd. & Yorba Linda Bl.	9 Yorba Ranch Rd. & Yorba Linda Bl.	10 Street 'A' & Via Del Agua	11 Via Del Agua & Yorba Linda Bl.	
0 0 0 0 0 0	0 7 0 0 0 0	0 28 0 0 0 0	0 0 0 0 0 0	0 21 0 0 0 0	



- Use of heavy equipment

Each of the traffic generating activities listed above is discussed thoroughly in the subsequent sections. It has been assumed that construction activity will occur during the hours of 7:00 AM and 4:00 PM.

4.4.1 EMPLOYEE TRIPS

Employee trips are estimated based on the number of employees estimated to be on-site throughout the various stages of construction. Each employee is assumed to drive to and from the construction site each day. It has been assumed that employees will arrive up to 30 minutes prior to the workday and will leave up to 30 minutes after the workday ends. Parking for employees and non-employee vehicles can be accommodated within the construct area of the project and not on the public street.

It is anticipated that the majority of employees would arrive and depart from the site adjacent to the peak commute traffic periods (i.e., 7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM) with a period of overlap. Employee trips are based on the number of employees estimated to be on site during different points throughout the project. Each employee is assumed to drive to and from the site alone each day. The impacts of construction-related parking and employee traffic are considered less-than-significant.

4.4.2 HEAVY EQUIPMENT

Heavy equipment to be utilized on-site during construction include, but is not limited to: flat beds, dozers, scrapers, graders, track hoes, dump trucks, forklifts, cranes, cement trucks, pavers, rollers, water trucks, rolling container trucks and bobcats. Heavy equipment will be delivered and removed from the site throughout the construction phase. As most heavy equipment is typically not an authorized vehicle to be driven on a public roadway, most of the equipment will be delivered and removed from the site via large flatbed trucks. It is anticipated that delivery of heavy equipment would not occur on a daily basis, but rather periodically throughout the construction phase based on need.

The delivery and removal of heavy equipment is recommended to occur outside of the morning and evening peak hours in order to have nominal impacts to traffic and circulation near the vicinity of the project. If this measure is applied, it is anticipated that traffic impacts associated with the delivery and removal of heavy equipment are less-than-significant.

4.5 BACKGROUND TRAFFIC

Future year traffic forecasts have been based upon three (3) years of background (ambient) growth at one (1) percent per year for 2015 traffic conditions. The total ambient growth is 3.03% for 2015 traffic conditions (compounded growth of one percent per year over three years or 1.01^3 years). This ambient growth rate is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects.

4.6 CUMULATIVE DEVELOPMENT TRAFFIC

CEQA guidelines require that other reasonably foreseeable development projects which are either approved or being processed concurrently in the study area also be included as part of a cumulative analysis scenario. Based on discussions with City of Yorba Linda staff, a list of cumulative development projects was developed for inclusion in this analysis. The occupancy levels for Opening Year (2015) traffic conditions for the cumulative projects located within the City of Yorba Linda were developed in consultation with the City of Yorba Linda Planning Department. The cumulative development project land use summary is provided on Table 4-3 for cumulative development projects located within the City of Yorba Linda, City of Anaheim and City of Brea. The cumulative development projects are also graphically shown on Exhibit 4-5. At the County and City's direction, the following absorption percentages were utilized for the cumulative development projects for Opening Year (2015) traffic conditions, while 100 percent absorption for all listed cumulative development projects were assumed for Horizon Year (2035) traffic conditions:

- Esperanza Hills – 378 single family detached residential dwelling units (100%)
- North Yorba Linda Estates – 364 single family detached residential dwelling units and 110 condo/townhomes (100%)
- Hover/Bastanchury Holding Company – 48 single family detached residential dwelling units (100%)
- Oakcrest Terrace – 69 apartment units (100%)
- La Floresta Development – 398 medium density residential dwelling units, 787 high density residential dwelling units, 150 mixed-use residential dwelling units, 156-800 square feet of mixed-use commercial, 18-hole golf course, 20,000 square foot community center, 5.30 acre public facility and 75.6 acres of natural open space (100%)

Based on the identified traffic generation and trip distribution patterns associated with each cumulative development project, the cumulative development average daily traffic (ADT) volumes for the weekday are shown on Exhibit 4-6 with AM and PM peak hour intersection turning movement volumes shown on

Table 4-3
Page 1 of 2

Cumulative Development Projects Land Use Summary

#	Project	Land Use	Occupancy Percentage	
			2015	2035
COUNTY OF ORANGE				
1	Esperanza Hills	378 Single Family Residential Dwelling Units	100%	100%
CITY OF YORBA LINDA				
2	North Yorba Linda Estates	364 Single Family Residential Dwelling Units	100% ¹	100%
		110 Condo/Townhomes	100%	100%
3	Hover/Bastanchury Holding Co.	48 Single Family Residential Dwelling Units	100%	100%
4	Yorba Linda Town Center	32 Single Family Residential Dwelling Units	0%	100%
		119 Condo/Townhomes	0%	100%
		1,200 Seat Performing Arts Center	0%	100%
		24,000 Square Foot Library	0%	100%
		5,200 Square Feet of General Office Uses	0%	100%
		61,600 Square Feet of Commercial Retail Uses	0%	100%
		16,400 Square Feet of Restaurant Uses	0%	100%
5	Oakcrest Terrace	69 Apartment Units	100%	100%
6	Canal Annex - Savi Ranch	84 Apartment Units	0%	100%
7	Nixon Archive Site	59 Single Family Residential Dwelling Units	0%	100%
8	SWC Bastanchury / Lakeview	180 Apartment Units	0%	100%
		109 Single Family Residential Dwelling Units	0%	100%
9	Friends Christian High School	1,200 Students	0%	100%
10	Prospect (Greenhouse)	55 Single Family Residential Dwelling Units	0%	100%
11	Wabash & Rose	17 Single Family Residential Dwelling Units	0%	100%
12	Yorba Linda / Prospect	122 Apartment Units	0%	100%
13	Postal Annex SE Lemon & Eureka	5 Single Family Residential Dwelling Units	0%	100%
14	4622 Plumosa	10 Apartment Units	0%	100%
15	Lakeview & Mariposa	149 Apartment Units	0%	100%
16	Palisades at Vista del Verde	143 Condo/Townhomes	0%	100%

Table 4-3
Page 2 of 2

Cumulative Development Projects Land Use Summary

#	Project	Land Use	Occupancy Percentage	
			2015	2035
CITY OF ANAHEIM				
17	Mountain Park	1,675 Single Family Residential Dwelling Units	0%	100%
		825 Condo/Townhomes	0%	100%
		3,000 Square Foot Convenience Market	0%	100%
		800 Student Elementary School	0%	100%
		15 Acres of Parks	0%	100%
CITY OF BREA				
18	La Floresta Development	398 Medium Density Residential Dwelling Units	100%	100%
		787 High Density Residential Dwelling Units	100%	100%
		150 Mixed-Use Residential Dwelling Units	100%	100%
		156,800 Square Feet of Mixed-Use Commercial	100%	100%
		18 Hole Golf Course	100%	100%
		20,000 Square Foot Community Center	100%	100%
		5.30 Acre Public Facility (Active Adult)	100%	100%
		75.60 Acres of Natural Open Space	100%	100%

¹ Less 168 dwelling units.

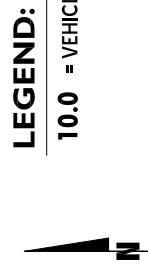
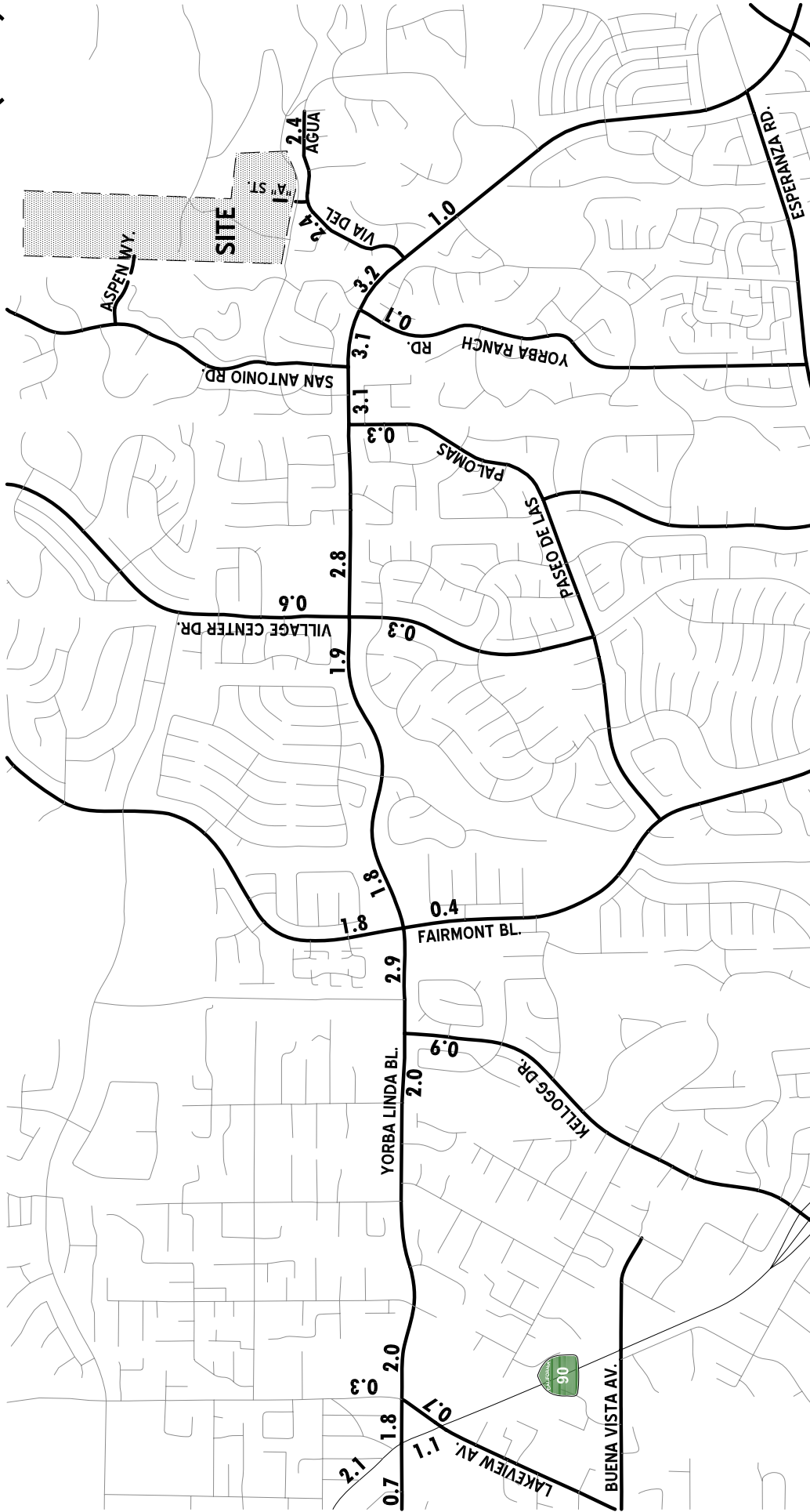
CUMULATIVE DEVELOPMENT LOCATION MAP



LEGEND:

① Esperanza Hills	⑩ Prospect (Greenhouse)
② North Yorba Linda Estates	⑪ Wabash & Rose
③ Hover/Bastanchury Holding Co.	⑫ Yorba Linda/Prospect
④ Yorba Linda Town Center	⑬ Postal Annex SE Lemon & Eureka
⑤ Oakcrest Terrace	⑭ 4622 Plumosa
⑥ Canal Annex-Savi Ranch	⑮ Lakeview & Mariposa
⑦ Nixon Archive Site	⑯ Palisades at Vista del Verde
⑧ SWC Bastanchury/Lakeview	⑰ Mountain Park
⑨ Friends Christian High School	⑱ La Floresta

EXHIBIT 4-6 CUMULATIVE PROJECTS ONLY AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

Exhibits 4-7 and 4-8.

4.7 TRAFFIC FORECASTS

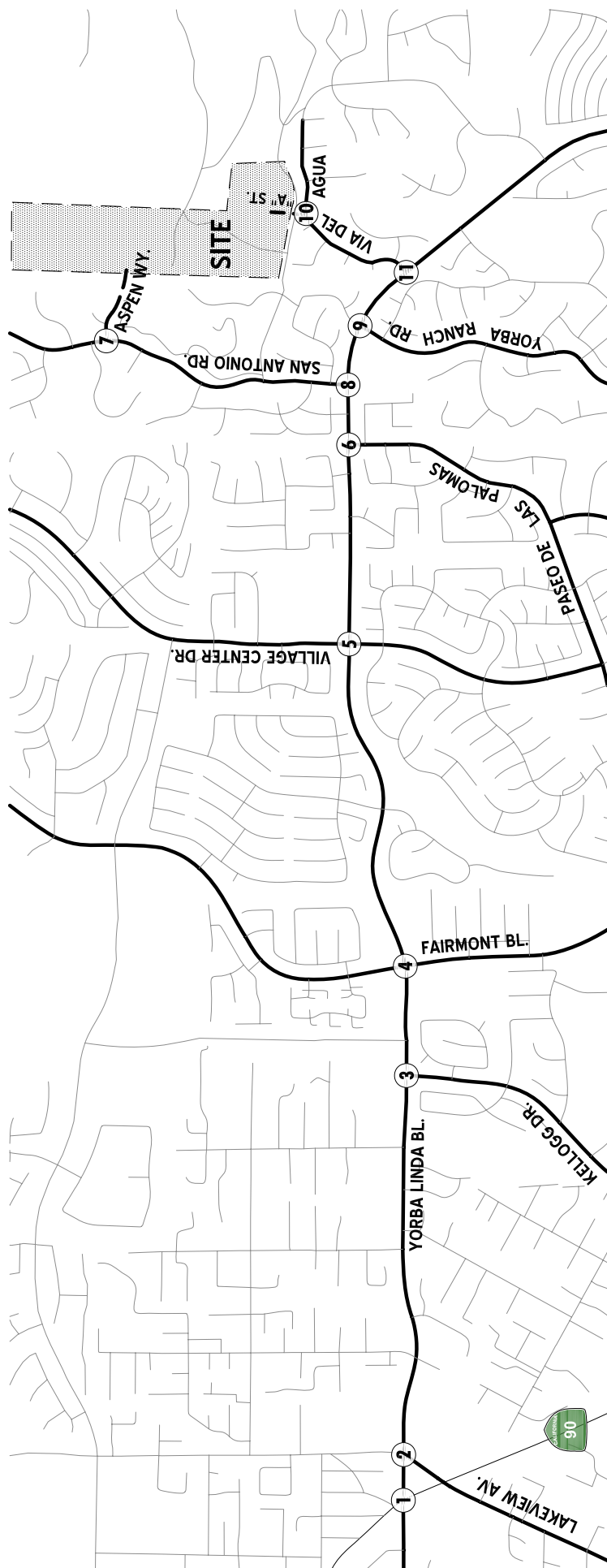
To provide a comprehensive assessment of potential cumulative impacts, two types of analyses, “buildup” and “buildout”, were performed in support of this work effort. The buildup method was used to approximate the Opening Year (2015) traffic conditions, and is also intended to identify the direct project-related impacts on both the existing and planned near-term circulation system in conjunction with identifying cumulative impacts. The Opening Year (2015) without Project traffic conditions includes background traffic and traffic generated by other cumulative development projects anticipated to be constructed and occupied by Year 2015. The buildup method was also utilized to approximate the Opening Year (2015) with Project traffic condition, and includes background traffic, traffic from other development projects and the traffic generated by the proposed Project. The buildout approach is used to forecast the Horizon Year (2035) without and with Project conditions of the study area.

4.8 OPENING YEAR (2015) CONDITIONS

The buildup approach combines existing traffic counts with a background ambient growth factor to forecast the Opening Year (2015) traffic conditions. An ambient growth factor of 3.03% accounts for background (area-wide) traffic increases that occur over time up to the year 2015 from the year 2012 (compounded one percent per year growth over a three year period). Traffic volumes generated by the Project are then added to assess the Opening Year (2015) with Project traffic conditions. The 2015 roadway network is similar to the existing conditions roadway network with the exception of those network features which are intended to provide access for the proposed Project.

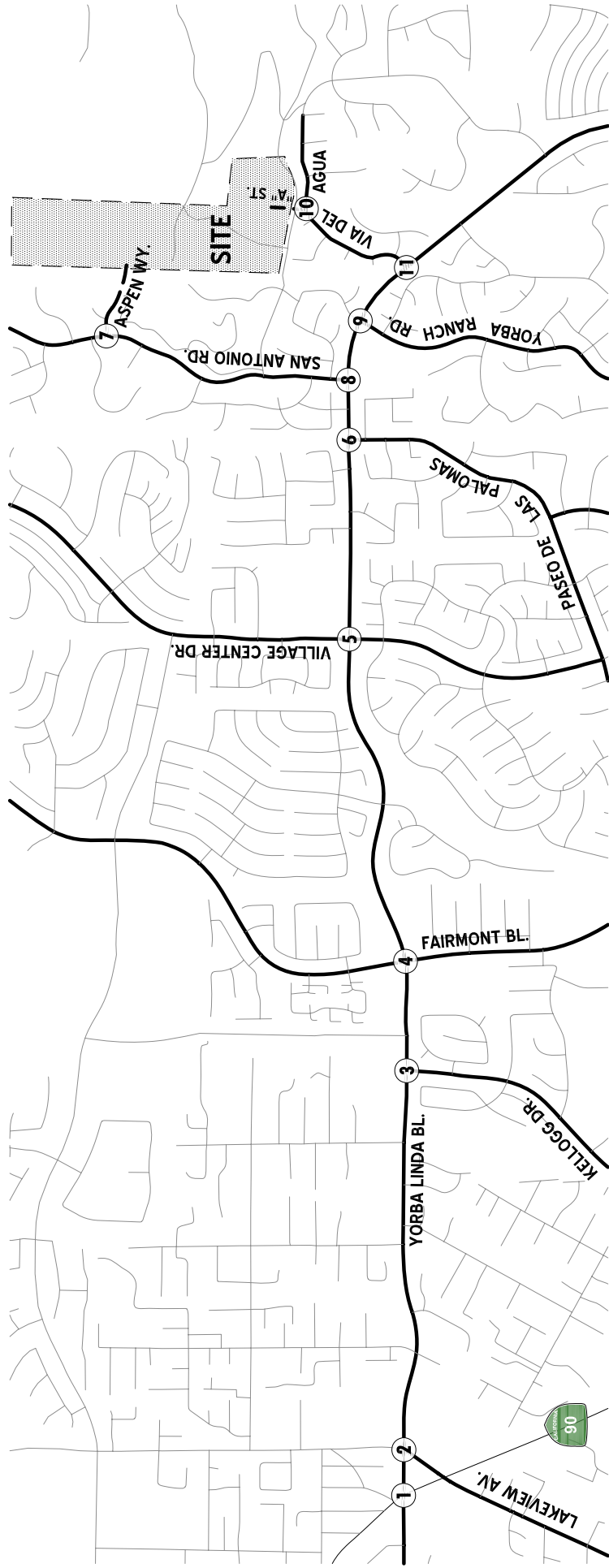
The near-term traffic analysis includes the following traffic conditions, with the various traffic components:

- Opening Year (2015) Without Project
 - Existing 2012 counts
 - Ambient growth traffic (3.03%)
 - Cumulative Development Projects
- Opening Year (2015) With Project
 - Existing 2012 counts
 - Ambient growth traffic (3.03%)



1	Imperial Hwy. & Yorba Linda Bl.		2	Lakeview Av. & Yorba Linda Bl.		3	Kellogg Dr. & Yorba Linda Bl.		4	Fairmont Bl. & Yorba Linda Bl.		5	Village Center Dr. & Yorba Linda Bl.		6	Paseo De Las Palomas & Yorba Linda Bl.		7	San Antonio Rd. & Aspen Wy.		8	San Antonio Rd. & Yorba Linda Bl.		9	Yorba Ranch Rd. & Yorba Linda Bl.		10	Street "A" & Via Del Agua		11	Via Del Agua & Yorba Linda Bl.	

EXHIBIT 4-8 CUMULATIVE PROJECTS ONLY PM PEAK HOUR INTERSECTION VOLUMES



1 Imperial Hwy. & Yorba Linda Bl. 49 26 2 45 0	2 Lakeview Av. & Yorba Linda Bl. 3 66 16 4 90 6	3 Kellogg Dr. & Yorba Linda Bl. 85 32 122 0	4 Fairmont Bl. & Yorba Linda Bl. 6 58 11 96 82 0	5 Village Center Dr. & Yorba Linda Bl. 37 78 11 0 116 0	6 Paseo De Las Palomas & Yorba Linda Bl. 126 11 162 0
7 San Antonio Rd. & Aspen Wy. 0 0 0 0	8 San Antonio Rd. & Yorba Linda Bl. 0 137 0 181 0	9 Yorba Ranch Rd. & Yorba Linda Bl. 0 137 4 0 181 0	10 Street 'A' & Via Del Agua 0 91 0 157	11 Via Del Agua & Yorba Linda Bl. 5 53 88 152 36	



- Cumulative Development Projects
- Cielo Vista traffic

4.9 HORIZON YEAR (2035) CONDITIONS

The analysis was performed by application of the Orange County Transportation Analysis Model (OCTAM), Version 3.4, maintained by the Orange County Transportation Authority (OCTA) to develop future traffic forecast volumes in the vicinity of the proposed Project. OCTAM is the traffic forecasting modeling tool used by the City of Yorba Linda and is based on and consistent with the Southern California Association of Governments' (SCAG) regional transportation model, and therefore, incorporates adopted regional growth projections.

In order to identify trips generated for use in the OCTAM, an employment conversion rate is utilized for retail and office land uses. The rate is based on regional demographic information and converts land use quantities to number of employees. The total trip generation or number of trips is then calculated based on the trip rate by employee. Residential units do not require a conversion rate as they translate directly to dwelling units. Additional variables are used to further define the characteristics of the residential component, such as population per household, median income, etc. Residential based trips are calculated based on the trip rate for each dwelling unit and associated data. Based on the city-wide land use data and the regional socioeconomic growth projections, future trip activity is estimated and assigned to the roadway circulation system. Model output is post-processed based on established post-processing methodologies. The post-processor applies the model's projected growth to each turning movement for both Horizon Year (2035) Without Project and Horizon Year (2035) With Project scenarios, forecasting a value that reflects future growth. The future year roadway network used in this analysis is consistent with the currently adopted City of Yorba Linda 1993 General Plan. Socio-economic data for existing TAZs were also updated as needed to reflect known cumulative development projects within the study area.

The traffic forecasts reflect the area-wide growth anticipated between existing conditions and Horizon Year (2035) conditions. In most instances, the traffic model zone structure is not designed to provide accurate turning movements along arterial roadways unless refinement and reasonableness checking is performed. Therefore, the Horizon Year (2035) peak hour forecasts were refined using the model derived long-range forecasts, along with Opening Year (2015) with Project peak hour turning movement volumes by ensuring a minimum growth of ten (10) percent above the Opening Year (2015) with Project forecasts as a part of the

refinement process. It should also be noted that the approved or pending developments identified by the City have also been included in conjunction with traffic associated with the proposed Project. Post-processed worksheets are provided in Appendix “4.1”.

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5.0 EXISTING PLUS PROJECT TRAFFIC ANALYSIS

In an effort to satisfy the CEQA Guideline section 15125(a), an analysis of existing traffic volumes plus traffic generated by the proposed Project (E+P) has been included in this analysis. This section discusses the traffic forecasts for Existing Plus Project (E+P) conditions and the resulting intersection operations. Project impacts to baseline traffic conditions (i.e., existing conditions) have been identified along with mitigation measures necessary to reduce project-related impacts to less-than-significant. This section discusses the traffic forecasts for E+P conditions and the resulting intersection operations.

5.1 EXISTING PLUS PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes Existing (2012) traffic volumes plus Project traffic. Exhibit 5-1 shows the ADT volumes which can be expected for E+P traffic conditions. E+P AM and PM peak hour intersection turning movement volumes are shown on Exhibits 5-2 and 5-3, respectively.

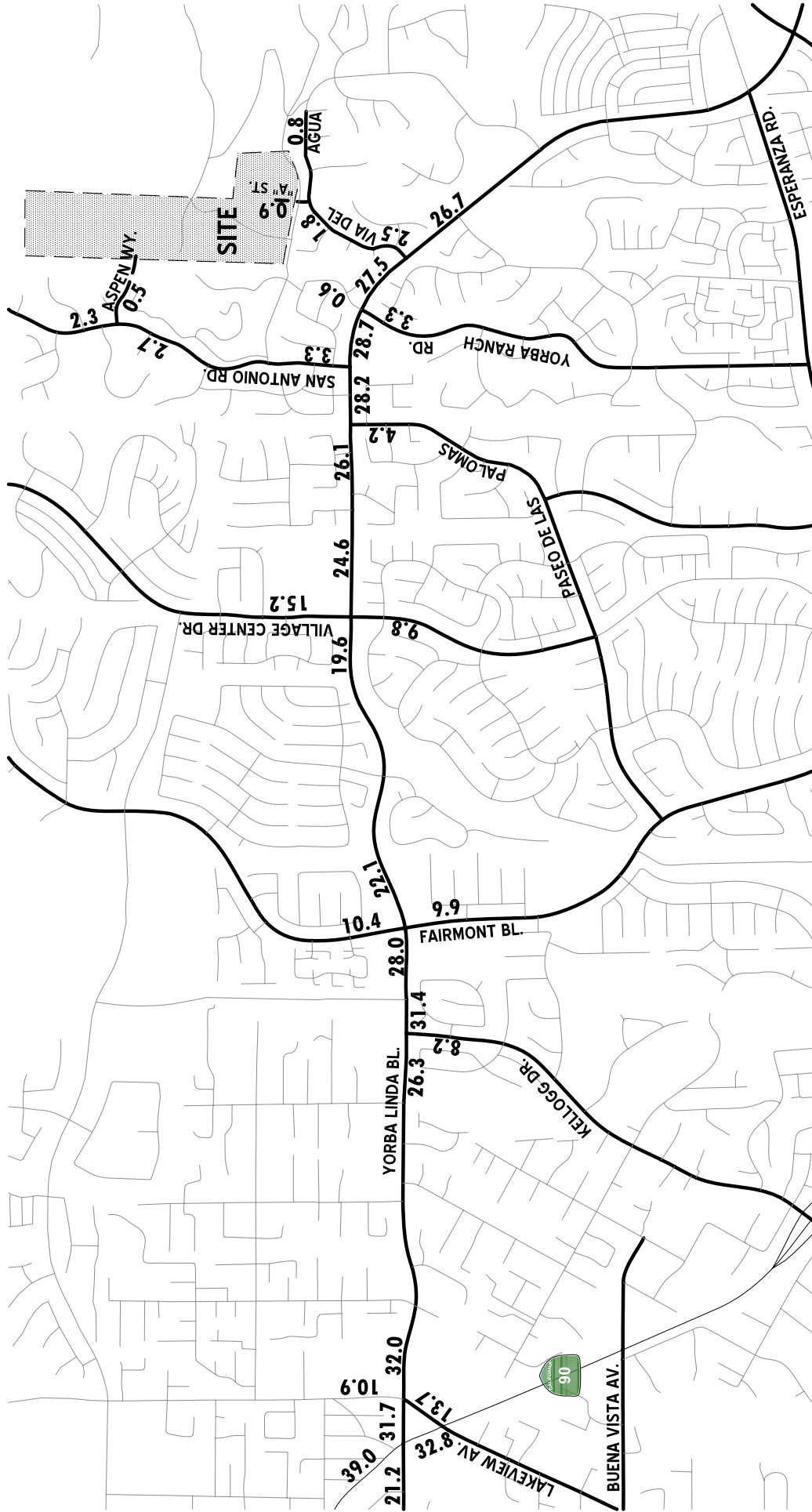
5.2 INTERSECTION OPERATIONS ANALYSIS

LOS calculations were conducted for the study intersections to evaluate their operations under E+P conditions with existing roadway and intersection geometrics, with the exception of the Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for E+P conditions only (e.g., intersection turn lane improvements at the Project driveways).

As shown in Table 5-1, all of the study area intersections are anticipated to operate at acceptable LOS during the peak hours for E+P conditions with the exception of the intersection of Via del Agua at Yorba Linda Boulevard (LOS “F” during the AM and PM peak hours). It should be noted that the same intersection is currently operating at unacceptable LOS (i.e., LOS “E” or worse) under Existing (2012) traffic conditions. The addition of Project traffic is anticipated to result in longer delays and unacceptable peak hour operations at the intersection of Via del Agua and Yorba Linda Boulevard. No additional study area intersections are anticipated to operate at unacceptable LOS with the addition of Project traffic. Exhibit 5-4 presents the study area intersection LOS for E+P conditions.

The ICU and HCM intersection operations analysis worksheets for E+P traffic conditions are included in Appendix “5.1” of this TIA.

EXHIBIT 5-1 EXISTING PLUS PROJECT AVERAGE DAILY TRAFFIC (ADT)

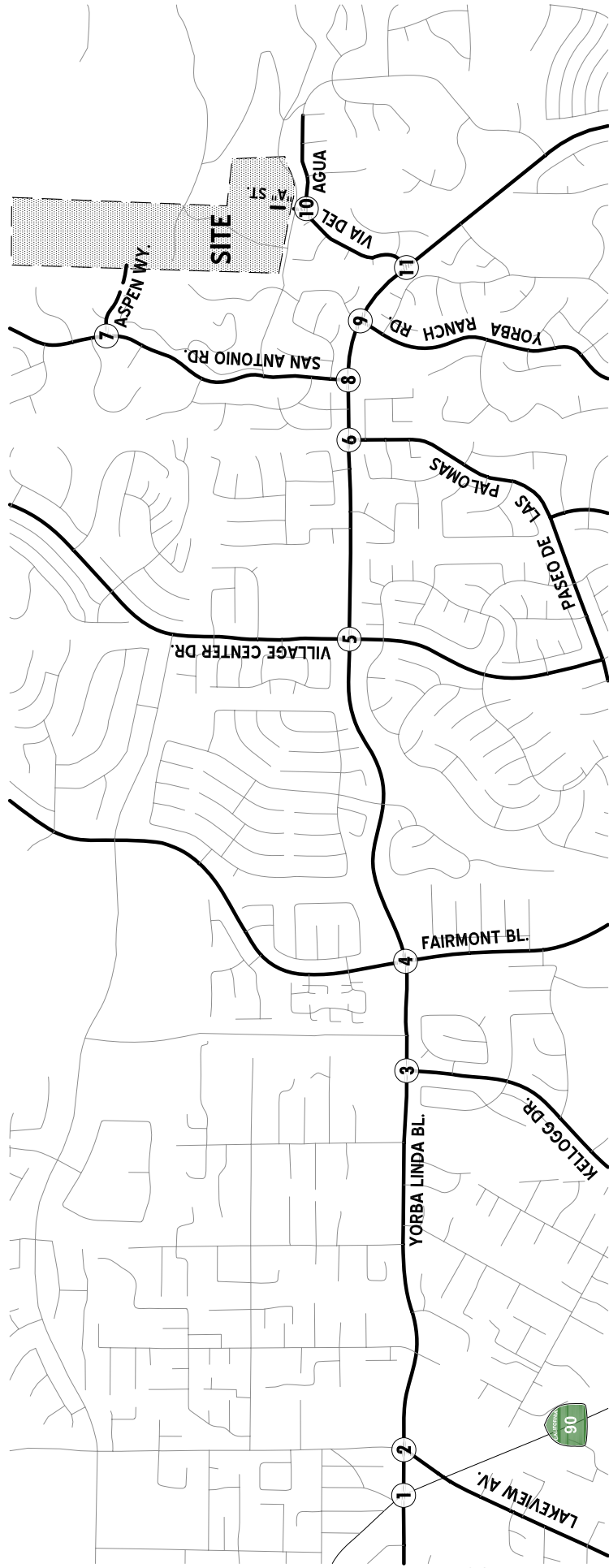


LEGEND:

10.0 = VEHICLES PER DAY (1000'S)



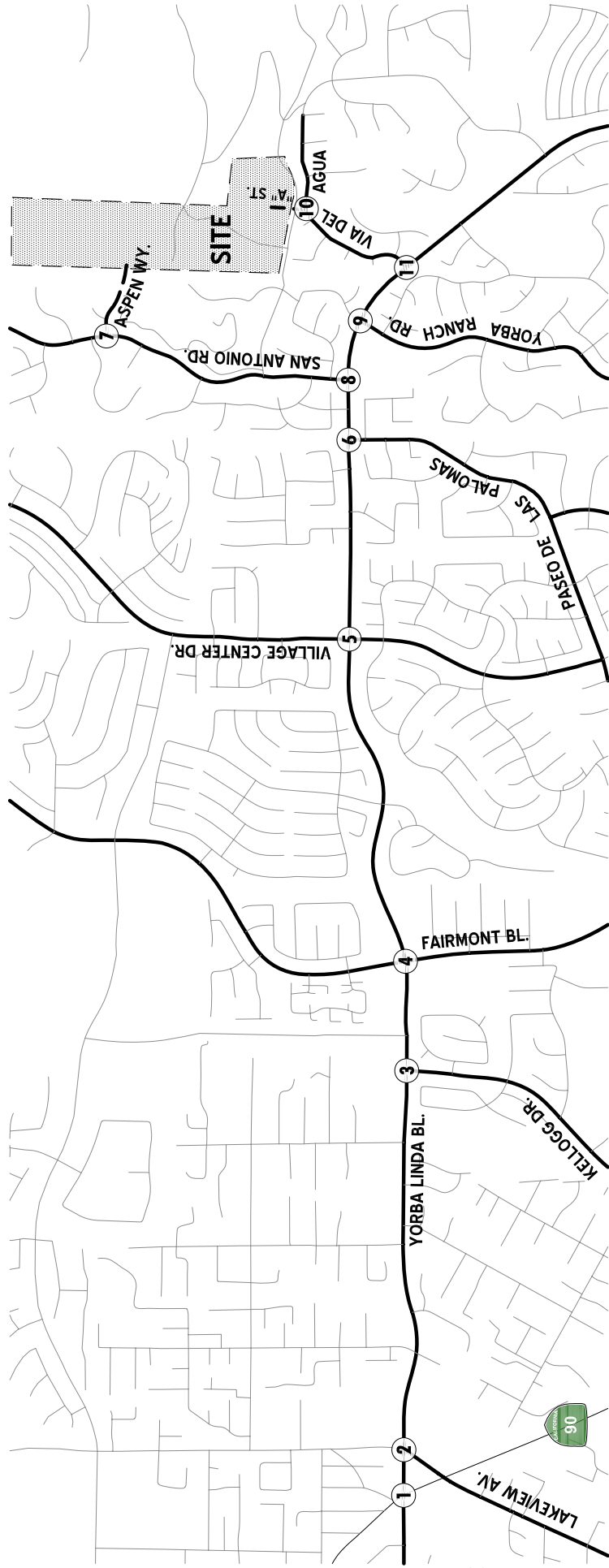
EXHIBIT 5-2 EXISTING PLUS PROJECT AM PEAK HOUR INTERSECTION VOLUMES



1 Imperial Hwy. & Yorba Linda Bl. 35 ← 649 → 360 360 ← 546 → 360 360 ← 201 → 360 360 ← 1050 → 360 360 ← 270 → 360 360 ← 231 → 360	2 Lakeview Av. & Yorba Linda Bl. 130 ← 49 → 130 130 ← 1073 → 130 130 ← 256 → 130 130 ← 170 → 130 130 ← 138 → 130 130 ← 158 → 130	3 Kellogg Dr. & Yorba Linda Bl. 590 ← 1146 → 590 590 ← 326 → 590 590 ← 103 → 590 590 ← 222 → 590	4 Fairmont Bl. & Yorba Linda Bl. 324 ← 95 → 324 324 ← 916 → 324 324 ← 132 → 324 324 ← 306 → 324 324 ← 221 → 324 324 ← 158 → 324	5 Village Center Dr. & Yorba Linda Bl. 124 ← 376 → 124 124 ← 774 → 124 124 ← 61 → 124 124 ← 81 → 124 124 ← 40 → 124 124 ← 78 → 124	6 Paseo De Las Palomas & Yorba Linda Bl. 709 ← 1064 → 709 709 ← 55 → 709 709 ← 46 → 709 709 ← 21 → 709
7 San Antonio Rd. & Aspen Wy. 110 ← 3 → 110 110 ← 15 → 110 110 ← 7 → 110 110 ← 54 → 110	8 San Antonio Rd. & Yorba Linda Bl. 75 ← 54 → 75 75 ← 120 → 75 75 ← 1166 → 75 75 ← 40 → 75 75 ← 27 → 75 75 ← 937 → 75	9 Yorba Ranch Rd. & Yorba Linda Bl. 83 ← 10 → 83 83 ← 1143 → 83 83 ← 50 → 83 83 ← 6 → 83 83 ← 973 → 83 83 ← 6 → 83	10 Street 'A' & Via Del Agua 18 ← 0 → 18 18 ← 57 → 18 18 ← 0 → 18 18 ← 14 → 18	11 Via Del Agua & Yorba Linda Bl. 100 ← 17 → 100 100 ← 1103 → 100 100 ← 47 → 100 100 ← 31 → 100 100 ← 1005 → 100	



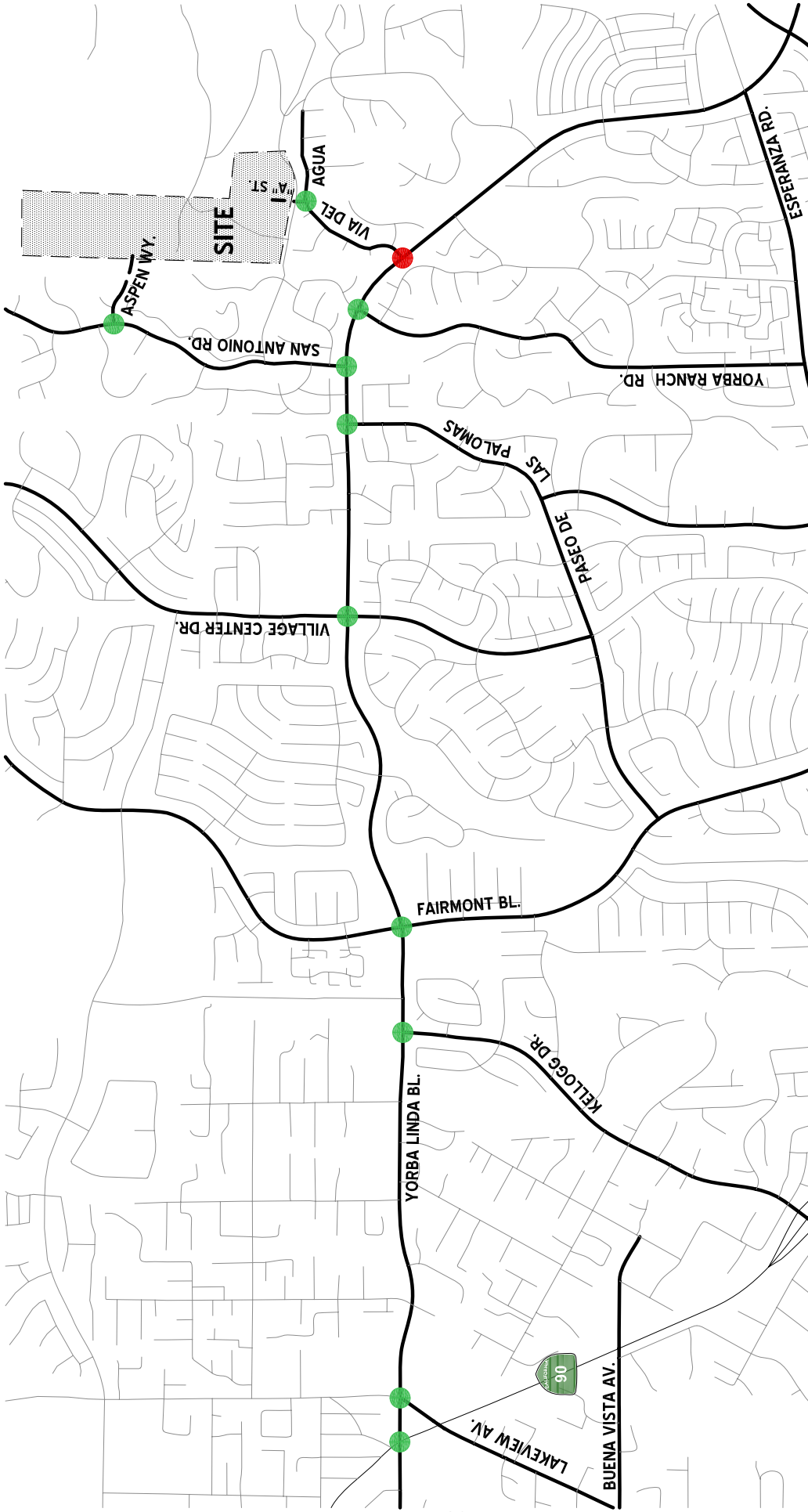
EXHIBIT 5-3 EXISTING PLUS PROJECT PM PEAK HOUR INTERSECTION VOLUMES



1 Imperial Hwy. & Yorba Linda Bl. 67 967 888 520 510 158	67 967 888 520 510 158	174 916 174 146 1202 101	174 916 174 146 1202 101	2 Lakeview Av. & Yorba Linda Bl. 62 881 158	62 881 158	246 278 158	246 278 158	3 Kellogg Dr. & Yorba Linda Bl. 847 209	847 209	73 609 42	73 609 42	4 Fairmont Bl. & Yorba Linda Bl. 164 515 121	164 515 121	150 784 83	150 784 83	5 Village Center Dr. & Yorba Linda Bl. 957 135	957 135	6 Paseo De Las Palomas & Yorba Linda Bl. 1141 43	1141 43	7 San Antonio Rd. & Aspen WY. 107 13	107 13	81 24	81 24	8 San Antonio Rd. & Aspen WY. 83 992	83 992	58 1222 1	58 1222 1	9 Yorba Ranch Rd. & Yorba Linda Bl. 14 1017 42	14 1017 42	19 1188 93	19 1188 93	10 Street 'A' & Via Del Agua 0 26	0 26	61 44	61 44	11 Via Del Agua & Yorba Linda Bl. 49 1009	49 1009	86 1145	86 1145



EXISTING PLUS PROJECT PEAK HOUR INTERSECTION LOS



LEGEND:

- = ACCEPTABLE AM PEAK HOUR LOS
- = DEFICIENT AM PEAK HOUR LOS
- = ACCEPTABLE PM PEAK HOUR LOS
- = DEFICIENT PM PEAK HOUR LOS



Table 5-1

Existing Plus Project Peak Hour Intersection Level of Service

#	Intersection	Traffic Control ²	Intersection Approach Lanes ¹				AM Peak Hour		PM Peak Hour	
			Northbound	Southbound	Eastbound	Westbound	ICU or (Delay) ³	LOS	ICU or (Delay) ³	LOS
1	Imperial Hwy. / Yorba Linda Bl.	TS	1 3 0	2 3 0	1 3 0	1 2 2>	0.65	B	0.73	C
2	Lakeview Av. / Yorba Linda Bl.	TS	1 2 1>	1 2 0	1 3 0	1 3 0	0.56	A	0.58	A
3	Kellogg Dr. / Yorba Linda Bl.	TS	1 0 1>	0 0 0	0 3 0	2 3 0	0.43	A	0.60	A
4	Fairmont Bl. / Yorba Linda Bl.	TS	2 2 0	1 1 2>	1 3 1>	1 3 0	0.58	A	0.47	A
5	Village Center Dr. / Yorba Linda Bl.	TS	1 2 d	2 2 0	1 2 d	1 2 1	0.46	A	0.53	A
6	Paseo del las Palomas / Yorba Linda Bl.	TS	1 0 1	0 0 0	0 2 d	1 2 0	0.43	A	0.54	A
7	San Antonio Rd. / Aspen Wy.	AWS	0 1 d	0 1 0	0 0 0	1 0 d	(8.2)	A	(8.2)	A
8	San Antonio Rd. / Yorba Linda Bl.	TS	0 1 0	1 1 0	1 2 d	0 2 d	0.48	A	0.46	A
9	Yorba Ranch Rd. / Yorba Linda Bl.	TS	1 1 1	1 1 0	1 2 d	1 2 d	0.44	A	0.48	A
10	Street "A" / Via del Agua	CSS	0 0 0	0 <u>1</u> 0	0 1 0	0 1 0	(9.0)	A	(8.6)	A
11	Via del Agua / Yorba Linda Bl.	CSS	0 0 0	0 1 0	1 2 0	0 2 d	(>50.0)	F	(>50.0)	F

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes (minimum 20-feet).

L = Left; T = Through; R = Right; > = Right-turn Overlap Phasing; d = Defacto Right Turn Lane; 1 = Improvement

² CSS = Cross-Street Stop; AWS = All-Way Stop; TS = Traffic Signal

³ ICU reported as a volume-to-capacity ratio (for signalized intersections) and HCM delay reported in seconds (for unsignalized intersections). Level of service calculated using the following analysis software: Traffix, Version 8.0 R1 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

BOLD = Unsatisfactory LOS

5.3 POTENTIAL IMPACTS

The following study area intersection was found to be impacted by the Project for E+P traffic conditions:

ID	Intersection Location	Location
11	Via del Agua / Yorba Linda Boulevard	Yorba Linda

5.4 PROJECT MITIGATION MEASURES

Improvement strategies have been recommended at the study area intersection that has been identified as impacted to reduce the location's peak hour delay and improve the associated LOS grade to LOS "D" or better. As shown on Table 5-1, the addition of Project traffic has the potential to worsen the peak hour operations of the following intersection, potentially resulting in a significant impact:

Via del Agua / Yorba Linda Boulevard (#11) – Although the intersection is currently operating at unacceptable LOS (i.e., LOS "F") during the AM peak hour under Existing (2012) traffic conditions, the addition of Project traffic (as measure by 50 or more peak hour trips) is anticipated to contribute to the deficiency at this intersection. Based on the stated significance threshold for intersections already operating at LOS "E" or LOS "F" under pre-project conditions, the impact is considered **"significant"**.

The following intersection improvements are recommended to reduce Opening Year (2015) impacts to **"less-than-significant"**:

Recommended Improvement – Via del Agua / Yorba Linda Boulevard (#11):

- Install a traffic signal.

The effectiveness of the proposed recommended improvement is presented in Table 5-2 for E+P traffic conditions. Worksheets for E+P traffic conditions, with improvements, ICU calculations are provided in Appendix "5.2".

Table 5-2

Existing Plus Project Peak Hour Intersection Level of Service, with Improvements

#	Intersection	Traffic Control ²	Intersection Approach Lanes ¹				AM Peak Hour		PM Peak Hour	
			Northbound	Southbound	Eastbound	Westbound	ICU or (Delay) ³	LOS	ICU or (Delay) ³	LOS
11	Via del Agua / Yorba Linda Bl.									
	- Without Improvements	CSS	0 0 0	0 1 0	1 2 0	0 2 d	(>50.0)	F	(>50.0)	F
	- With Improvements	TS	0 0 0	0 1 0	1 2 0	0 2 d	0.48	A	0.45	A

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes (minimum 20-feet).

L = Left; T = Through; R = Right; > = Right-turn Overlap Phasing; d = Defacto Right Turn Lane; 1 = Improvement

² CSS = Cross-Street Stop; AWS = All-Way Stop; TS = Traffic Signal

³ ICU reported as a volume-to-capacity ratio (for signalized intersections) and HCM delay reported in seconds (for unsignalized intersections). Level of service calculated using the following analysis software: Traffix, Version 8.0 R1 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

BOLD = Unsatisfactory LOS

6.0 OPENING YEAR (2015) TRAFFIC ANALYSIS

This section discusses the methods used to develop Opening Year (2015) without and with Project traffic forecasts, and the resulting intersection operations.

6.1 OPENING YEAR (2015) WITHOUT PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes Existing (2012) traffic volumes plus an ambient growth factor of 3.03% plus traffic from pending and approved, but not yet constructed known development projects in the area. The weekday ADT volumes which can be expected for Opening Year (2015) without Project traffic conditions are shown on Exhibit 6-1 with AM and PM peak hour intersection turning movement volumes shown on Exhibits 6-2 and 6-3.

6.2 OPENING YEAR (2015) WITH PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes existing (2012) traffic volumes, an ambient growth factor of 3.03, traffic from pending and approved but not yet constructed known development projects in the area and the addition of Project traffic. The weekday ADT volumes which can be expected for Opening Year (2015) with Project traffic conditions are shown on Exhibit 6-4. Exhibits 6-5 and 6-6 show the AM and PM peak hour intersection turning movement volumes for Opening Year (2015) with Project traffic conditions.

6.3 INTERSECTION OPERATIONS ANALYSIS

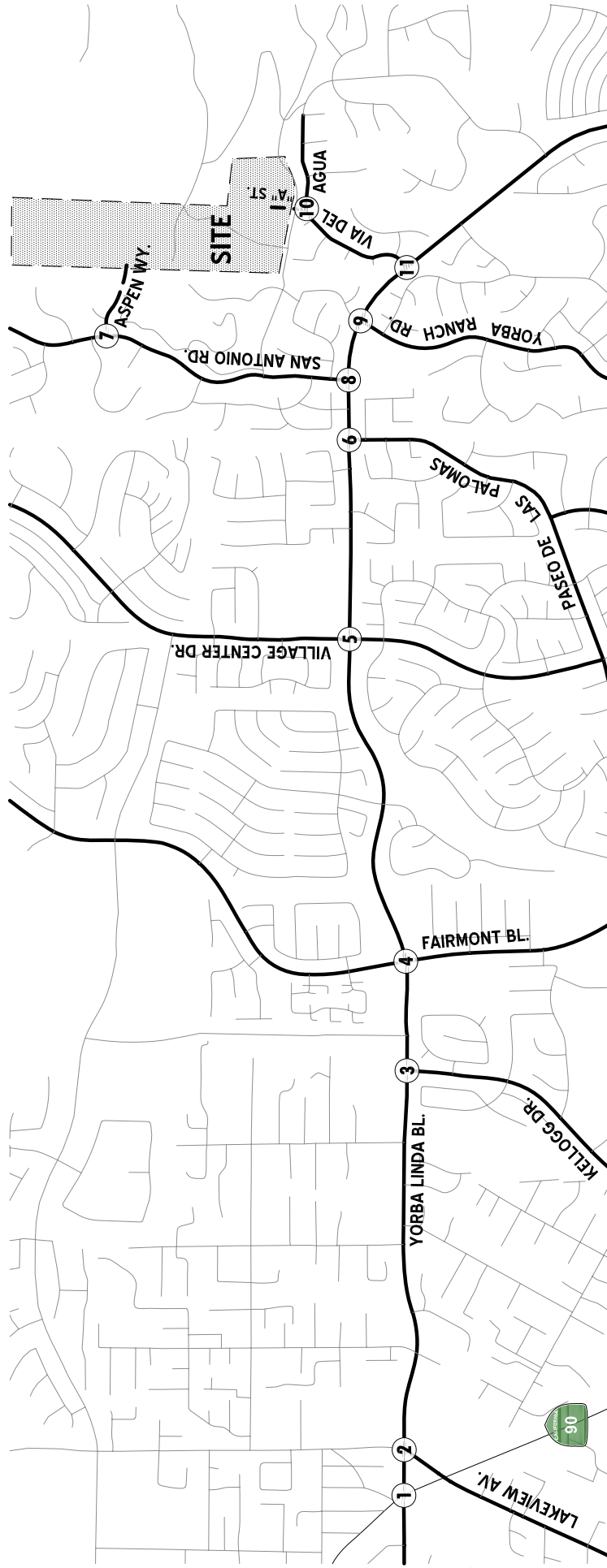
LOS calculations were conducted for the study intersections to evaluate their operations under Opening Year (2015) conditions with existing roadway and intersection geometrics, consistent with Exhibit 3-1. As shown in Table 6-1, all of the study area intersections are anticipated to operate at acceptable LOS during the peak hours for without Project traffic conditions, with the exception of the intersection of Via del Agua at Yorba Linda Boulevard (LOS "F" during the AM and PM peak hours). It should be noted that this finding is consistent with Existing (2012) traffic conditions. As shown on Table 6-2, the addition of Project traffic is anticipated to worsen the delay at the intersection of Via del Agua at Yorba Linda Boulevard; however, no additional study area intersections are anticipated to operate at unacceptable LOS with the addition of Project traffic. Exhibit 6-7 presents the study area intersection LOS for Opening Year (2015) without Project conditions and Exhibit 6-8 presents the study area intersection LOS for Opening Year (2015) with Project conditions.



10.0 = VEHICLES PER DAY (1000'S)



EXHIBIT 6-2 OPENING YEAR (2015) WITHOUT PROJECT AM PEAK HOUR INTERSECTION VOLUMES



1 Imperial Hwy. & Yorba Linda Bl. 699 599 403 36 175 1108 278 37 364 238	2 Lakeview Av. & Yorba Linda Bl. 52 1170 78 138 132 662 231	3 Kellogg Dr. & Yorba Linda Bl. 1267 384 106 71	4 Fairmont Bl. & Yorba Linda Bl. 103 994 98 965 48 195 513 206	5 Village Center Dr. & Yorba Linda Bl. 401 869 377 146 128 80 519 54	6 Paseo De Las Palomas & Yorba Linda Bl. 123 47 801 22 1193 69
7 San Antonio Rd. & Aspen Wy. 3 5 13 56 4 2	8 San Antonio Rd. & Yorba Linda Bl. 54 1314 117 73 27 1042 1	9 Yorba Ranch Rd. & Yorba Linda Bl. 10 1289 56 22 6 1074 84	10 Street 'A' & Via Del Agua 0 197 0 61	11 Via Del Agua & Yorba Linda Bl. 12 1154 201 65 1075	

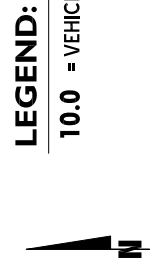
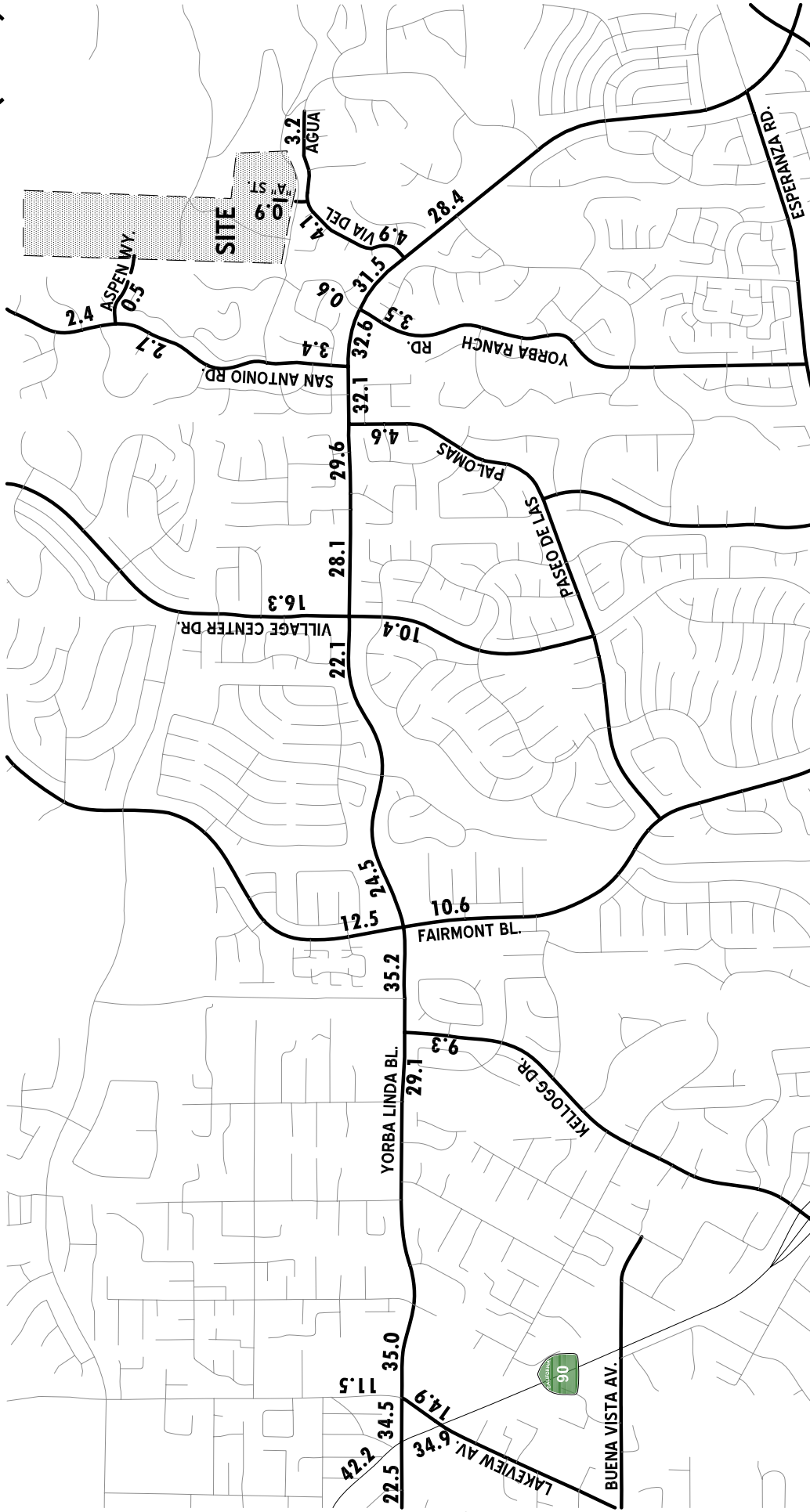




1	Imperial Hwy. & Yorba Linda Bl.	$\begin{array}{c} 581 \\ \downarrow \\ 549 \\ \downarrow \\ 754 \\ \downarrow \\ 1040 \\ \downarrow \\ 69 \end{array}$	$\begin{array}{c} 67 \\ \downarrow \\ 968 \\ \downarrow \\ 176 \\ \downarrow \\ 134 \\ \downarrow \\ 181 \\ \downarrow \\ 131 \end{array}$	2	Lakeview Av. & Yorba Linda Bl.	$\begin{array}{c} 208 \\ \downarrow \\ 296 \\ \downarrow \\ 274 \\ \downarrow \\ 154 \\ \downarrow \\ 1317 \\ \downarrow \\ 110 \end{array}$	$\begin{array}{c} 245 \\ \downarrow \\ 1006 \\ \downarrow \\ 245 \\ \downarrow \\ 90 \\ \downarrow \\ 646 \\ \downarrow \\ 283 \end{array}$	3	Kellogg Dr. & Yorba Linda Bl.	$\begin{array}{c} 407 \\ \downarrow \\ 60 \\ \downarrow \\ 1364 \\ \downarrow \\ 72 \end{array}$	$\begin{array}{c} 947 \\ \downarrow \\ 246 \\ \downarrow \\ 142 \\ \downarrow \\ 211 \\ \downarrow \\ 171 \end{array}$	4	Fairmont Bl. & Yorba Linda Bl.	$\begin{array}{c} 79 \\ \downarrow \\ 674 \\ \downarrow \\ 51 \\ \downarrow \\ 330 \\ \downarrow \\ 1015 \\ \downarrow \\ 245 \end{array}$	$\begin{array}{c} 199 \\ \downarrow \\ 143 \\ \downarrow \\ 83 \\ \downarrow \\ 199 \\ \downarrow \\ 1015 \\ \downarrow \\ 245 \end{array}$	5	Village Center Dr. & Yorba Linda Bl.	$\begin{array}{c} 205 \\ \downarrow \\ 591 \\ \downarrow \\ 133 \\ \downarrow \\ 415 \\ \downarrow \\ 276 \\ \downarrow \\ 84 \end{array}$	$\begin{array}{c} 155 \\ \downarrow \\ 893 \\ \downarrow \\ 86 \\ \downarrow \\ 1299 \\ \downarrow \\ 44 \end{array}$	6	Paseo De Las Palomas & Yorba Linda Bl.	$\begin{array}{c} 1090 \\ \downarrow \\ 147 \end{array}$	$\begin{array}{c} 150 \\ \downarrow \\ 42 \end{array}$	7	San Antonio Rd. & Aspen Wy.	$\begin{array}{c} 7 \\ \downarrow \\ 0 \\ \downarrow \\ 110 \end{array}$	$\begin{array}{c} 13 \\ \downarrow \\ 83 \end{array}$	8	San Antonio Rd. & Yorba Linda Bl.	$\begin{array}{c} 78 \\ \downarrow \\ 1136 \\ \downarrow \\ 20 \\ \downarrow \\ 56 \\ \downarrow \\ 1400 \\ \downarrow \\ 1 \end{array}$	$\begin{array}{c} 208 \\ \downarrow \\ 296 \\ \downarrow \\ 274 \\ \downarrow \\ 154 \\ \downarrow \\ 1317 \\ \downarrow \\ 110 \end{array}$	9	Yorba Ranch Rd. & Yorba Linda Bl.	$\begin{array}{c} 14 \\ \downarrow \\ 1156 \\ \downarrow \\ 46 \\ \downarrow \\ 20 \\ \downarrow \\ 1362 \\ \downarrow \\ 96 \end{array}$	$\begin{array}{c} 48 \\ \downarrow \\ 90 \\ \downarrow \\ 20 \\ \downarrow \\ 1362 \\ \downarrow \\ 96 \end{array}$	10	Street "A" & Via Del Agua	$\begin{array}{c} 0 \\ \downarrow \\ 0 \\ \downarrow \\ 0 \end{array}$	$\begin{array}{c} 118 \\ \downarrow \\ 202 \end{array}$	11	Via Del Agua & Yorba Linda Bl.	$\begin{array}{c} 34 \\ \downarrow \\ 1086 \\ \downarrow \\ 130 \\ \downarrow \\ 199 \\ \downarrow \\ 1213 \end{array}$	$\begin{array}{c} 205 \\ \downarrow \\ 591 \\ \downarrow \\ 133 \\ \downarrow \\ 415 \\ \downarrow \\ 276 \\ \downarrow \\ 84 \end{array}$



EXHIBIT 6-4 OPENING YEAR (2015) WITH PROJECT AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

10.0 = VEHICLES PER DAY (1000'S)



EXHIBIT 6-5 OPENING YEAR (2015) WITH PROJECT AM PEAK HOUR INTERSECTION VOLUMES



1 Imperial Hwy. & Yorba Linda Bl. 36 962 405 705 602 211	2 Lakeview Av. & Yorba Linda Bl. 138 276 78 53 1179 288	3 Kellogg Dr. & Yorba Linda Bl. 659 71 106 245 1282 386	4 Fairmont Bl. & Yorba Linda Bl. 48 96 99 106 1011 153	5 Village Center Dr. & Yorba Linda Bl. 128 146 377 403 894 80	6 Paseo De Las Palomas & Yorba Linda Bl. 812 22 47 124 1225 74
7 San Antonio Rd. & Aspen Wy. 13 2 56 7 15	8 San Antonio Rd. & Yorba Linda Bl. 77 123 56 1348 1054 1	9 Yorba Ranch Rd. & Yorba Linda Bl. 22 58 1324 10 86 45	10 Street 'A' & Via Del Agua 18 61 0 197 0 19	11 Via Del Agua & Yorba Linda Bl. 236 52 19 1156 77 1080	



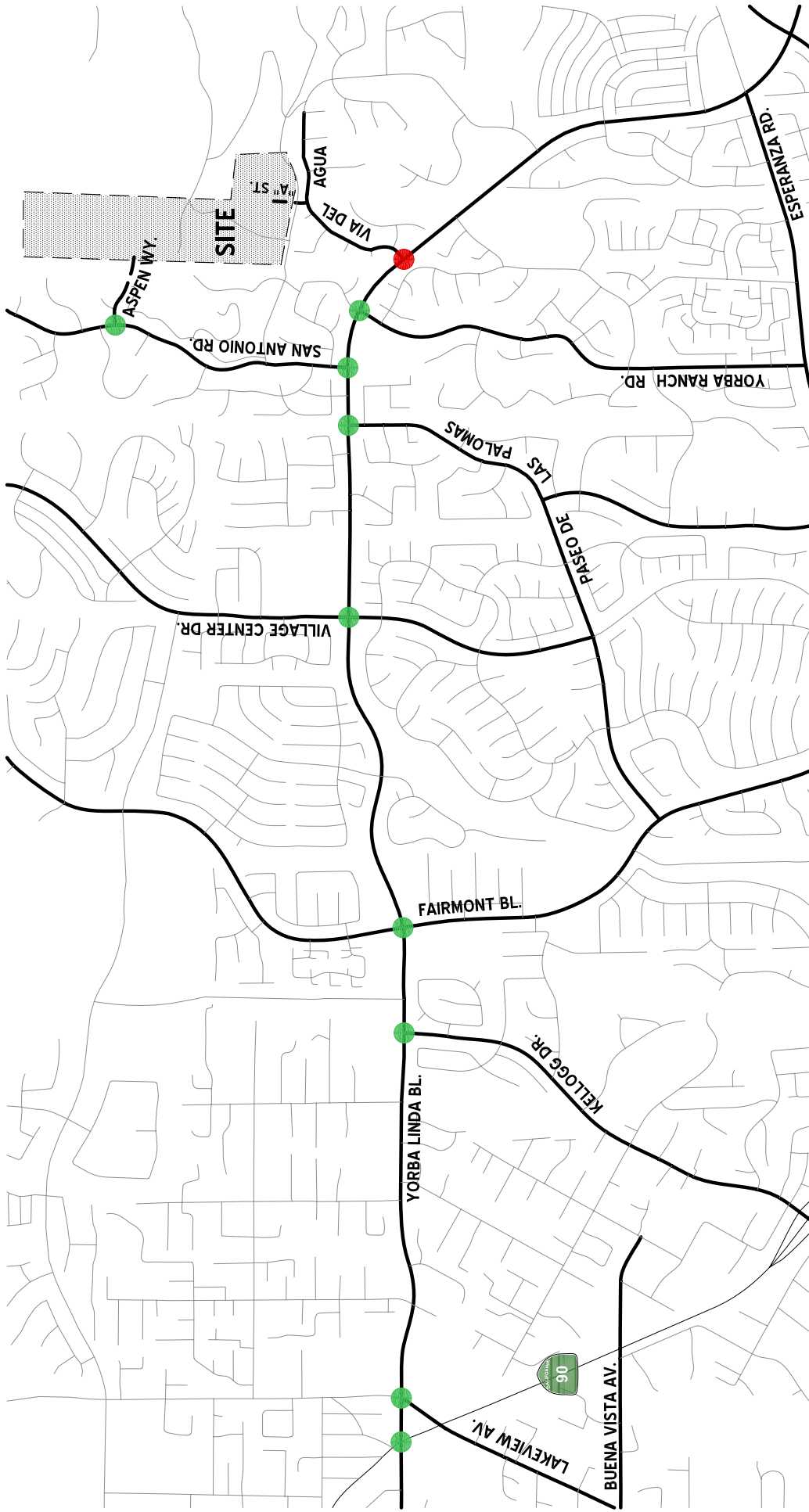
EXHIBIT 6-6 **OPENING YEAR (2015) WITH PROJECT** **PM PEAK HOUR INTERSECTION VOLUMES**



1 Imperial Hwy. & Yorba Linda Bl. 585 551 761 1040 69 90 650 283	2 Lakeview Av. & Yorba Linda Bl. 68 974 179 154 1328 110 183 1006 245	3 Kellogg Dr. & Yorba Linda Bl. 957 247 1381 72 409 80	4 Fairmont Bl. & Yorba Linda Bl. 80 685 54 145 171 21 330 1035 245	5 Village Center Dr. & Yorba Linda Bl. 206 607 136 155 923 86 117 229 33	6 Paseo De Las Palomas & Yorba Linda Bl. 1111 150 1336 44 42 56
7 San Antonio Rd. & Aspen Wy. 7 13 8 24 10 110	8 San Antonio Rd. & Yorba Linda Bl. 85 1158 60 1439 1 1 14 1184 47	9 Yorba Ranch Rd. & Yorba Linda Bl. 14 1184 47 20 1404 96 14 1184 47	10 Street 'A' & Via Del Agua 0 118 61 202	11 Via Del Agua & Yorba Linda Bl. 55 1092 240 1216	



EXHIBIT 6-7 OPENING YEAR (2015) WITHOUT PROJECT PEAK HOUR INTERSECTION LOS



LEGEND:

- ACCEPTABLE AM PEAK HOUR LOS
- DEFICIENT AM PEAK HOUR LOS
- ACCEPTABLE PM PEAK HOUR LOS
- DEFICIENT PM PEAK HOUR LOS





Table 6-1

Opening Year (2015) Without Project Peak Hour Intersection Level of Service

#	Intersection	Traffic Control ²	Intersection Approach Lanes ¹				AM Peak Hour		PM Peak Hour	
			Northbound	Southbound	Eastbound	Westbound	ICU or (Delay) ³	LOS	ICU or (Delay) ³	LOS
1	Imperial Hwy. / Yorba Linda Bl.	TS	1 3 0	2 3 0	1 3 0	1 2 2>	0.68	B	0.78	C
2	Lakeview Av. / Yorba Linda Bl.	TS	1 2 1>	1 2 0	1 3 0	1 3 0	0.59	A	0.63	B
3	Kellogg Dr. / Yorba Linda Bl.	TS	1 0 1>	0 0 0	0 3 0	2 3 0	0.47	A	0.68	B
4	Fairmont Bl. / Yorba Linda Bl.	TS	2 2 0	1 1 2>	1 3 1>	1 3 0	0.63	B	0.55	A
5	Village Center Dr. / Yorba Linda Bl.	TS	1 2 d	2 2 0	1 2 d	1 2 1	0.50	A	0.58	A
6	Paseo del las Palomas / Yorba Linda Bl.	TS	1 0 1	0 0 0	0 2 d	1 2 0	0.47	A	0.61	B
7	San Antonio Rd. / Aspen Wy.	AWS	0 1 d	0 1 0	0 0 0	1 0 d	(8.2)	A	(8.2)	A
8	San Antonio Rd. / Yorba Linda Bl.	TS	0 1 0	1 1 0	1 2 d	0 2 d	0.53	A	0.51	A
9	Yorba Ranch Rd. / Yorba Linda Bl.	TS	1 1 1	1 1 0	1 2 d	1 2 d	0.48	A	0.54	A
10	Street "A" / Via del Agua		Future Intersection							
11	Via del Agua / Yorba Linda Bl.	CSS	0 0 0	0 1 0	1 2 0	0 2 d	(>50.0)	F	(>50.0)	F

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes (minimum 20-feet).

L = Left; T = Through; R = Right; > = Right-turn Overlap Phasing; d = Defacto Right Turn Lane; 1 = Improvement

² CSS = Cross-Street Stop; AWS = All-Way Stop; TS = Traffic Signal

³ ICU reported as a volume-to-capacity ratio (for signalized intersections) and HCM delay reported in seconds (for unsignalized intersections). Level of service calculated using the following analysis software: Traffix, Version 8.0 R1 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

BOLD = Unsatisfactory LOS

Table 6-2

Opening Year (2015) With Project Peak Hour Intersection Level of Service

#	Intersection	Traffic Control ²	Intersection Approach Lanes ¹				AM Peak Hour		PM Peak Hour	
			Northbound	Southbound	Eastbound	Westbound	ICU or (Delay) ³	LOS	ICU or (Delay) ³	LOS
1	Imperial Hwy. / Yorba Linda Bl.	TS	1 3 0	2 3 0	1 3 0	1 2 2>	0.69	B	0.79	C
2	Lakeview Av. / Yorba Linda Bl.	TS	1 2 1>	1 2 0	1 3 0	1 3 0	0.60	A	0.63	B
3	Kellogg Dr. / Yorba Linda Bl.	TS	1 0 1>	0 0 0	0 3 0	2 3 0	0.48	A	0.69	B
4	Fairmont Bl. / Yorba Linda Bl.	TS	2 2 0	1 1 2>	1 3 1>	1 3 0	0.63	B	0.55	A
5	Village Center Dr. / Yorba Linda Bl.	TS	1 2 d	2 2 0	1 2 d	1 2 1	0.51	A	0.59	A
6	Paseo del las Palomas / Yorba Linda Bl.	TS	1 0 1	0 0 0	0 2 d	1 2 0	0.48	A	0.62	B
7	San Antonio Rd. / Aspen Wy.	AWS	0 1 d	0 1 0	0 0 0	1 0 d	(8.2)	A	(8.2)	A
8	San Antonio Rd. / Yorba Linda Bl.	TS	0 1 0	1 1 0	1 2 d	0 2 d	0.54	A	0.52	A
9	Yorba Ranch Rd. / Yorba Linda Bl.	TS	1 1 1	1 1 0	1 2 d	1 2 d	0.49	A	0.55	A
10	Street "A" / Via del Agua	CSS	0 0 0	0 <u>1</u> 0	0 1 0	0 1 0	(10.2)	B	(9.2)	A
11	Via del Agua / Yorba Linda Bl.	CSS	0 0 0	0 1 0	1 2 0	0 2 d	(>50.0)	F	(>50.0)	F

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes (minimum 20-feet).

L = Left; T = Through; R = Right; > = Right-turn Overlap Phasing; d = Defacto Right Turn Lane; 1 = Improvement

² CSS = Cross-Street Stop; AWS = All-Way Stop; TS = Traffic Signal

³ ICU reported as a volume-to-capacity ratio (for signalized intersections) and HCM delay reported in seconds (for unsignalized intersections). Level of service calculated using the following analysis software: Traffix, Version 8.0 R1 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

BOLD = Unsatisfactory LOS

The ICU and HCM intersection operations analysis worksheets for Opening Year (2015) without Project traffic conditions are included in Appendix “6.1” of this TIA. The ICU and HCM intersection operations analysis worksheets for Opening Year (2015) with Project traffic conditions are included in Appendix “6.2” of this TIA.

6.4 POTENTIAL IMPACTS

The following study area intersection was found to be impacted by the Project for Opening Year (2015) traffic conditions:

ID	Intersection Location	Location
11	Via del Agua / Yorba Linda Boulevard	Yorba Linda

6.5 PROJECT MITIGATION MEASURES

Improvement strategies have been recommended at the study area intersection that has been identified as impacted to reduce the location’s peak hour delay and improve the associated LOS grade to LOS “D” or better. As shown on Table 6-2, the addition of Project traffic has the potential to worsen the peak hour operations of the following intersection, potentially resulting in a significant impact:

Via del Agua / Yorba Linda Boulevard (#11) – Although the intersection is currently operating at unacceptable LOS (i.e., LOS “F”) during the PM peak hour under Existing (2012) traffic conditions, the addition of Project traffic (as measure by 50 or more peak hour trips) is anticipated to contribute to the deficiency at this intersection. Based on the stated significance threshold for intersections already operating at LOS “E” or LOS “F” under pre-project conditions, the impact is considered **“significant”**.

The following intersection improvements are recommended to reduce Opening Year (2015) impacts to **“less-than-significant”**:

Recommended Improvement – Via del Agua / Yorba Linda Boulevard (#11):

- Install a traffic signal.

The effectiveness of the proposed recommended improvement is presented in Table 6-3 for Opening Year (2015) with Project traffic conditions. Worksheets for Opening Year (2015) traffic conditions, with improvements, ICU calculations are provided in Appendix “6.3”.

Table 6-3

Opening Year (2015) With Project Peak Hour Intersection Level of Service, with Improvements

#	Intersection	Traffic Control ²	Intersection Approach Lanes ¹				AM Peak Hour		PM Peak Hour	
			Northbound	Southbound	Eastbound	Westbound	ICU or (Delay) ³	LOS	ICU or (Delay) ³	LOS
11	Via del Agua / Yorba Linda Bl.									
	- Without Improvements	CSS	0 0 0	0 1 0	1 2 0	0 2 d	(>50.0)	F	(>50.0)	F
	- With Improvements	TS	0 0 0	0 1 0	1 2 0	0 2 d	0.67	B	0.64	B

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes (minimum 20-feet).

L = Left; T = Through; R = Right; > = Right-turn Overlap Phasing; d = Defacto Right Turn Lane; 1 = Improvement

² CSS = Cross-Street Stop; AWS = All-Way Stop; TS = Traffic Signal

³ ICU reported as a volume-to-capacity ratio (for signalized intersections) and HCM delay reported in seconds (for unsignalized intersections). Level of service calculated using the following analysis software: Traffix, Version 8.0 R1 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

BOLD = Unsatisfactory LOS

6.6 ALTERNATIVE ACCESS VIA ASPEN WAY FOR ESPERANZA HILLS PROJECT

It is our understanding that the Esperanza Hills cumulative project, which is located in close proximity to the proposed Cielo Vista development, is considering an alternative access via Aspen Way as opposed to the Project's preferred access to Via Del Agua/Stonehaven Drive. As such, an additional analysis has been performed for the intersections that could potentially be affected by the change in travel patterns resulting from the proposed access alternative via Aspen Way for the Esperanza Hills cumulative project. The purpose of assessing the access alternative is to identify any additional near-term cumulative impacts that could potentially occur with the change in proposed access.

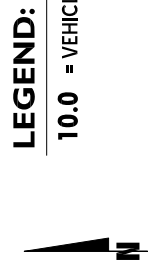
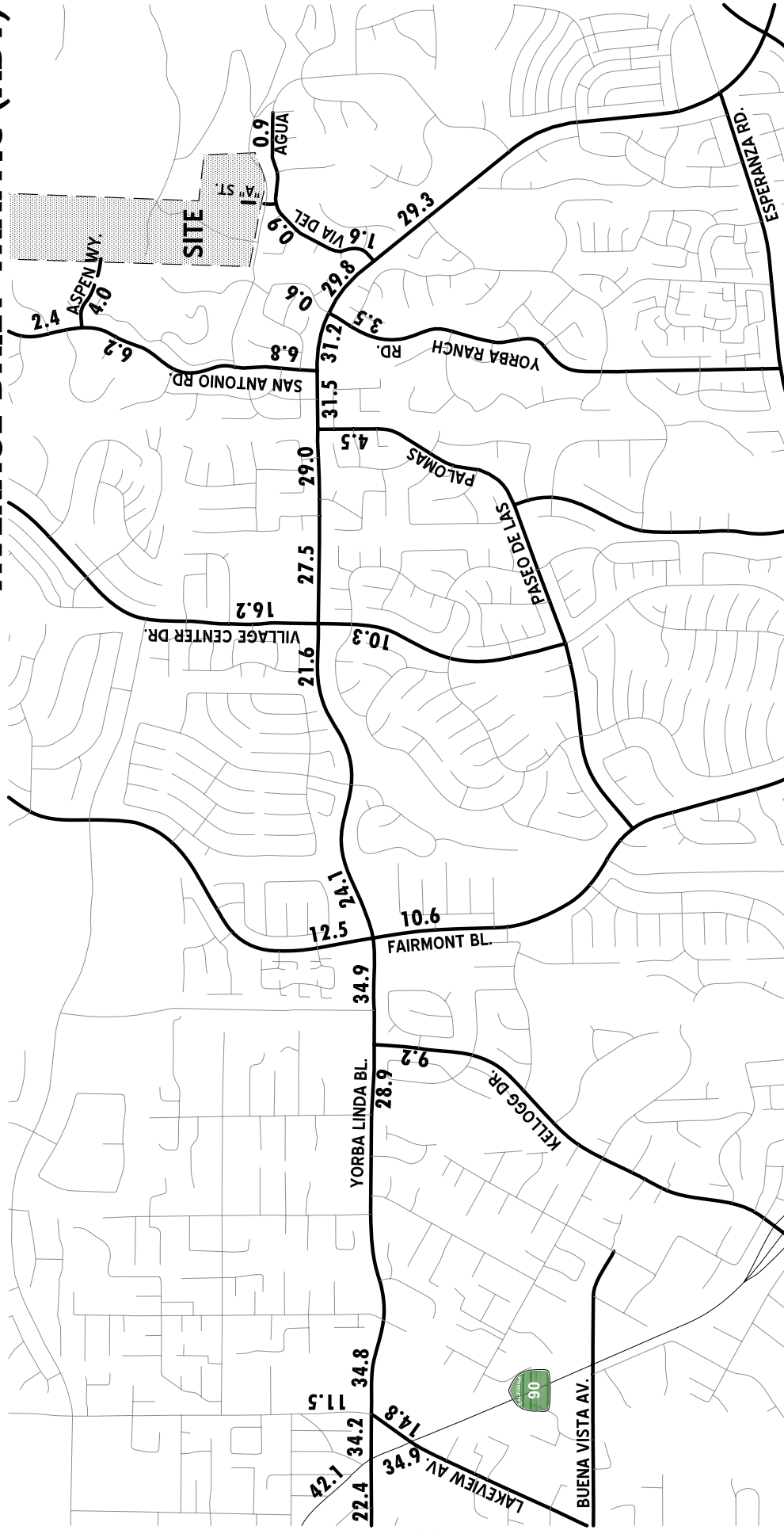
6.6.1 OPENING YEAR (2015) TRAFFIC VOLUME FORECASTS

The weekday ADT volumes which can be expected for Opening Year (2015) without Project traffic conditions, with access alternative via Aspen Way, are shown on Exhibit 6-9 with AM and PM peak hour intersection turning movement volumes shown on Exhibits 6-10 and 6-11. The weekday ADT volumes which can be expected for Opening Year (2015) with Project traffic conditions, with access alternative via Aspen Way, are shown on Exhibit 6-12. Exhibits 6-13 and 6-14 show the AM and PM peak hour intersection turning movement volumes for Opening Year (2015) with Project traffic conditions, with access alternative via Aspen Way.

6.6.2 OPENING YEAR (2015) INTERSECTION OPERATIONS ANALYSIS

As shown in Table 6-4, all of the study area intersections are anticipated to operate at acceptable LOS during the peak hours for without Project traffic conditions, with the exception of the intersection of Via del Agua at Yorba Linda Boulevard (LOS "F" during the AM and PM peak hours). It should be noted that this finding is consistent with both Existing (2012) traffic conditions and Opening Year (2015) without Project conditions, with preferred access (discussed previously in Section 6.3 *Intersection Operations Analysis*). As shown on Table 6-5, the addition of Project traffic is anticipated to worsen the delay at the intersection of Via del Agua at Yorba Linda Boulevard; however, no additional study area intersections are anticipated to operate at unacceptable LOS with the addition of Project traffic. Exhibit 6-15 presents the study area intersection LOS for Opening Year (2015) without Project conditions, with access alternative via Aspen Way, and Exhibit 6-16 presents the study area intersection LOS for Opening Year (2015) with Project conditions, with access alternative via Aspen Way.

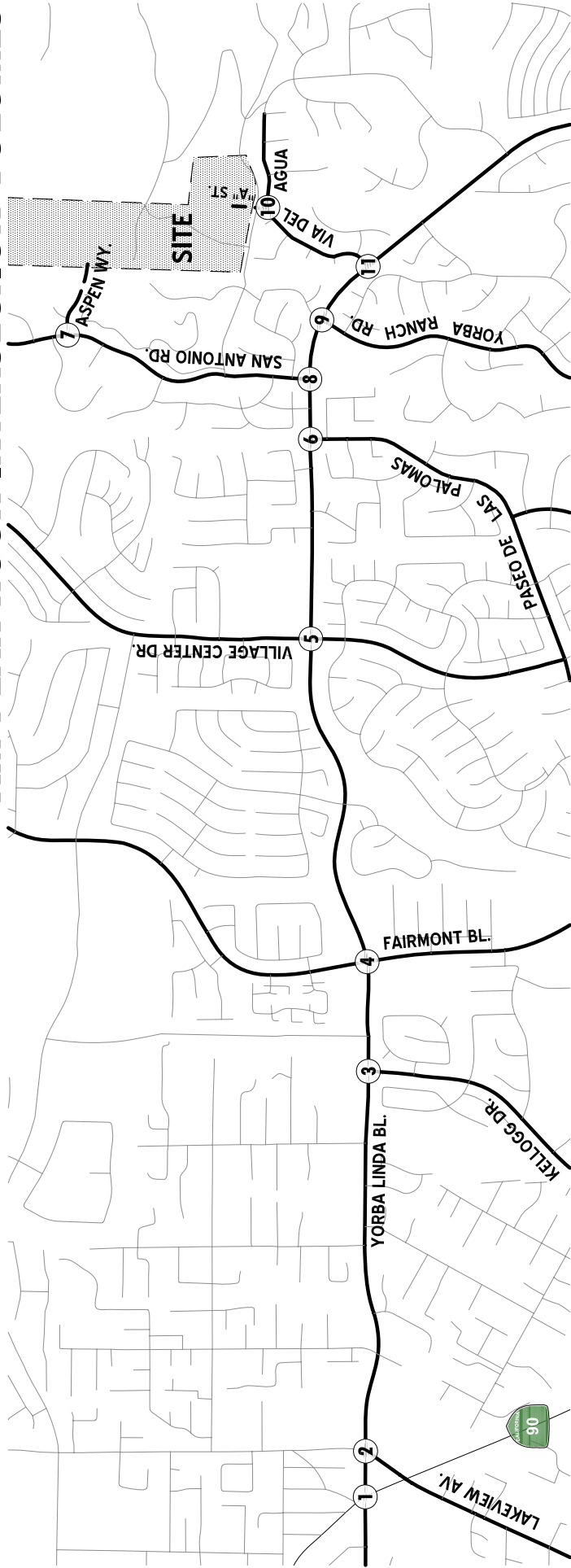
OPENING YEAR (2015) WITHOUT PROJECT ACCESS ALTERNATIVE VIA ASPEN WAY AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

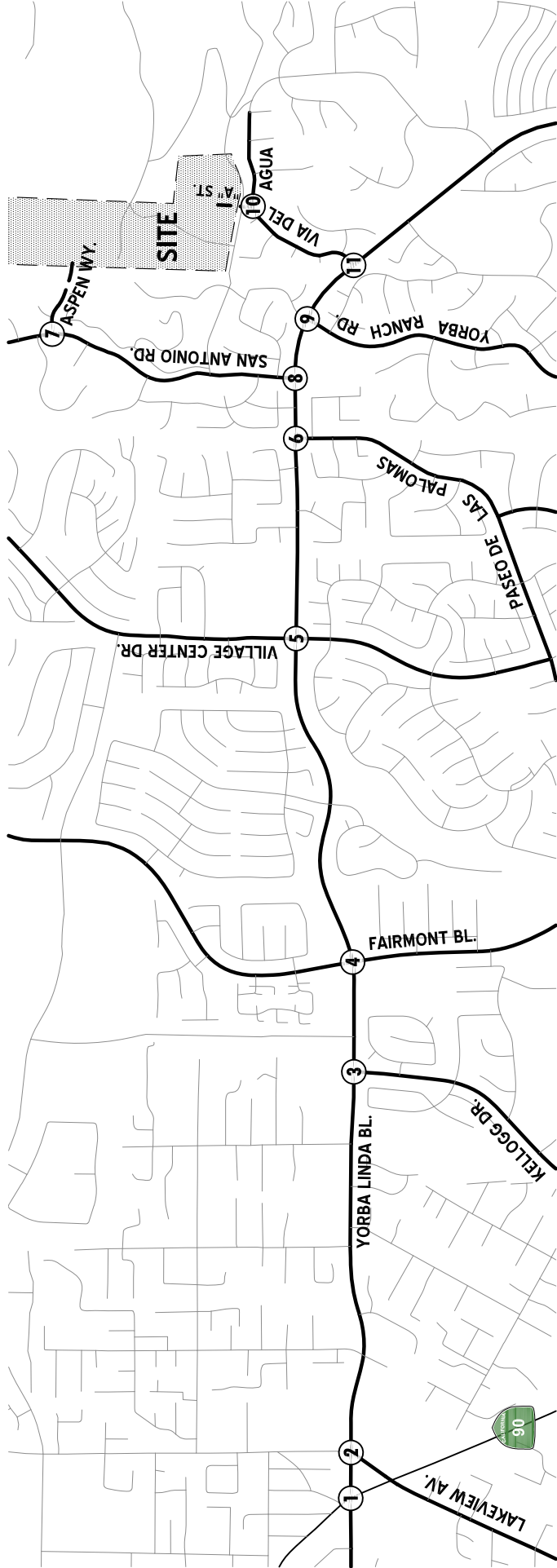
EXHIBIT 6-10 OPENING YEAR (2015) WITHOUT PROJECT ACCESS ALTERNATIVE VIA ASPEN WAY AM PEAK HOUR INTERSECTION VOLUMES



1 Imperial Hwy. & Yorba Linda Bl. 36 962 403 699 599 175 1108 278 37 364 238	2 Lakeview Av. & Yorba Linda Bl. 138 876 78 52 1170 146 178 132 662 231	3 Kellogg Dr. & Yorba Linda Bl. 654 71 106 244 1267 384	4 Fairmont Bl. & Yorba Linda Bl. 48 265 98 103 994 148 195 513 206	5 Village Center Dr. & Yorba Linda Bl. 128 146 377 401 869 75 80 519 54	6 Paseo De Las Palomas & Yorba Linda Bl. 801 22 47 123 1193 69
7 San Antonio Rd. & Aspen Wy. 13 2 56 76 217 3	8 San Antonio Rd. & Yorba Linda Bl. 200 202 0 83 1186 402 2 70 999 1	9 Yorba Ranch Rd. & Yorba Linda Bl. 22 6 1109 90 10 1188 50 42 70 90	10 Street 'A' & Via Del Agua 0 0 0 0 59 14	11 Via Del Agua & Yorba Linda Bl. 67 3 11 1181 20 1153	



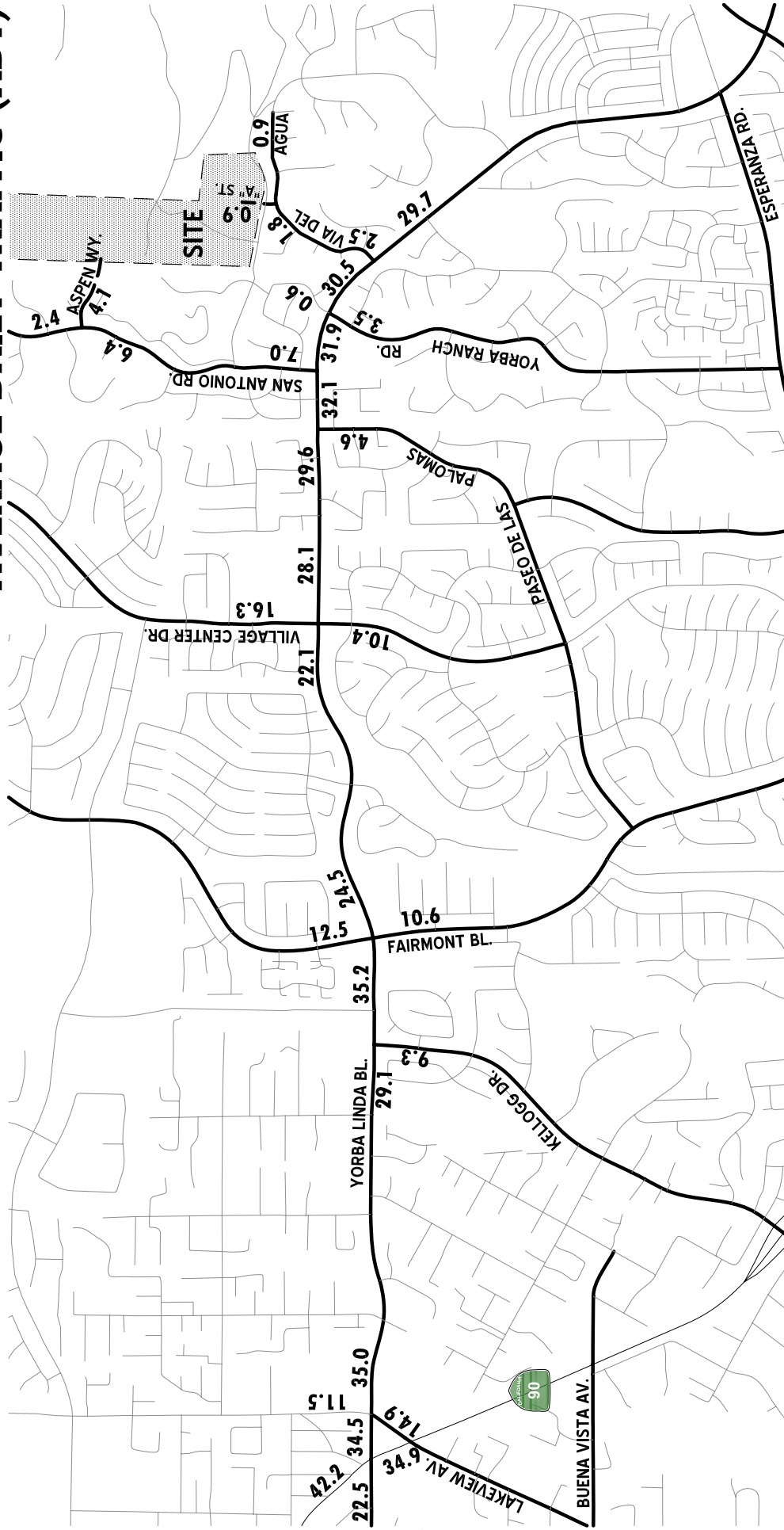
EXHIBIT 6-11 OPENING YEAR (2015) WITHOUT PROJECT ACCESS ALTERNATIVE VIA ASPEN WAY PM PEAK HOUR INTERSECTION VOLUMES



1 Imperial Hwy. & Yorba Linda Bl. 581 549 754 1040 69 90 646 283	2 Lakeview Av. & Yorba Linda Bl. 67 968 176 132 132 154 1317 110	3 Kellogg Dr. & Yorba Linda Bl. 947 246 407 60 1364 72	4 Fairmont Bl. & Yorba Linda Bl. 79 674 51 142 171 21 330 1015 245	5 Village Center Dr. & Yorba Linda Bl. 205 591 133 155 893 86 155 893 86	6 Paseo De Las Palomas & Yorba Linda Bl. 1090 147 1299 44
7 San Antonio Rd. & Aspen Wy. 7 147 83 255 1255 1	8 San Antonio Rd. & Yorba Linda Bl. 175 1052 129 0 201 1255 1	9 Yorba Ranch Rd. & Yorba Linda Bl. 14 1162 42 20 1269 100	10 Street 'A' & Via Del Agua 0 27 0 45	11 Via Del Agua & Yorba Linda Bl. 29 1176 47 1265	



OPENING YEAR (2015) WITH PROJECT ACCESS ALTERNATIVE VIA ASPEN WAY AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

10.0 = VEHICLES PER DAY (1000'S)



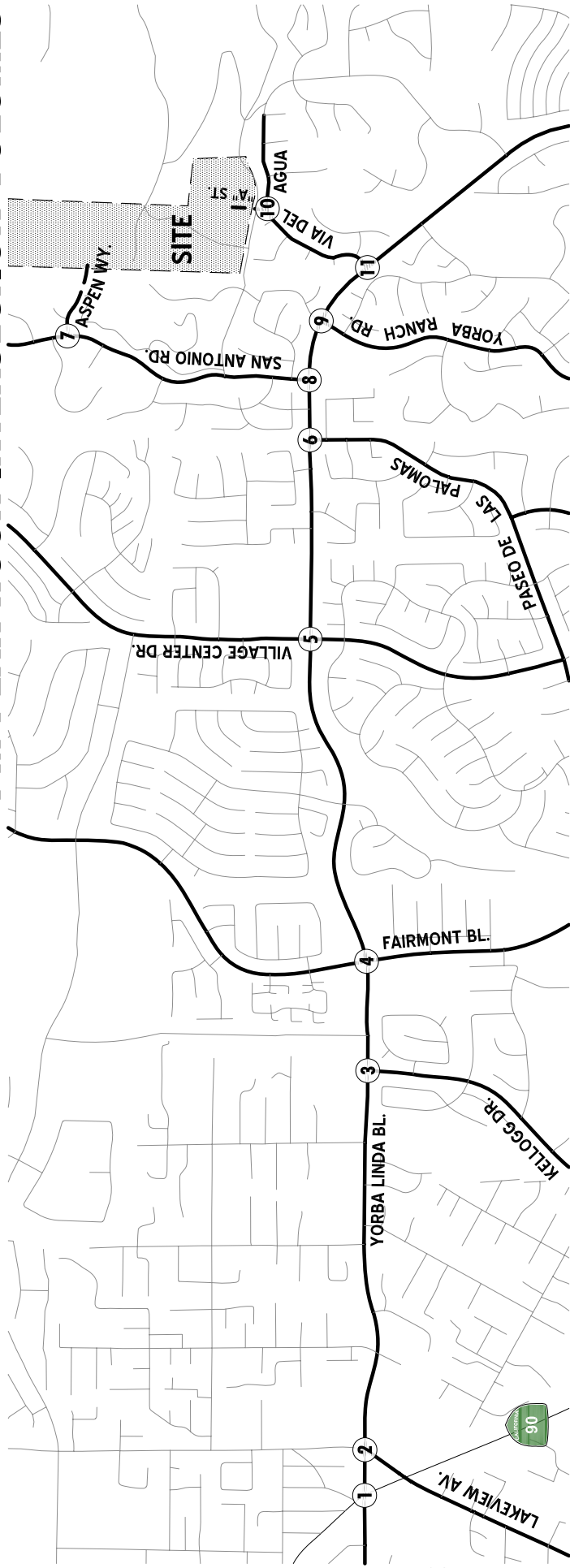
EXHIBIT 6-13 **OPENING YEAR (2015) WITH PROJECT ACCESS ALTERNATIVE VIA ASPEN WAY AM PEAK HOUR INTERSECTION VOLUMES**



1 Imperial Hwy. & Yorba Linda Bl.	705 602 405 36 1105 808 278 365 238 37 962 405	2 Lakeview Av. & Yorba Linda Bl.	53 1179 78 138 146 178 178 665 231 171 178 178 276 231	3 Kellogg Dr. & Yorba Linda Bl.	1282 386 106 245 71 659 71	4 Fairmont Bl. & Yorba Linda Bl.	106 1011 99 265 48 1011 153 195 519 206 71 230 15 519 206	5 Village Center Dr. & Yorba Linda Bl.	403 894 377 146 128 80 528 54 46 137 83 80 54	6 Paseo De Las Palomas & Yorba Linda Bl.	124 47 74 812 22 47 124		
7 San Antonio Rd. & Aspen Wy.	3 227 56 79 13 2	8 San Antonio Rd. & Yorba Linda Bl.	85 1220 208 204 1220 208 204 40 2 71 1010 1	9 Yorba Ranch Rd. & Yorba Linda Bl.	10 1224 51 42 70 6 1126 91 10 1224 51 6 1126 91	10 Street "A" & Via Del Agua	0 59 18 14 0 59	11 Via Del Agua & Yorba Linda Bl.	17 1183 32 1159 17 1183				



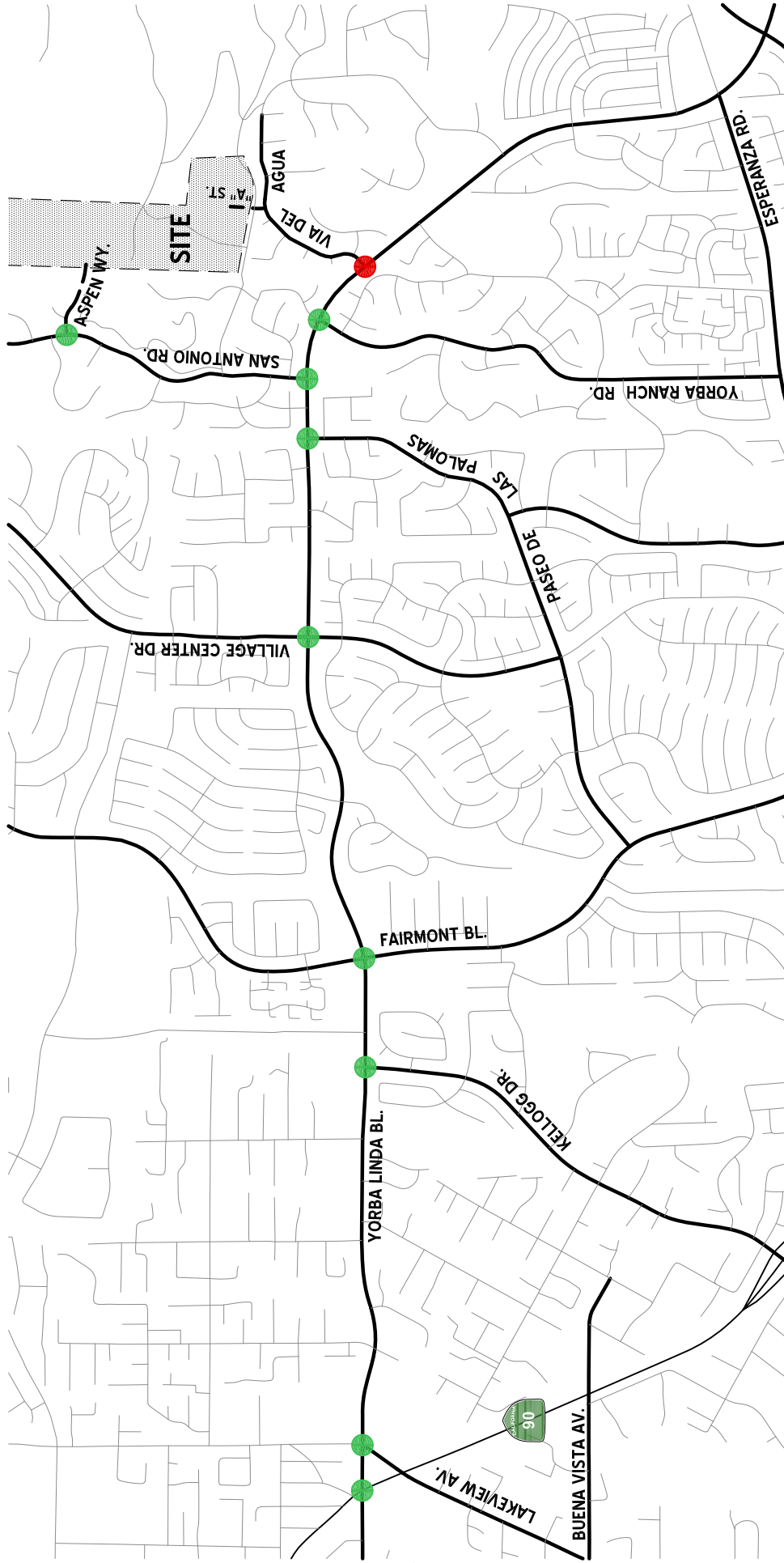
OPENING YEAR (2015) WITH PROJECT
ACCESS ALTERNATIVE VIA ASPEN WAY
PM PEAK HOUR INTERSECTION VOLUMES



1 Imperial Hwy. & Yorba Linda Bl.	2 Lakeview Av. & Yorba Linda Bl.	3 Kellogg Dr. & Yorba Linda Bl.	4 Fairmont Bl. & Yorba Linda Bl.	5 Village Center Dr. & Yorba Linda Bl.	6 Paseo De Las Palomas & Yorba Linda Bl.
← 585 ← 551 ← 761 ← 1040 ← 69 → 90 → 650 → 283 ↔ 1006 ↔ 245 ↔ 183	← 68 ← 974 ← 138 ← 179 → 154 → 1328 → 110 ↔ 962 ↔ 262 ↔ 80	← 957 ← 247 → 409 → 80 → 72 ↔ 1381 ↔ 1381	← 80 ← 685 ← 145 ← 171 ← 21 → 330 → 1035 → 245 ↔ 145 ↔ 195 ↔ 88	← 206 ← 607 ← 417 ← 276 ← 84 → 155 → 923 → 86 ↔ 229 ↔ 33 ↔ 117	← 1111 ← 150 → 1336 → 44 → 42 ↔ 56 ↔ 136
7 San Antonio Rd. & Aspen Wy.	8 San Antonio Rd. & Yorba Linda Bl.	9 Yorba Ranch Rd. & Yorba Linda Bl.	10 Street 'A' & Via Del Agua	11 Via Del Agua & Yorba Linda Bl.	
← 7 ← 153 → 83 → 266 → 110 ↔ 0 ↔ 1	← 181 ← 1074 → 133 → 206 → 1294 ↔ 0 ↔ 1	← 14 ← 1190 ← 43 → 20 → 1311 → 101 ↔ 98 ↔ 86 ↔ 42	← 0 ← 27 → 61 → 45 ↔ 0 ↔ 0	← 50 ← 1182 → 87 → 1268 ↔ 0 ↔ 0	



EXHIBIT 6-15 OPENING YEAR (2015) WITHOUT PROJECT ACCESS ALTERNATIVE VIA ASPEN WAY PEAK HOUR INTERSECTION LOS

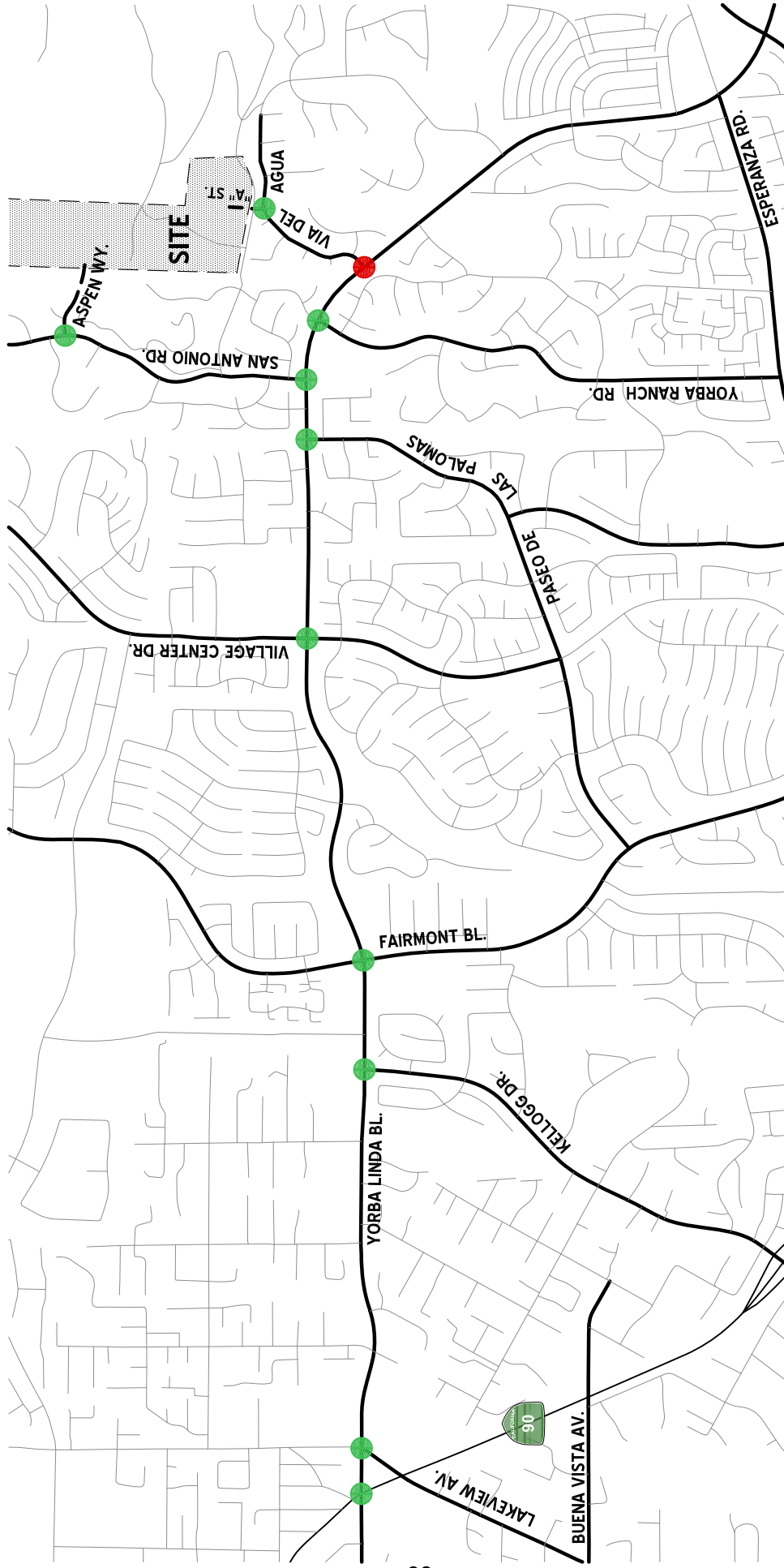


LEGEND:

- = ACCEPTABLE AM PEAK HOUR LOS
- = DEFICIENT AM PEAK HOUR LOS
- = ACCEPTABLE PM PEAK HOUR LOS
- = DEFICIENT PM PEAK HOUR LOS



OPENING YEAR (2015) WITH PROJECT ACCESS ALTERNATIVE VIA ASPEN WAY PEAK HOUR INTERSECTION LOS



LEGEND:

- = ACCEPTABLE AM PEAK HOUR LOS
- = DEFICIENT AM PEAK HOUR LOS
- = ACCEPTABLE PM PEAK HOUR LOS
- = DEFICIENT PM PEAK HOUR LOS



Table 6-4

**Opening Year (2015) Without Project Peak Hour Intersection Level of Service
Access Alternative via Aspen Way**

#	Intersection	Traffic Control ²	Intersection Approach Lanes ¹				AM Peak Hour		PM Peak Hour	
			Northbound	Southbound	Eastbound	Westbound	ICU or (Delay) ³	LOS	ICU or (Delay) ³	LOS
7	San Antonio Rd. / Aspen Wy.	AWS	0 1 d	0 1 0	0 0 0	1 0 d	(11.3)	B	(10.9)	B
8	San Antonio Rd. / Yorba Linda Bl.	TS	0 1 0	1 1 0	1 2 d	0 2 d	0.56	A	0.57	A
9	Yorba Ranch Rd. / Yorba Linda Bl.	TS	1 1 1	1 1 0	1 2 d	1 2 d	0.45	A	0.51	A
10	Street "A" / Via del Agua		Future Intersection							
11	Via del Agua / Yorba Linda Bl.	CSS	0 0 0	0 1 0	1 2 0	0 2 d	(>50.0)	F	(49.9)	E

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes (minimum 20-feet).

L = Left; T = Through; R = Right; > = Right-turn Overlap Phasing; d = Defacto Right Turn Lane; 1 = Improvement

² CSS = Cross-Street Stop; AWS = All-Way Stop; TS = Traffic Signal

³ ICU reported as a volume-to-capacity ratio (for signalized intersections) and HCM delay reported in seconds (for unsignalized intersections). Level of service calculated using the following analysis software: Traffix, Version 8.0 R1 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

BOLD = Unsatisfactory LOS

Table 6-5

**Opening Year (2015) With Project Peak Hour Intersection Level of Service
Access Alternative via Aspen Way**

#	Intersection	Traffic Control ²	Intersection Approach Lanes ¹				AM Peak Hour		PM Peak Hour	
			Northbound	Southbound	Eastbound	Westbound	ICU or (Delay) ³	LOS	ICU or (Delay) ³	LOS
7	San Antonio Rd. / Aspen Wy.	AWS	0 1 d	0 1 0	0 0 0	1 0 d	(11.6)	B	(11.2)	B
8	San Antonio Rd. / Yorba Linda Bl.	TS	0 1 0	1 1 0	1 2 d	0 2 d	0.58	A	0.58	A
9	Yorba Ranch Rd. / Yorba Linda Bl.	TS	1 1 1	1 1 0	1 2 d	1 2 d	0.46	A	0.52	A
10	Street "A" / Via del Agua	CSS	0 0 0	0 <u>1</u> 0	0 1 0	0 1 0	(9.0)	A	(8.6)	A
11	Via del Agua / Yorba Linda Bl.	CSS	0 0 0	0 1 0	1 2 0	0 2 d	(>50.0)	F	(>50.0)	F

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes (minimum 20-feet).

L = Left; T = Through; R = Right; > = Right-turn Overlap Phasing; d = Defacto Right Turn Lane; 1 = Improvement

² CSS = Cross-Street Stop; AWS = All-Way Stop; TS = Traffic Signal

³ ICU reported as a volume-to-capacity ratio (for signalized intersections) and HCM delay reported in seconds (for unsignalized intersections). Level of service calculated using the following analysis software: Traffix, Version 8.0 R1 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

BOLD = Unsatisfactory LOS

6.6.3 OPENING YEAR (2015) POTENTIAL IMPACTS

The following study area intersection was found to be impacted by the Project for Opening Year (2015) traffic conditions, with access alternative via Aspen Way:

ID	Intersection Location	Location
11	Via del Agua / Yorba Linda Boulevard	Yorba Linda

6.6.4 OPENING YEAR (2015) PROJECT MITIGATION MEASURES

The following intersection improvements are recommended to reduce Opening Year (2015) impacts to *“less-than-significant”*:

Recommended Improvement – Via del Agua / Yorba Linda Boulevard (#11):

- Install a traffic signal.

It should be noted that the improvement needs identified are the same for either access alternative for the Esperanza Hills cumulative development project. The effectiveness of the proposed recommended improvement is presented in Table 6-6 for Opening Year (2015) with Project traffic conditions, with access alternative via Aspen Way. Worksheets for Opening Year (2015) traffic conditions, with access alternative via Aspen Way, with improvements, ICU calculations are provided in Appendix “6.6”.

Table 6-6

**Opening Year (2015) With Project Peak Hour Intersection Level of Service, with Improvements
Access Alternative via Aspen Way**

#	Intersection	Traffic Control ²	Intersection Approach Lanes ¹				AM Peak Hour		PM Peak Hour	
			Northbound	Southbound	Eastbound	Westbound	ICU or (Delay) ³	LOS	ICU or (Delay) ³	LOS
11	Via del Agua / Yorba Linda Bl.									
	- Without Improvements	CSS	0 0 0	0 1 0	1 2 0	0 2 d	(>50.0)	F	(>50.0)	F
	- With Improvements	TS	0 0 0	0 1 0	1 2 0	0 2 d	0.55	A	0.52	A

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes (minimum 20-feet).

L = Left; T = Through; R = Right; > = Right-turn Overlap Phasing; d = Defacto Right Turn Lane; 1 = Improvement

² CSS = Cross-Street Stop; AWS = All-Way Stop; TS = Traffic Signal

³ ICU reported as a volume-to-capacity ratio (for signalized intersections) and HCM delay reported in seconds (for unsignalized intersections). Level of service calculated using the following analysis software: Traffix, Version 8.0 R1 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

BOLD = Unsatisfactory LOS

7.0 HORIZON YEAR (2035) TRAFFIC ANALYSIS

This section discusses the methods used to develop Horizon Year (2035) without and with Project traffic forecasts and the resulting intersection operations.

7.1 HORIZON YEAR (2035) WITHOUT PROJECT TRAFFIC VOLUME FORECASTS

The weekday ADT volumes which can be expected for Horizon Year (2035) without Project traffic conditions are shown on Exhibit 7-1. Exhibits 7-2 and 7-3 show the AM and PM peak hour intersection turning movement volumes for Horizon Year (2035) without Project traffic conditions.

7.2 HORIZON YEAR (2035) WITH PROJECT TRAFFIC VOLUME FORECASTS

The weekday ADT volumes which can be expected for Horizon Year (2035) with Project traffic conditions are shown on Exhibit 7-4. Exhibits 7-5 and 7-6 show the AM and PM peak hour intersection turning movement volumes for Horizon Year (2035) with Project traffic conditions.

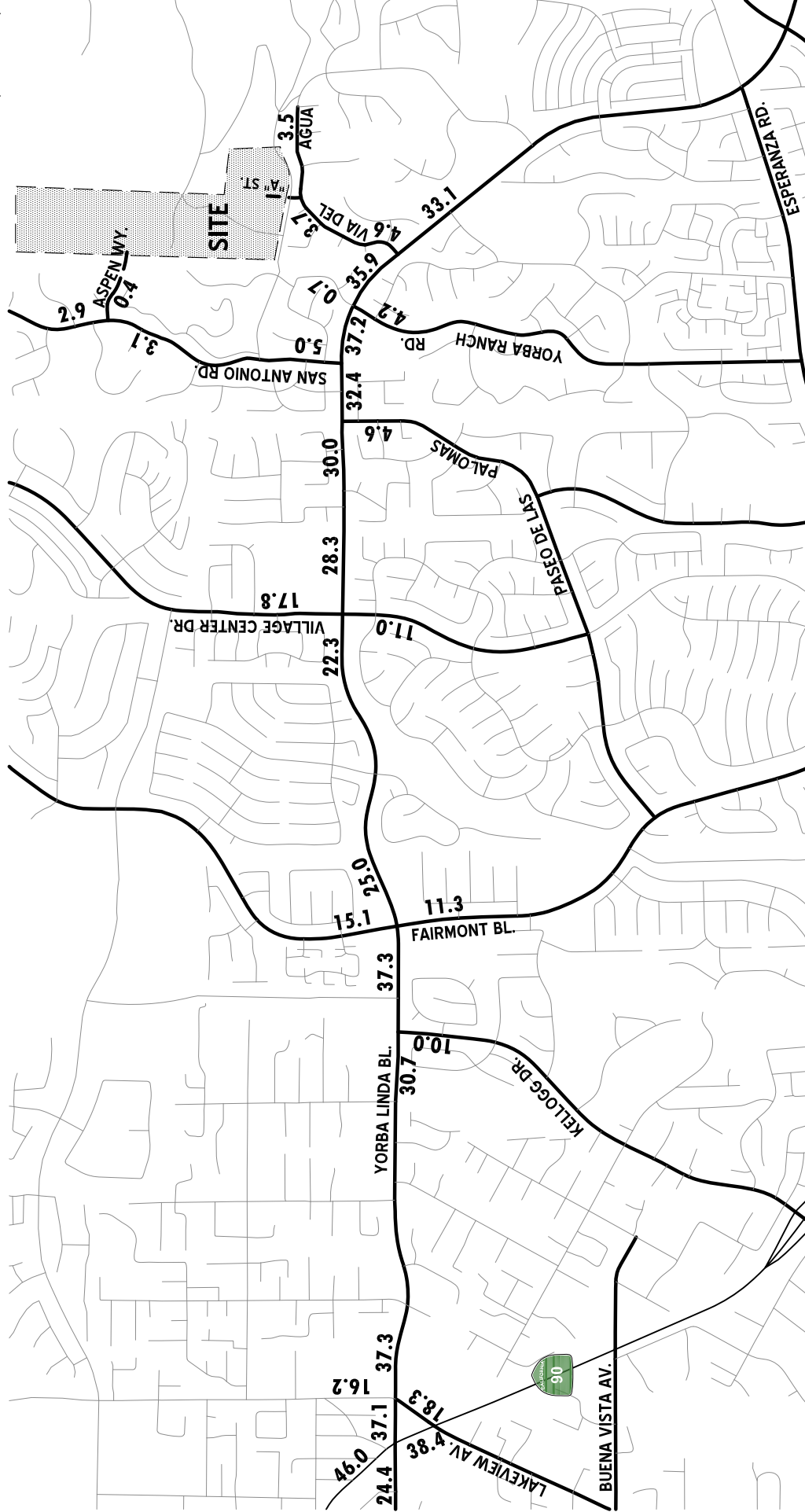
7.3 INTERSECTION OPERATIONS ANALYSIS

LOS calculations were conducted for the study intersections to evaluate their operations under Horizon Year (2035) without Project traffic conditions. As shown in Table 7-1, all of the study area intersections are anticipated to operate at an acceptable LOS for without Project traffic conditions, with the exception of the following intersection:

ID	Intersection Location	Location
11	Via del Agua / Yorba Linda Boulevard – LOS “F” AM and PM Peak Hours	Yorba Linda

As shown on Table 7-2, the addition of Project traffic is not anticipated to worsen the ICU or delay at any of the study area intersections. It should be noted that the traffic signal at the intersection of Via del Agua at Yorba Linda Boulevard has been assumed to be in place for Horizon Year (2035) with Project traffic conditions as it was identified as a Project mitigation measure under Opening Year (2015) with Project traffic conditions. Exhibit 7-7 presents the study area intersection LOS for Horizon Year (2035) without Project conditions and Exhibit 7-8 presents the study area intersection LOS for Horizon Year (2035) with Project conditions.

EXHIBIT 7-1 HORIZON YEAR (2035) WITHOUT PROJECT AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

10.0 = VEHICLES PER DAY (1000'S)



EXHIBIT 7-2 HORIZON YEAR (2035) WITHOUT PROJECT AM PEAK HOUR INTERSECTION VOLUMES

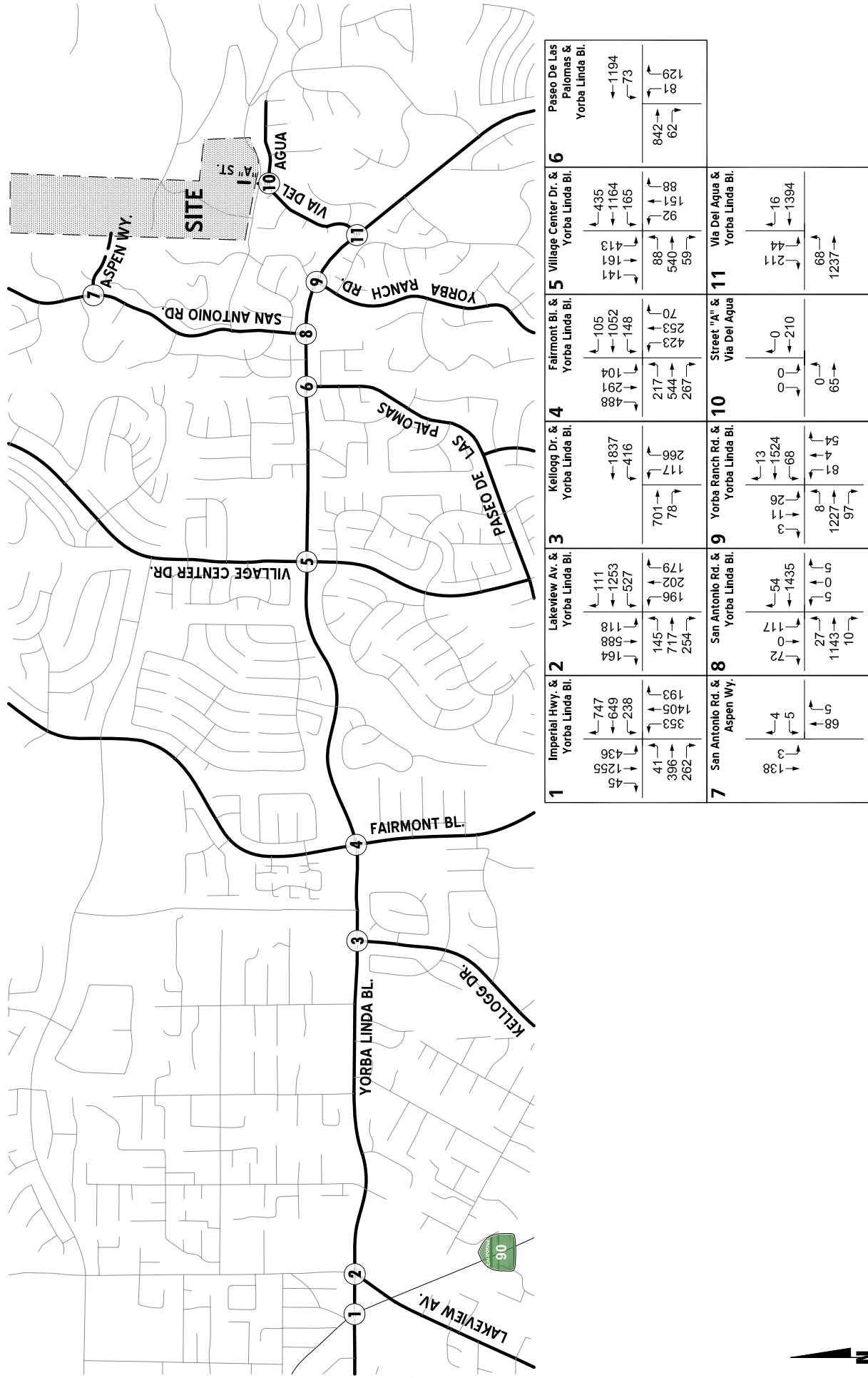
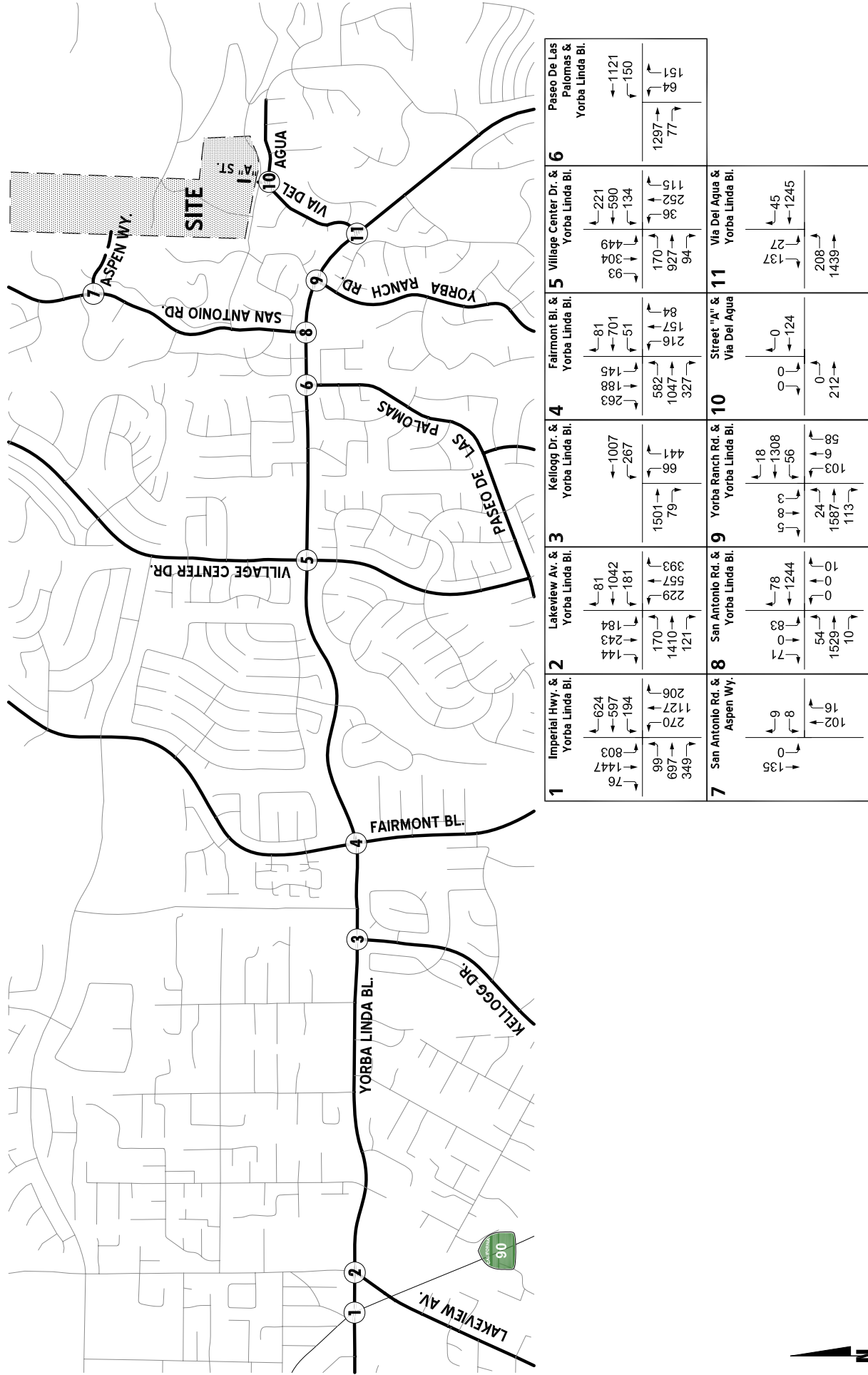
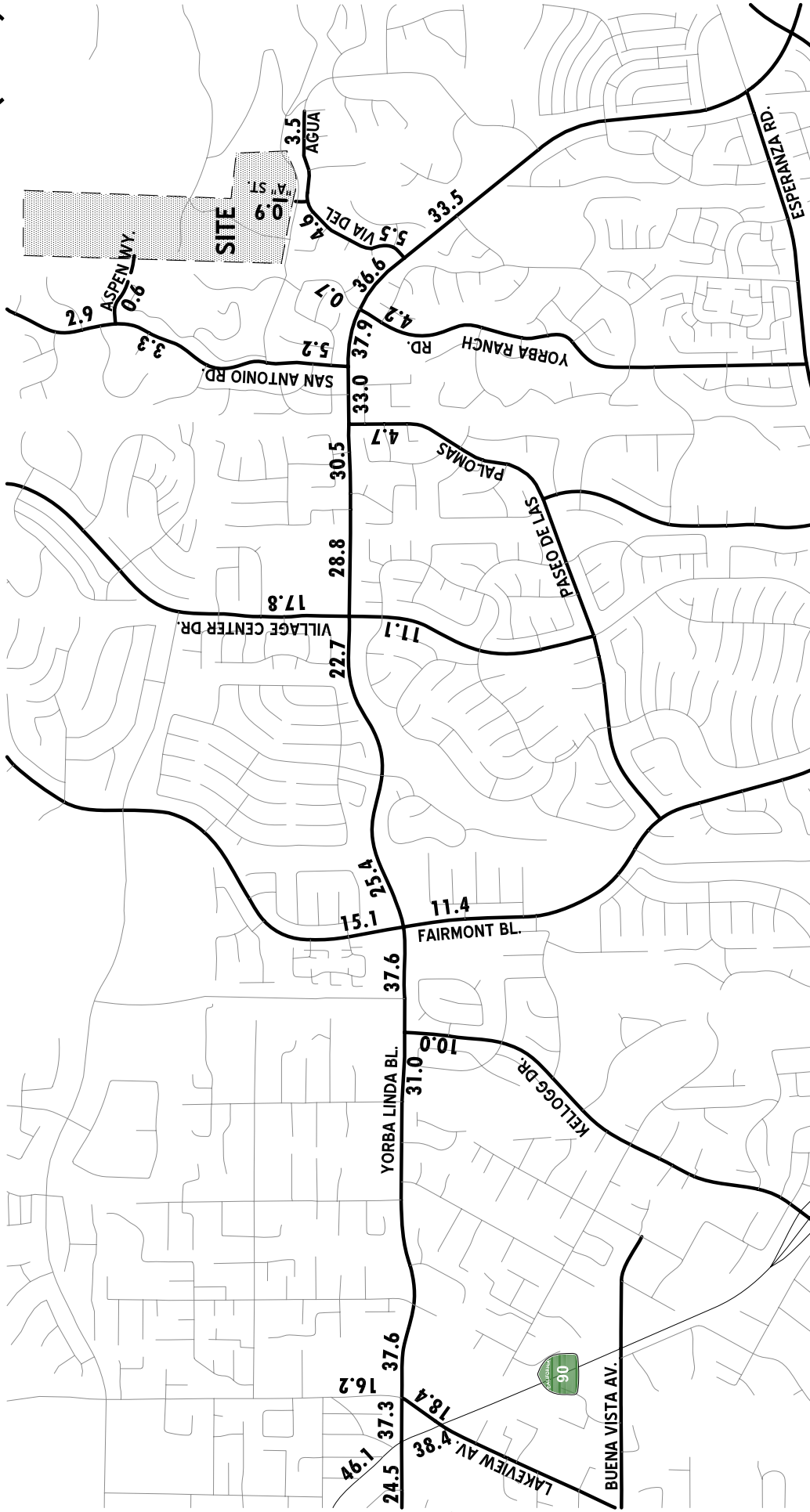


EXHIBIT 7-3 HORIZON YEAR (2035) WITHOUT PROJECT PM PEAK HOUR INTERSECTION VOLUMES



HORIZON YEAR (2035) WITH PROJECT AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

EXHIBIT 7-5 HORIZON YEAR (2035) WITH PROJECT AM PEAK HOUR INTERSECTION VOLUMES

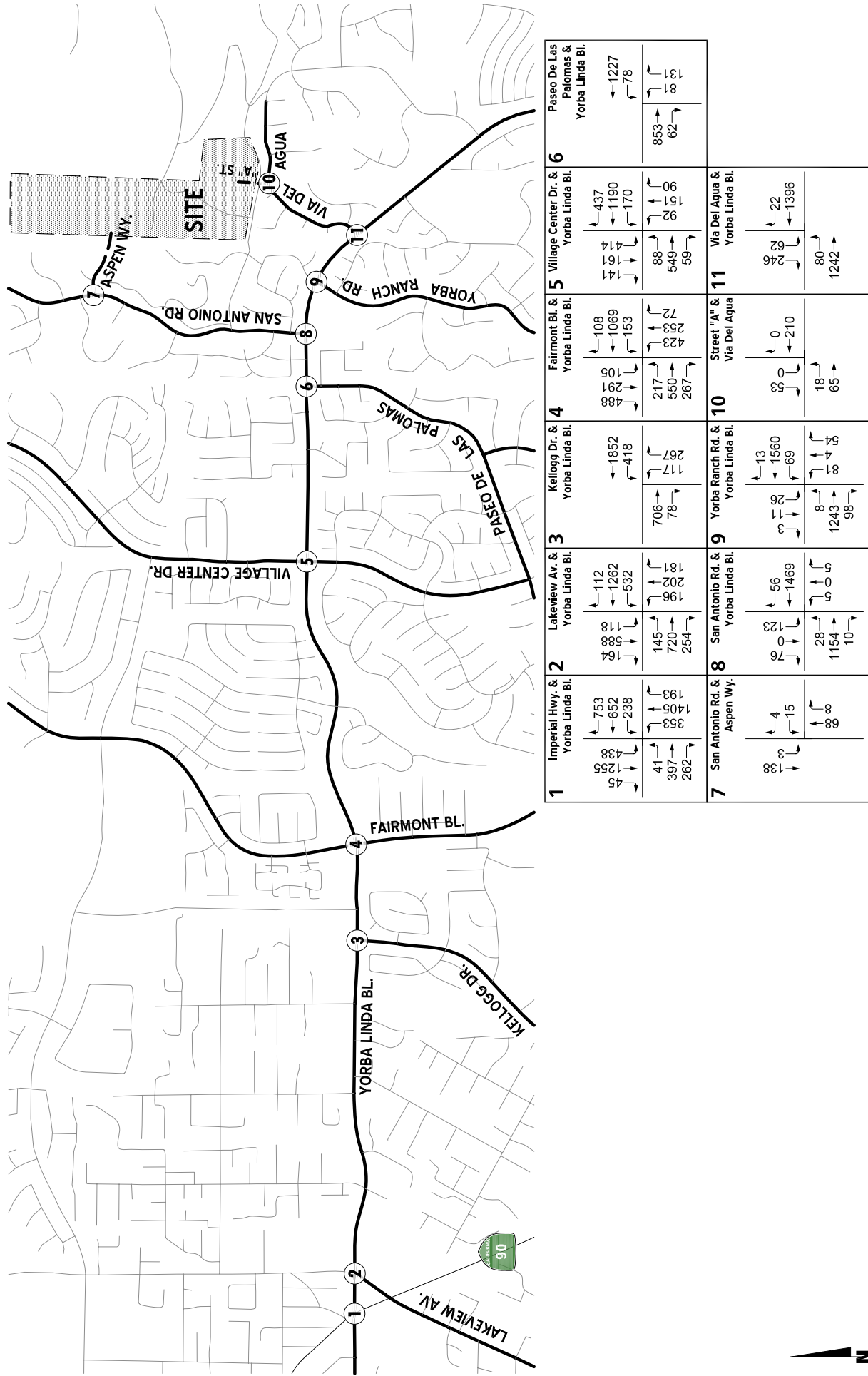


EXHIBIT 7-6 HORIZON YEAR (2035) WITH PROJECT PM PEAK HOUR INTERSECTION VOLUMES

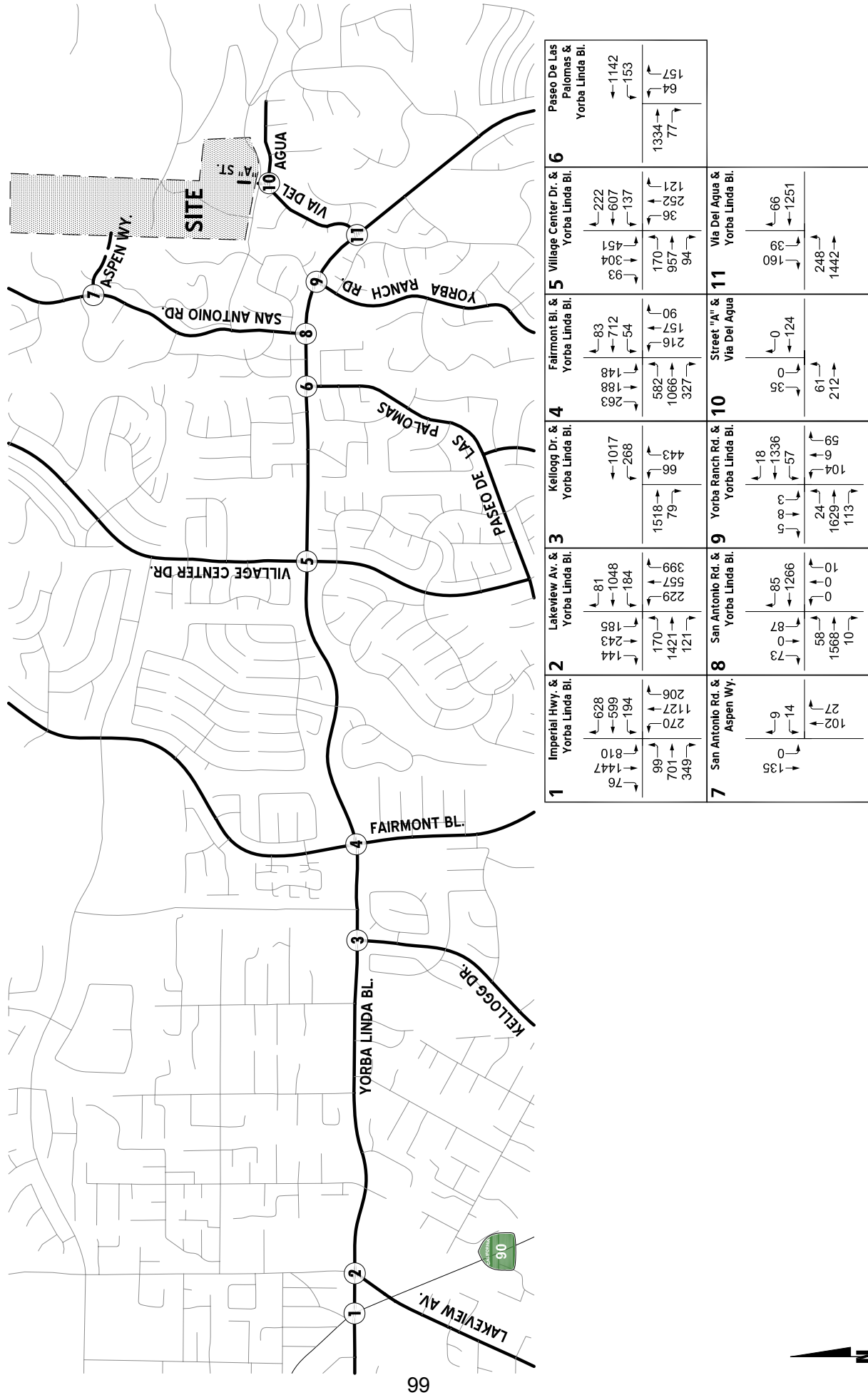


EXHIBIT 7-7 HORIZON YEAR (2035) WITHOUT PROJECT PEAK HOUR INTERSECTION LOS



LEGEND:

- = ACCEPTABLE AM PEAK HOUR LOS
- = DEFICIENT AM PEAK HOUR LOS
- = ACCEPTABLE PM PEAK HOUR LOS
- = DEFICIENT PM PEAK HOUR LOS



EXHIBIT 7-8 HORIZON YEAR (2035) WITH PROJECT PEAK HOUR INTERSECTION LOS



LEGEND:

- = ACCEPTABLE AM PEAK HOUR LOS
- = DEFICIENT AM PEAK HOUR LOS
- = ACCEPTABLE PM PEAK HOUR LOS
- = DEFICIENT PM PEAK HOUR LOS



Table 7-1

Horizon Year (2035) Without Project Peak Hour Intersection Level of Service

#	Intersection	Traffic Control ²	Intersection Approach Lanes ¹				AM Peak Hour		PM Peak Hour	
			Northbound	Southbound	Eastbound	Westbound	ICU or (Delay) ³	LOS	ICU or (Delay) ³	LOS
1	Imperial Hwy. / Yorba Linda Bl.									
	- Existing Lane Configuration	TS	1 3 0	2 3 0	1 3 0	1 2 2>	0.81	D	0.87	D
	- Committed Improvements ⁴	TS	1 3 0	2 3 0	1 3 0	<u>2</u> <u>3</u> 2>	0.74	C	0.81	D
2	Lakeview Av. / Yorba Linda Bl.									
	- Existing Lane Configuration	TS	1 2 1>	1 2 0	1 3 0	1 3 0	0.87	D	0.74	C
	- Committed Improvements ⁴	TS	1 2 1>	1 2 0	<u>2</u> 3 0	<u>2</u> 3 0	0.71	C	0.70	B
3	Kellogg Dr. / Yorba Linda Bl.	TS	1 0 1>	0 0 0	0 3 0	2 3 0	0.60	A	0.74	C
4	Fairmont Bl. / Yorba Linda Bl.	TS	2 2 0	1 1 2>	1 3 1>	1 3 0	0.70	C	0.72	C
5	Village Center Dr. / Yorba Linda Bl.	TS	1 2 d	2 2 0	1 2 d	1 2 1	0.62	B	0.61	B
6	Paseo del las Palomas / Yorba Linda Bl.	TS	1 0 1	0 0 0	0 2 d	1 2 0	0.48	A	0.61	B
7	San Antonio Rd. / Aspen Wy.	AWS	0 1 d	0 1 0	0 0 0	1 0 d	(8.5)	A	(8.5)	A
8	San Antonio Rd. / Yorba Linda Bl.	TS	0 1 0	1 1 0	1 2 d	0 2 d	0.56	A	0.55	A
9	Yorba Ranch Rd. / Yorba Linda Bl.	TS	1 1 1	1 1 0	1 2 d	1 2 d	0.56	A	0.62	B
10	Street "A" / Via del Agua		Future Intersection							
11	Via del Agua / Yorba Linda Bl.	CSS	0 0 0	0 1 0	1 2 0	0 2 d	(>50.0)	F	(>50.0)	F

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes (minimum 20-feet).

L = Left; T = Through; R = Right; > = Right-turn Overlap Phasing; d = Defacto Right Turn Lane; 1 = Improvement

² CSS = Cross-Street Stop; AWS = All-Way Stop; TS = Traffic Signal

³ ICU reported as a volume-to-capacity ratio (for signalized intersections) and HCM delay reported in seconds (for unsignalized intersections). Level of service calculated using the following analysis software: Traffix, Version 8.0 R1 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

⁴ Future lane configurations at study area intersections within the City of Yorba Linda were determined based on discussions with City of Yorba Linda engineering staff regarding planned future roadway. It should also be noted that the committed improvements are consistent with both the Yorba Linda Town Center Traffic Impact Analysis and the City of Yorba Linda Housing Element Traffic Impact Analysis.

BOLD = Unsatisfactory LOS

Table 7-2

Horizon Year (2035) With Project Peak Hour Intersection Level of Service

#	Intersection	Traffic Control ²	Intersection Approach Lanes ¹				AM Peak Hour		PM Peak Hour	
			Northbound	Southbound	Eastbound	Westbound	ICU or (Delay) ³	LOS	ICU or (Delay) ³	LOS
1	Imperial Hwy. / Yorba Linda Bl.									
	- Existing Lane Configuration	TS	1 3 0	2 3 0	1 3 0	1 2 2>	0.81	D	0.87	D
	- Committed Improvements ⁴	TS	1 3 0	2 3 0	1 3 0	<u>2</u> <u>3</u> 2>	0.74	C	0.81	D
2	Lakeview Av. / Yorba Linda Bl.									
	- Existing Lane Configuration	TS	1 2 1>	1 2 0	1 3 0	1 3 0	0.87	D	0.74	C
	- Committed Improvements ⁴	TS	1 2 1>	1 2 0	<u>2</u> 3 0	<u>2</u> 3 0	0.72	C	0.70	C
3	Kellogg Dr. / Yorba Linda Bl.	TS	1 0 1>	0 0 0	0 3 0	2 3 0	0.60	B	0.74	C
4	Fairmont Bl. / Yorba Linda Bl.	TS	2 2 0	1 1 2>	1 3 1>	1 3 0	0.70	C	0.72	C
5	Village Center Dr. / Yorba Linda Bl.	TS	1 2 d	2 2 0	1 2 d	1 2 1	0.63	B	0.62	B
6	Paseo del las Palomas / Yorba Linda Bl.	TS	1 0 1	0 0 0	0 2 d	1 2 0	0.49	A	0.63	B
7	San Antonio Rd. / Aspen Wy.	AWS	0 1 d	0 1 0	0 0 0	1 0 d	(8.5)	A	(8.5)	A
8	San Antonio Rd. / Yorba Linda Bl.	TS	0 1 0	1 1 0	1 2 d	0 2 d	0.58	A	0.57	A
9	Yorba Ranch Rd. / Yorba Linda Bl.	TS	1 1 1	1 1 0	1 2 d	1 2 d	0.57	A	0.63	B
10	Street "A" / Via del Agua	CSS	0 0 0	0 <u>1</u> 0	0 1 0	0 1 0	(10.3)	B	(9.2)	A
11	Via del Agua / Yorba Linda Bl.	TS	0 0 0	0 1 0	1 2 0	0 2 d	0.69	B	0.68	B

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes (minimum 20-feet).

L = Left; T = Through; R = Right; > = Right-turn Overlap Phasing; d = Defacto Right Turn Lane; 1 = Improvement

² CSS = Cross-Street Stop; AWS = All-Way Stop; TS = Traffic Signal

³ ICU reported as a volume-to-capacity ratio (for signalized intersections) and HCM delay reported in seconds (for unsignalized intersections). Level of service calculated using the following analysis software: Traffix, Version 8.0 R1 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

⁴ Future lane configurations at study area intersections within the City of Yorba Linda were determined based on discussions with City of Yorba Linda engineering staff regarding planned future roadway. It should also be noted that the committed improvements are consistent with both the Yorba Linda Town Center Traffic Impact Analysis and the City of Yorba Linda Housing Element Traffic Impact Analysis.

BOLD = Unsatisfactory LOS

Future lane configurations at study area intersections within the City of Yorba Linda were determined based on discussions with City of Yorba Linda engineering staff regarding planned future roadway improvements. The planned and committed improvements were identified as currently funded and programmed for construction. It should be noted that the committed improvements shown on Table 7-1 and Table 7-2 are consistent with the committed improvements assumed in the *Yorba Linda Town Center Specific Plan Traffic Impact Analysis* (dated November 15, 2010, prepared by Urban Crossroads, Inc.) and the *Yorba Linda Housing Element Traffic Impact Analysis* (dated January 27, 2011, prepared by Urban Crossroads, Inc.). Table 7-1 and Table 7-2 also summarize the peak hour operations with the planned committed improvements, which indicate that both intersections of Imperial Highway and Lakeview Avenue at Yorba Linda Boulevard would operate at acceptable LOS.

The ICU and HCM intersection operations analysis worksheets for Horizon Year (2035) without Project conditions are included in Appendix “7.1” of this TIA. The ICU and HCM intersection operations analysis worksheets for Horizon Year (2035) with Project conditions are included in Appendix “7.2” of this TIA.

7.4 POTENTIAL IMPACTS

No study area intersections were found to be cumulatively impacted for Horizon Year (2035) traffic conditions.

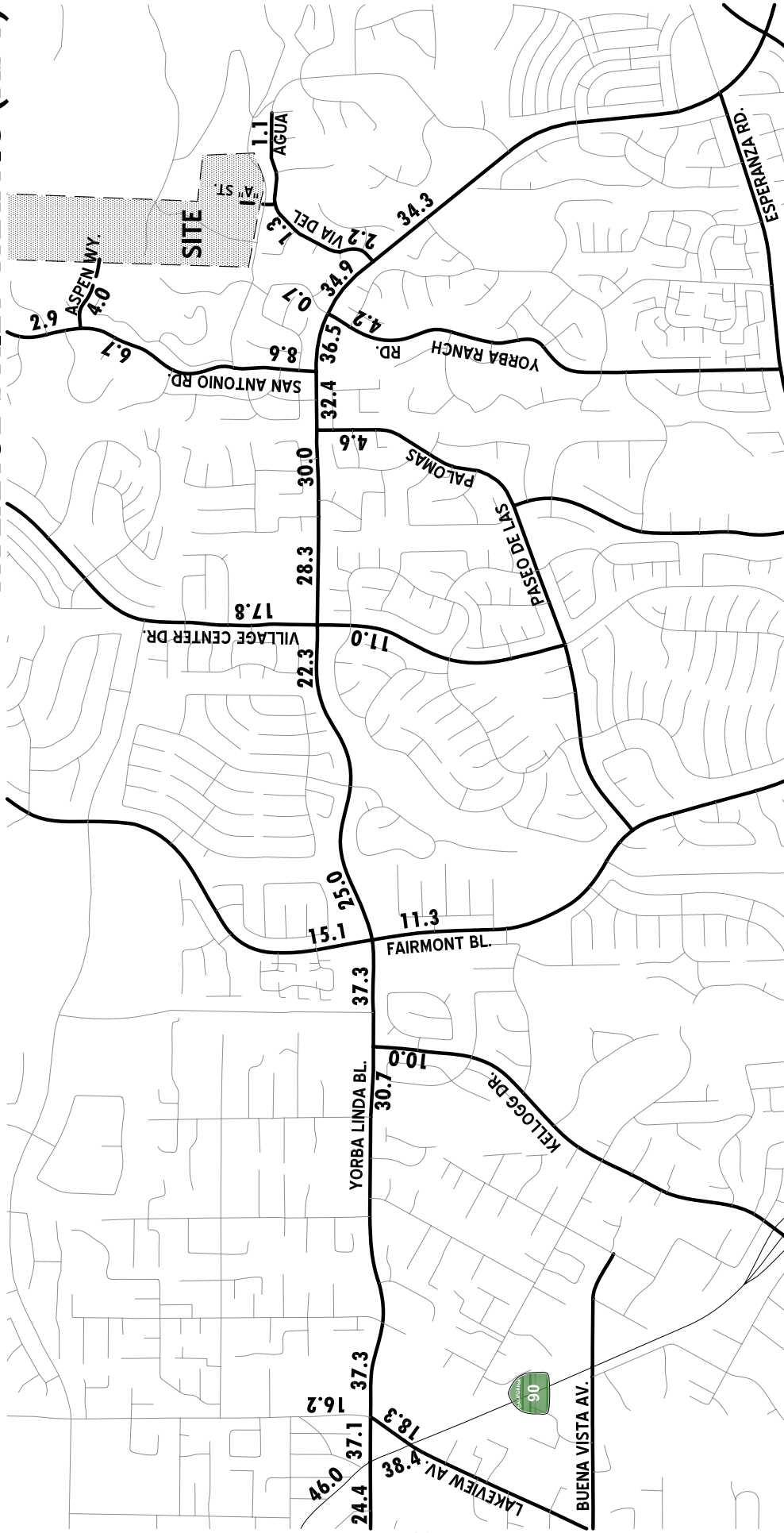
7.5 ALTERNATIVE ACCESS VIA ASPEN WAY FOR ESPERANZA HILLS PROJECT

It is our understanding that the Esperanza Hills cumulative project, which is located in close proximity to the proposed Cielo Vista development, is considering an alternative access via Aspen Way as opposed to the Project’s preferred access to Via Del Agua/Stonehaven Drive. As such, an additional analysis has been performed for the intersections that could potentially be affected by the change in travel patterns resulting from the proposed access alternative via Aspen Way for the Esperanza Hills cumulative project. The purpose of assessing the access alternative is to identify any additional long-range cumulative impacts that could potentially occur with the change in proposed access.

7.5.1 HORIZON YEAR (2035) TRAFFIC VOLUME FORECASTS

The weekday ADT volumes which can be expected for Horizon Year (2035) without Project traffic conditions, with access alternative via Aspen Way, are shown on Exhibit 7-9 with AM and PM peak hour

HORIZON YEAR (2035) WITHOUT PROJECT ACCESS ALTERNATIVE VIA ASPEN WAY AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

10.0 = VEHICLES PER DAY (1000'S)



intersection turning movement volumes shown on Exhibits 7-10 and 7-11. The weekday ADT volumes which can be expected for Horizon Year (2035) with Project traffic conditions, with access alternative via Aspen Way, are shown on Exhibit 7-12. Exhibits 7-13 and 7-14 show the AM and PM peak hour intersection turning movement volumes for Horizon Year (2035) with Project traffic conditions, with access alternative via Aspen Way.

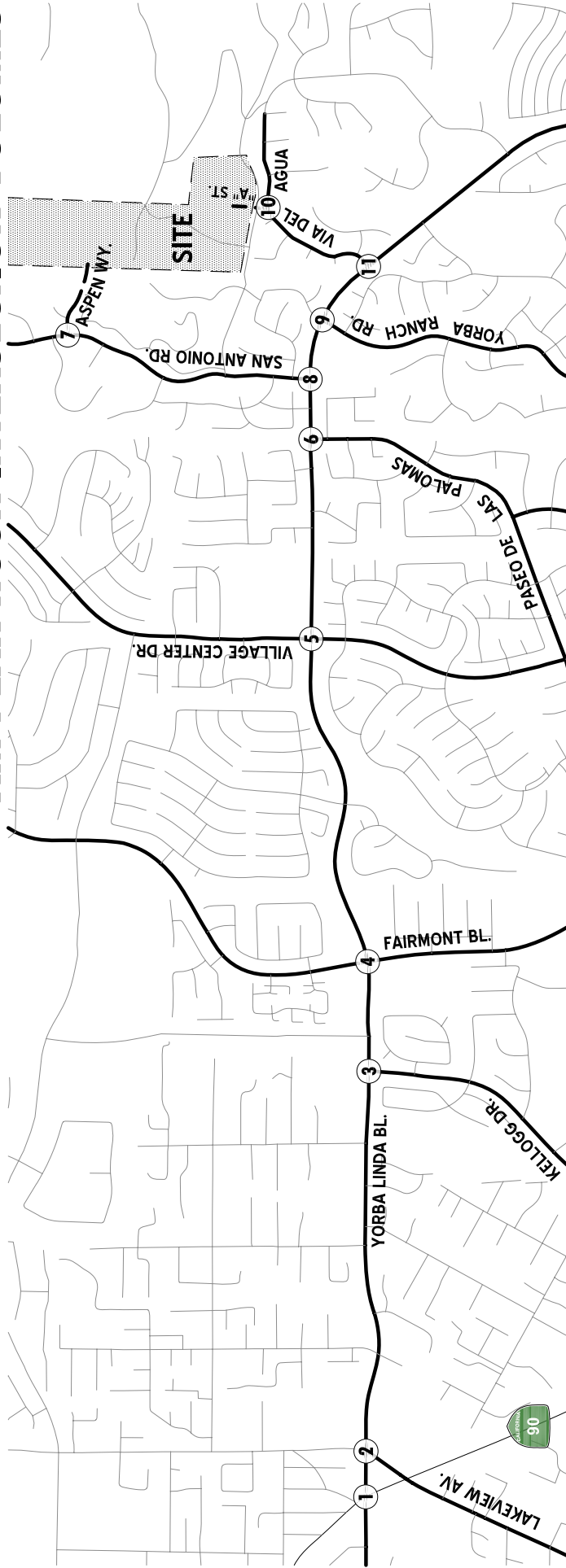
7.5.2 HORIZON YEAR (2035) INTERSECTION OPERATIONS ANALYSIS

As shown in Table 7-3, all of the study area intersections are anticipated to operate at acceptable LOS during the peak hours for without Project traffic conditions, with the exception of the intersection of Via del Agua at Yorba Linda Boulevard (LOS “F” during the AM and PM peak hours). It should be noted that this finding is consistent with both Existing (2012) traffic conditions and Horizon Year (2035) without Project conditions, with preferred access (discussed previously in Section 7.3 *Intersection Operations Analysis*). As shown on Table 7-4, the addition of Project traffic is not anticipated to worsen the ICU or delay at any of the study area intersections. It should be noted that the traffic signal at the intersection of Via del Agua at Yorba Linda Boulevard has been assumed to be in place for Horizon Year (2035) with Project traffic conditions as it was identified as a Project mitigation measure under Opening Year (2015) with Project traffic conditions. Exhibit 7-15 presents the study area intersection LOS for Horizon Year (2035) without Project conditions, with access alternative via Aspen Way, and Exhibit 7-16 presents the study area intersection LOS for Horizon Year (2035) with Project conditions, with access alternative via Aspen Way.

7.5.3 HORIZON YEAR (2035) POTENTIAL IMPACTS

No study area intersections were found to be cumulatively impacted for Horizon Year (2035) traffic conditions, with access alternative via Aspen Way.

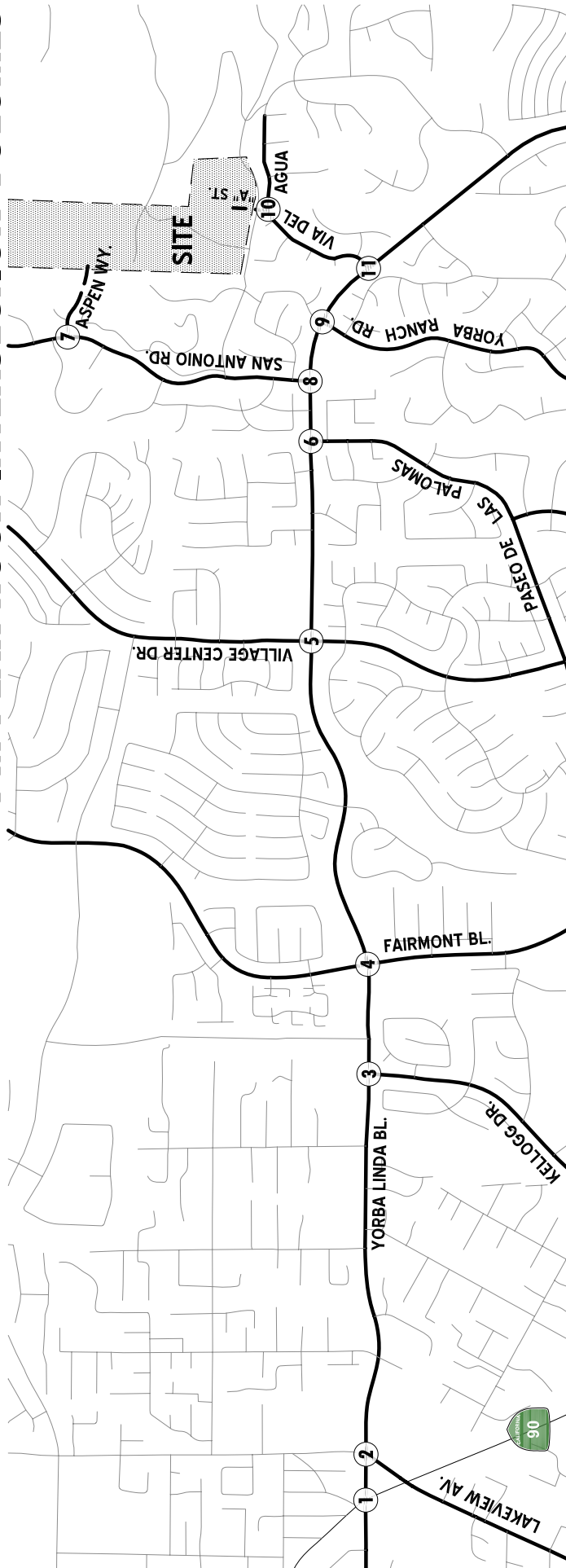
EXHIBIT 7-10 HORIZON YEAR (2035) WITHOUT PROJECT ACCESS ALTERNATIVE VIA ASPEN WAY AM PEAK HOUR INTERSECTION VOLUMES



1 Imperial Hwy. & Yorba Linda Bl. 45 1255 436 436 1255 45 747 649 238 1405 535 535 193 41 396 262	2 Lakeview Av. & Yorba Linda Bl. 19 88 88 111 1253 527 145 717 254 179 202 166	3 Kellogg Dr. & Yorba Linda Bl. 701 78 1837 416 266 117 78	4 Fairmont Bl. & Yorba Linda Bl. 48 162 105 1052 148 217 544 267 423 353 70	5 Village Center Dr. & Yorba Linda Bl. 17 19 17 165 435 1164 88 540 59 62 55 88	6 Paseo De Las Palomas & Yorba Linda Bl. 842 62 1194 73 81 129
7 San Antonio Rd. & Aspen Wy. 138 3 68 77 89 4 217 1405 535 535 193 41 396 262	8 San Antonio Rd. & Yorba Linda Bl. 199 202 70 1100 10 83 1308 145 717 254 179 202 166	9 Yorba Ranch Rd. & Yorba Linda Bl. 8 1262 103 13 1424 62 266 117 78	10 Street 'A' & Via Del Agua 0 0 0 18 0 72 217 544 267 423 353 70	11 Via Del Agua & Yorba Linda Bl. 23 1315 15 1421 88 540 59 62 55 88	



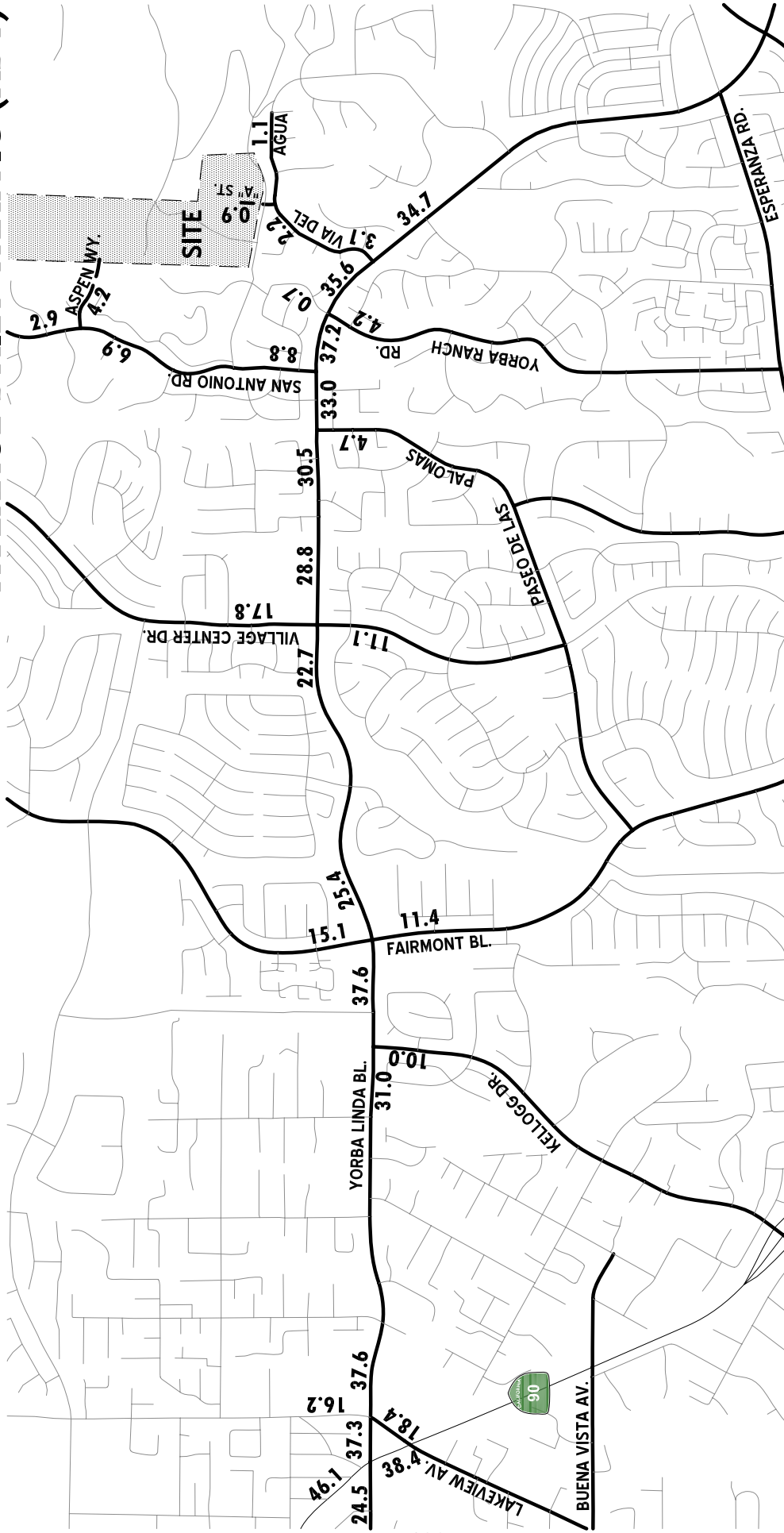
EXHIBIT 7-11 HORIZON YEAR (2035) WITHOUT PROJECT ACCESS ALTERNATIVE VIA ASPEN WAY PM PEAK HOUR INTERSECTION VOLUMES



1 Imperial Hwy. & Yorba Linda Bl. 624 597 803 270 1127 206 99 697 1447 349	2 Lakeview Av. & Yorba Linda Bl. 81 1042 184 243 14 170 1410 121	3 Kellogg Dr. & Yorba Linda Bl. 1007 267 41 86 1501 79	4 Fairmont Bl. & Yorba Linda Bl. 81 701 157 145 188 263 582 1047 327	5 Village Center Dr. & Yorba Linda Bl. 221 590 134 170 927 94	6 Paseo De Las Palomas & Yorba Linda Bl. 1121 150 1297 77
7 San Antonio Rd. & Aspen WY. 9 148 258 102	8 San Antonio Rd. & Yorba Linda Bl. 175 1160 139 155 199 1384 10	9 Yorba Ranch Rd. & Yorba Linda Bl. 18 1314 52 24 1494 117	10 Street 'A' & Via Del Agua 0 33 0 55	11 Via Del Agua & Yorba Linda Bl. 40 1335 56 1491	



HORIZON YEAR (2035) WITH PROJECT ACCESS ALTERNATIVE VIA ASPEN WAY AVERAGE DAILY TRAFFIC (ADT)

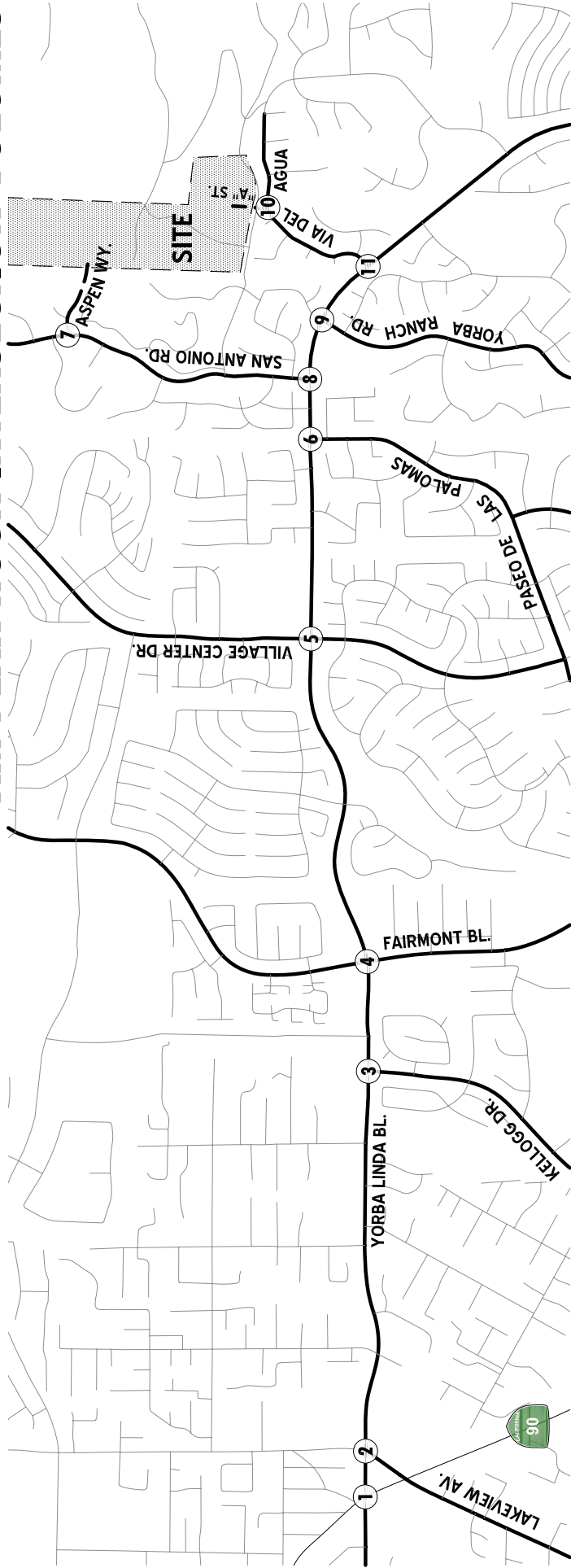


LEGEND:

10.0 = VEHICLES PER DAY (1000'S)



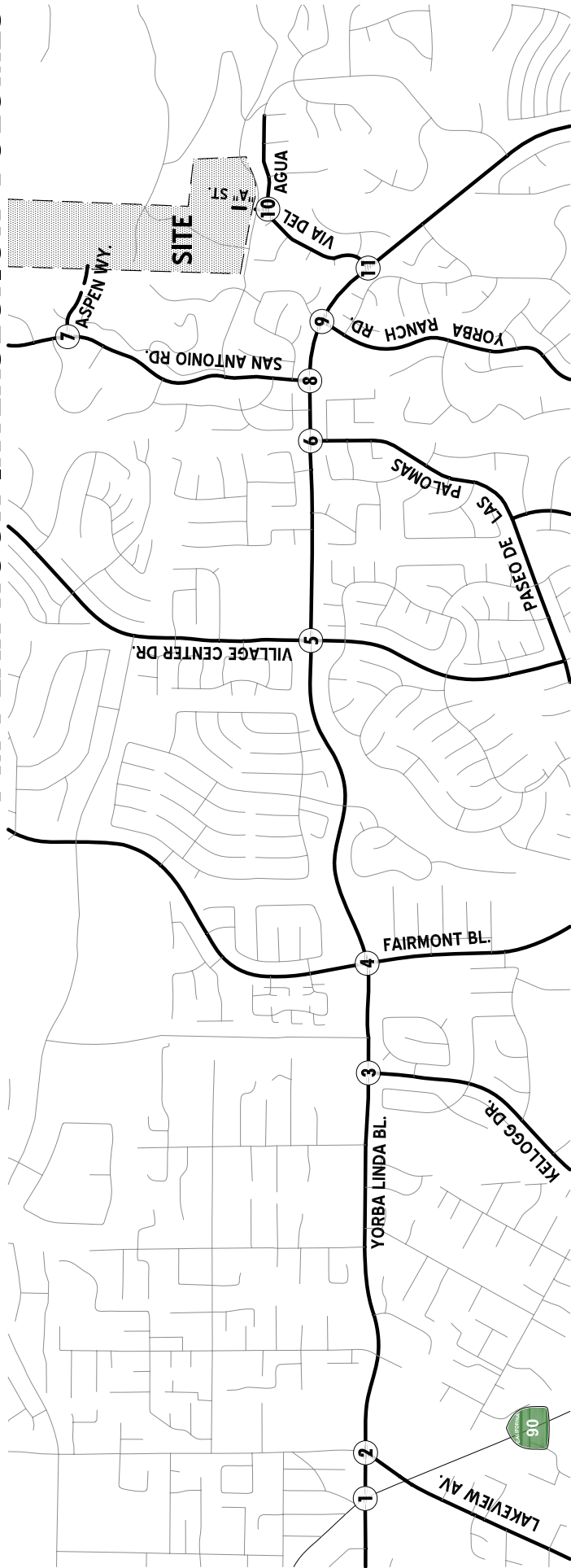
EXHIBIT 7-13 HORIZON YEAR (2035) WITH PROJECT ACCESS ALTERNATIVE VIA ASPEN WAY AM PEAK HOUR INTERSECTION VOLUMES



1 Imperial Hwy. & Yorba Linda Bl. 45 1255 438 753 652 238 193 505 353 41 397 262	2 Lakeview Av. & Yorba Linda Bl. 88 88 112 1262 532 145 720 254 140 505 353 41 397 262	3 Kellogg Dr. & Yorba Linda Bl. 1852 418 706 78 117 267 13 1460 63 8 1278 104	4 Fairmont Bl. & Yorba Linda Bl. 108 1069 153 423 253 72 217 550 267	5 Village Center Dr. & Yorba Linda Bl. 437 1190 170 88 549 59 112 21 1423 35 1320	6 Paseo De Las Palomas & Yorba Linda Bl. 1227 78 853 62
7 San Antonio Rd. & Aspen Wy. 138 3 227 4 89 89	8 San Antonio Rd. & Yorba Linda Bl. 85 1342 203 208 71 1111 10	9 Yorba Ranch Rd. & Yorba Linda Bl. 13 1460 63 8 1278 104	10 Street 'A' & Via Del Agua 0 72 18 18	11 Via Del Agua & Yorba Linda Bl. 21 1423 35 1320	12 Paseo De Las Palomas & Yorba Linda Bl. 1227 78 853 62



EXHIBIT 7-14 HORIZON YEAR (2035) WITH PROJECT ACCESS ALTERNATIVE VIA ASPEN WAY PM PEAK HOUR INTERSECTION VOLUMES



1 Imperial Hwy. & Yorba Linda Bl. 628 599 194 270 1127 206 76 147 810 99 701 349	2 Lakeview Av. & Yorba Linda Bl. 81 1048 184 229 557 399 14 243 185 170 1421 121	3 Kellogg Dr. & Yorba Linda Bl. 1017 268 43 66 1518 79	4 Fairmont Bl. & Yorba Linda Bl. 83 712 54 88 148 23 582 1066 327	5 Village Center Dr. & Yorba Linda Bl. 222 607 137 15 304 93 170 957 94	6 Paseo De Las Palomas & Yorba Linda Bl. 1142 153 1334 77
7 San Antonio Rd. & Aspen Wy. 9 154 269 102 135	8 San Antonio Rd. & Yorba Linda Bl. 182 1182 143 203 1423 157 0 10	9 Yorba Ranch Rd. & Yorba Linda Bl. 18 1342 53 24 1536 117 52 11 11	10 Street 'A' & Via Del Agua 0 33 61 55	11 Via Del Agua & Yorba Linda Bl. 61 1341 96 1494	



HORIZON YEAR (2035) WITHOUT PROJECT ACCESS ALTERNATIVE VIA ASPEN WAY PEAK HOUR INTERSECTION LOS



LEGEND:

- = ACCEPTABLE AM PEAK HOUR LOS
- = DEFICIENT AM PEAK HOUR LOS
- = ACCEPTABLE PM PEAK HOUR LOS
- = DEFICIENT PM PEAK HOUR LOS



HORIZON YEAR (2035) WITH PROJECT ACCESS ALTERNATIVE VIA ASPEN WAY PEAK HOUR INTERSECTION LOS



LEGEND:

- = ACCEPTABLE AM PEAK HOUR LOS
- = DEFICIENT AM PEAK HOUR LOS
- = ACCEPTABLE PM PEAK HOUR LOS
- = DEFICIENT PM PEAK HOUR LOS



Table 7-3

**Horizon Year (2035) Without Project Peak Hour Intersection Level of Service
Access Alternative via Aspen Way**

#	Intersection	Traffic Control ²	Intersection Approach Lanes ¹				AM Peak Hour		PM Peak Hour	
			Northbound	Southbound	Eastbound	Westbound	ICU or (Delay) ³	LOS	ICU or (Delay) ³	LOS
7	San Antonio Rd. / Aspen Wy.	AWS	0 1 d	0 1 0	0 0 0	1 0 d	(11.6)	B	(11.2)	B
8	San Antonio Rd. / Yorba Linda Bl.	TS	0 1 0	1 1 0	1 2 d	0 2 d	0.60	B	0.61	B
9	Yorba Ranch Rd. / Yorba Linda Bl.	TS	1 1 1	1 1 0	1 2 d	1 2 d	0.53	A	0.59	A
10	Street "A" / Via del Agua		Future Intersection							
11	Via del Agua / Yorba Linda Bl.	CSS	0 0 0	0 1 0	1 2 0	0 2 d	(>50.0)	F	(>50.0)	F

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes (minimum 20-feet).

L = Left; T = Through; R = Right; d = Defacto Right Turn Lane

² CSS = Cross-Street Stop; AWS = All-Way Stop; TS = Traffic Signal

³ ICU reported as a volume-to-capacity ratio (for signalized intersections) and HCM delay reported in seconds (for unsignalized intersections). Level of service calculated using the following analysis software: Traffix, Version 8.0 R1 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

⁴ Future lane configurations at study area intersections within the City of Yorba Linda were determined based on discussions with City of Yorba Linda engineering staff regarding planned future roadway. It should also be noted that the committed improvements are consistent with both the Yorba Linda Town Center Traffic Impact Analysis and the City of Yorba Linda Housing Element Traffic Impact Analysis.

BOLD = Unsatisfactory LOS

Table 7-4

**Horizon Year (2035) With Project Peak Hour Intersection Level of Service
Access Alternative via Aspen Way**

#	Intersection	Traffic Control ²	Intersection Approach Lanes ¹				AM Peak Hour		PM Peak Hour	
			Northbound	Southbound	Eastbound	Westbound	ICU or (Delay) ³	LOS	ICU or (Delay) ³	LOS
7	San Antonio Rd. / Aspen Wy.	AWS	0 1 d	0 1 0	0 0 0	1 0 d	(11.9)	B	(11.4)	B
8	San Antonio Rd. / Yorba Linda Bl.	TS	0 1 0	1 1 0	1 2 d	0 2 d	0.62	B	0.62	B
9	Yorba Ranch Rd. / Yorba Linda Bl.	TS	1 1 1	1 1 0	1 2 d	1 2 d	0.54	A	0.61	B
10	Street "A" / Via del Agua	<u>CSS</u>	0 0 0	0 <u>1</u> 0	0 1 0	0 1 0	(9.1)	A	(8.6)	A
11	Via del Agua / Yorba Linda Bl.	<u>TS</u>	0 0 0	0 1 0	1 2 0	0 2 d	0.59	A	0.56	A

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes (minimum 20-feet).

L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; 1 = Improvement

² CSS = Cross-Street Stop; AWS = All-Way Stop; TS = Traffic Signal

³ ICU reported as a volume-to-capacity ratio (for signalized intersections) and HCM delay reported in seconds (for unsignalized intersections). Level of service calculated using the following analysis software: Traffix, Version 8.0 R1 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

⁴ Future lane configurations at study area intersections within the City of Yorba Linda were determined based on discussions with City of Yorba Linda engineering staff regarding planned future roadway. It should also be noted that the committed improvements are consistent with both the Yorba Linda Town Center Traffic Impact Analysis and the City of Yorba Linda Housing Element Traffic Impact Analysis.

BOLD = Unsatisfactory LOS

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8.0 SITE ACCESS RECOMMENDATIONS

This section summarizes Project site access and on-site circulation recommendations.

8.1 SITE ACCESS RECOMMENDATIONS

Section 8.0 *Site Access and On-Site Circulation* summarizes Project site access and on-site circulation recommendations. Roadway improvements necessary to provide site access and on-site circulation are assumed to be constructed in conjunction with site development and are described below. These improvements should be in place prior to occupancy.

Primary access to the project site will be provided from Via del Agua, located to the south, and would provide primary access for approximately 95 single family residential dwelling units. The southerly access point for the project would be from Via del Agua, a local road, located to the south of the project site which connects with Yorba Linda Boulevard. As part of the approval of existing adjacent residential development (Tract No. 10455 and Tract No. 13800), right-of-way was dedicated (shown as Lot "A") to allow for construction of a future street connecting the proposed Project site with Via Del Agua. Aspen Way extends approximately 1,200 feet west of the project site connecting to San Antonio Road, which intersects with Yorba Linda Boulevard, and would provide access to approximately 17 single family residential dwelling units. Both access points on Via del Agua and Aspen Way (on San Antonio Road) are proposed to allow full access.

San Antonio Road at Aspen Way – No changes are proposed to the existing traffic controls (3-Way stop) or lane geometrics. Existing lane geometrics are as follows:

Northbound Approach: One through lane and one defacto right turn lane.

Southbound Approach: One shared left-through lane.

Eastbound Approach: N/A

Westbound Approach: One left turn lane and one defacto right turn lane.

Street “A” / Via del Agua – Install a stop control on the southbound approach (north leg) and construct the intersection with the following geometrics:

Northbound Approach: N/A

Southbound Approach: One shared left-right turn lane.

Eastbound Approach: One shared left-through lane.

Westbound Approach: One shared through-right turn lane.

On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the Project site.

8.2 ACCESS FOR EMERGENCY RESPONSE VEHICLES

According to Guideline B-09 of the Orange County Fire Authority’s Fire Master Plans for Commercial & Residential Development (January 1, 2011), the number of fire apparatus access roads required for a residential development is limited to one (1) if the development contains less than 150 residential units. The portion of the Project taking access from Via del Agua (via Street “A”) is anticipated to consist of approximately 95 single family residential dwelling units, which is well below the 150 unit threshold. Similarly, the portion of the Project taking access from Aspen Way is anticipated to consist of approximately 17 single family detached residential dwelling units, which is also below the 150 unit threshold. As such, the proposed Project is designed in accordance with Guideline B-09 as both portions of the Project (located off of Aspen Way and off of Via del Agua).

The Orange County Fire Authority Fire Station (Station No. 32) is located south of Yorba Linda Boulevard, at the terminus of San Antonio Road. This fire station currently houses one paramedic engine company, a patrol vehicle and a fire engine. Access to the future residents within the proposed Project and surrounding residents is provided via Yorba Linda Boulevard to Via del Agua or San Antonio Road to Aspen Way.

8.3 SIGHT DISTANCE ANALYSIS

Pursuant to discussions with County and City staff, a sight distance analysis has been performed for the Project access point (Street “A”) on Via del Agua based on the visibility limitations due to the horizontal and vertical curves along Via del Agua at the proposed driveway location. The sight distance analysis has been utilized to determine whether acceptable stopping/corner sight distances are provided based on the minimum distances defined by the County of Orange roadway standards. It should be noted that the

County's sight distance criteria are consistent with the requirements outlined in the Caltrans *Highway Design Manual* (HDM) (2007).

8.3.1 SIGHT DISTANCE CRITERIA

The County of Orange *Highway Design Manual* (HDM) (Standard Plan No. 1117) requires the assessment of stopping sight distance. As defined by the Caltrans HDM, sight distance is the continuous length of highway ahead visible to the driver. Stopping sight distance is the minimum sight distances provided at interchanges and at-grade intersections. Only the minimum stopping sight distance has been evaluated at Street "A" on Via del Agua as it is a private driveway.

At unsignalized intersections, intersection sight distance must provide a substantially clear line of sight between the driver of the vehicle waiting on the minor road (driveway) and the driver of an approaching vehicle. For the purposes of this analysis, a 7 ½ second criterion has been applied to the outside travel lanes in either direction to provide the most conservative sight distance. The 7 ½ second criterion allows waiting vehicles to either cross all lanes of through traffic by turning left or cross the near lanes by tuning right without requiring through traffic to radically alter their speed.

8.3.2 COUNTY OF ORANGE SIGHT DISTANCE STANDARDS

Street "A" on Via del Agua has assessed the stopping sight distance assuming the "object" in the road is another vehicle. Per Standard Plan No. 1117, intersection sight distance calculations assume a driver eye height of 3 ½ feet to the top of an object 4 ¼ feet above the pavement. In determining intersection sight distance, a set-back distance for the waiting vehicle on the minor road must be assumed. Set-back for the driver on the minor road shall be a minimum of 10 feet behind the edge of traveled way.

Via del Agua – Standard Plan No. 1117 states that the minimum sight distance on a local roadway is 280 feet.

8.3.3 SIGHT DISTANCE ASSESSMENT AT STREET "A" AT VIA DEL AGUA

The sight distance lines at Street "A" are illustrated on Exhibit 8-1. As shown on Exhibit 8-1, there are no limited use areas identified due to the horizontal curvature of the roadway. It is anticipated that the minimum 280 foot sight distance could be accommodated on Street "A" for vehicles traveling in the eastbound and westbound directions towards Street "A".

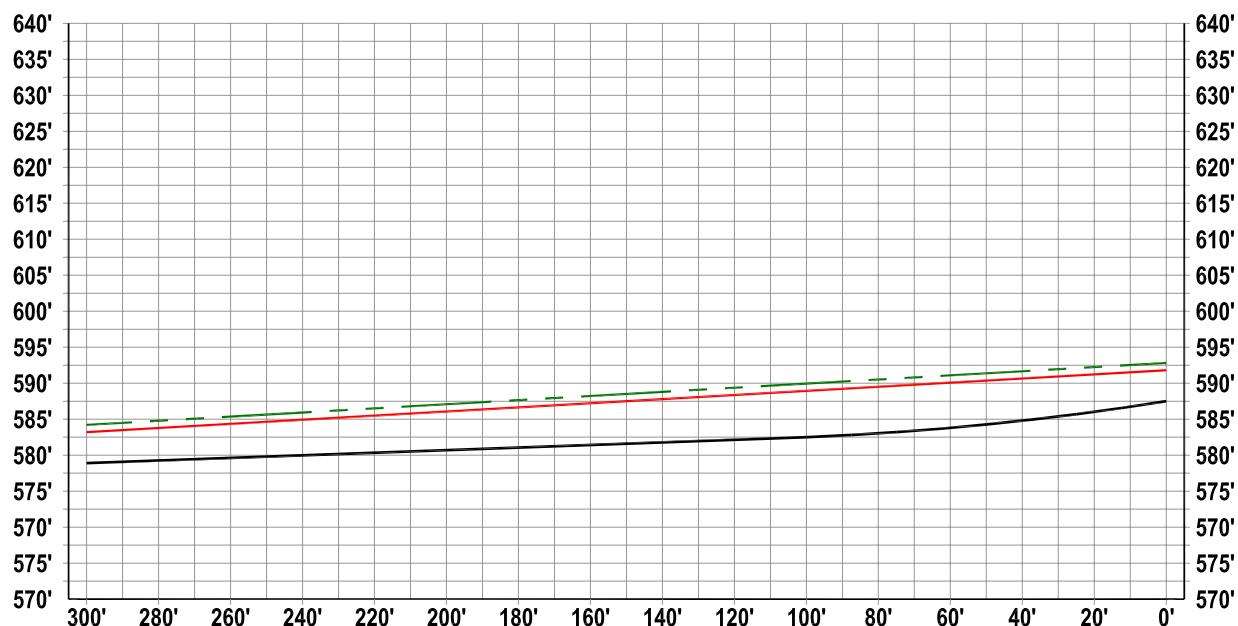
EXHIBIT 8-1 SIGHT DISTANCE AT STREET "A" ON VIA DEL AGUA



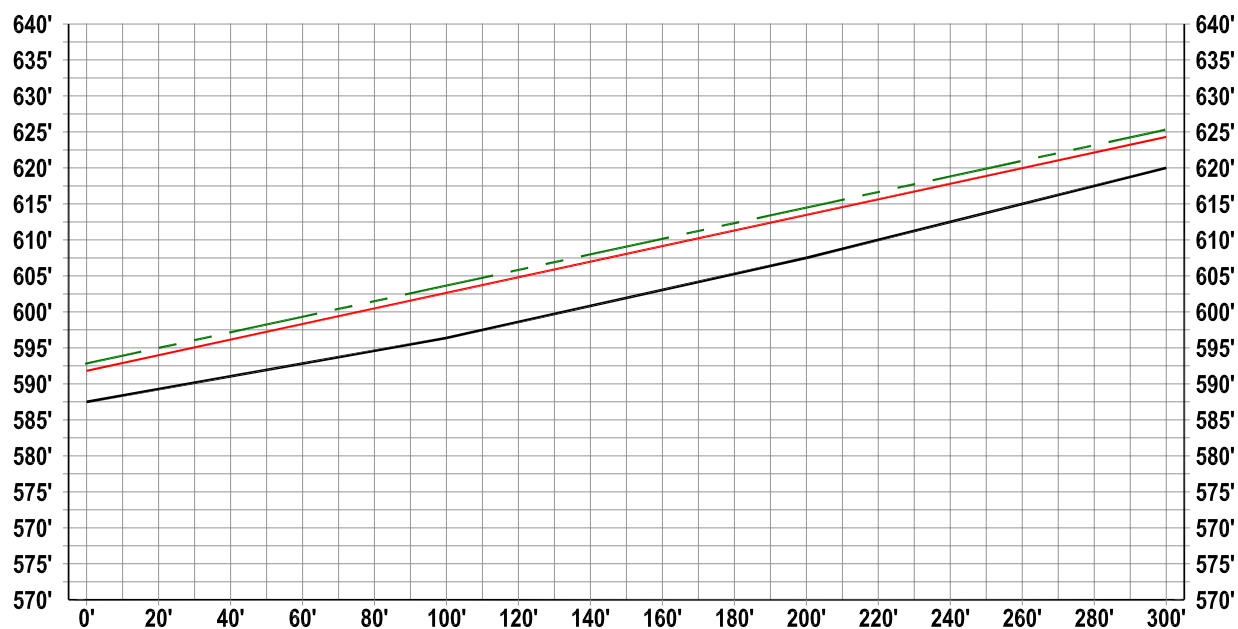
LEGEND:
 — = MINIMUM SIGHT DISTANCE LINES
 (PER COUNTY OF ORANGE STD. PLAN 1117)

Due to the roadway's vertical curve, a profile of the sight lines for Street "A" on Via del Agua has been provided on Exhibit 8-2. Exhibit 8-2 identifies the line of sight for the driver's eye height of 3 ½ feet (waiting vehicle) represented by a red line, an object height of 4 ¼ feet (approaching vehicle) represented by a green line, and the vertical profile of the roadway is represented by the black line. As shown on Exhibit 8-2, it is anticipated that a vehicle waiting to exit Street "A" on Via del Agua can see an approaching vehicle at a height of 4 ¼ feet from beyond the minimum distance of 280 feet in either direction. Since the green line (representing the approaching vehicle) clears the vertical alignment of the roadway to the east and west of Street "A", it is therefore visible to the waiting vehicle at the Project driveway (Street "A").

STREET "A" AND VIA DEL AGUA VERTICAL SIGHT DISTANCE



**VERTICAL PROFILE
WEST OF STREET "A"**



**VERTICAL PROFILE
EAST OF STREET "A"**

LEGEND:

- = ROADWAY
- = DRIVER'S EYE HEIGHT (3'6")
- - - = OBJECT HEIGHT (4'3")

APPENDIX 3.1

Existing Traffic Count Data, May/June 2012

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_1105_002

Day: WEDNESDAY

City: City of Yorba Linda

Date: 5/30/2012

AM													
NS/EW Streets:	Imperial Hwy			Imperial Hwy			Yorba Linda Blvd			Yorba Linda Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2.5	NR .5	SL 2	ST 2.5	SR .5	EL 1	ET 3	ER 0	WL 1	WT 2	WR 2	TOTAL
7:00 AM	41	168	24	44	131	2	5	47	34	33	88	119	736
7:15 AM	54	255	31	58	191	8	3	47	37	28	135	154	1001
7:30 AM	73	263	45	75	284	6	10	69	64	50	161	150	1250
7:45 AM	91	318	45	101	195	10	8	79	61	63	151	172	1294
8:00 AM	50	242	41	77	238	13	5	91	49	39	111	160	1116
8:15 AM	56	230	38	105	172	6	13	102	57	49	120	161	1109
8:30 AM	53	189	60	115	154	9	14	109	58	38	127	144	1070
8:45 AM	62	201	47	88	134	9	16	63	27	37	133	114	931
TOTAL VOLUMES :	NL 480	NT 1866	NR 331	SL 663	ST 1499	SR 63	EL 74	ET 607	ER 387	WL 337	WT 1026	WR 1174	TOTAL 8507
APPROACH %'s :	17.93%	69.70%	12.36%	29.80%	67.37%	2.83%	6.93%	56.84%	36.24%	13.28%	40.44%	46.28%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	270	1053	169	358	889	35	36	341	231	201	543	643	4769
PEAK HR FACTOR :	0.822			0.878			0.884			0.898			0.921

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_1105_002

Day: WEDNESDAY

City: City of Yorba Linda

Date: 5/30/2012

PM													
NS/EW Streets:	Imperial Hwy			Imperial Hwy			Yorba Linda Blvd			Yorba Linda Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2.5	NR .5	SL 2	ST 2.5	SR .5	EL 1	ET 3	ER 0	WL 1	WT 2	WR 2	TOTAL
4:00 PM	47	182	42	154	199	15	30	133	55	32	142	94	1125
4:15 PM	61	193	33	148	180	14	13	126	52	41	117	117	1095
4:30 PM	59	216	28	162	205	10	24	124	53	42	115	116	1154
4:45 PM	68	247	34	167	220	25	19	137	57	29	133	123	1259
5:00 PM	45	232	38	178	245	16	32	151	78	43	128	139	1325
5:15 PM	79	250	52	164	257	20	14	142	77	43	133	136	1367
5:30 PM	48	204	40	151	238	12	19	142	61	45	129	121	1210
5:45 PM	66	233	44	188	227	19	22	148	59	27	118	120	1271
TOTAL VOLUMES :	NL 473	NT 1757	NR 311	SL 1312	ST 1771	SR 131	EL 173	ET 1103	ER 492	WL 302	WT 1015	WR 966	TOTAL 9806
APPROACH %'s :	18.61%	69.15%	12.24%	40.82%	55.10%	4.08%	9.79%	62.39%	27.83%	13.23%	44.46%	42.31%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	238	919	174	681	967	67	87	583	275	158	508	516	5173
PEAK HR FACTOR :	0.873			0.972			0.905			0.947			0.946

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_1113_001

Day: TUESDAY

City: City of Yorba Linda

Date: 06/05/2012

AM													
NS/EW Streets:	Lakeview Ave			Lakeview Ave			Yorba Linda Blvd			Yorba Linda Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1.5	ST 1	SR 0.5	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
7:00 AM	17	24	14	5	56	18	20	81	18	43	215	9	520
7:15 AM	20	34	15	5	53	27	25	87	25	55	246	4	596
7:30 AM	28	38	23	11	74	29	26	114	41	46	317	19	766
7:45 AM	51	38	37	23	75	30	35	148	37	65	333	12	884
8:00 AM	26	30	45	23	63	38	34	159	43	48	229	10	748
8:15 AM	40	37	38	11	61	31	25	132	61	69	244	12	761
8:30 AM	53	34	36	17	60	31	33	164	76	69	258	14	845
8:45 AM	42	34	34	22	53	31	31	128	30	39	177	11	632
TOTAL VOLUMES :	NL 277	NT 269	NR 242	SL 117	ST 495	SR 235	EL 229	ET 1013	ER 331	WL 434	WT 2019	WR 91	TOTAL 5752
APPROACH %'s :	35.15%	34.14%	30.71%	13.81%	58.44%	27.74%	14.56%	64.40%	21.04%	17.06%	79.36%	3.58%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	170	139	156	74	259	130	127	603	217	251	1064	48	3238
PEAK HR FACTOR :	0.923			0.904			0.867			0.831			0.916

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_1113_001

Day: TUESDAY

City: City of Yorba Linda

Date: 06/05/2012

PM													
NS/EW Streets:	Lakeview Ave			Lakeview Ave			Yorba Linda Blvd			Yorba Linda Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1.5	ST 1	SR 0.5	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
4:00 PM	33	53	42	36	35	22	35	270	17	47	204	13	807
4:15 PM	43	57	42	29	42	28	33	228	12	32	192	11	749
4:30 PM	37	55	51	37	50	30	29	261	18	29	203	17	817
4:45 PM	50	66	51	37	51	34	32	270	25	32	228	14	890
5:00 PM	48	53	61	26	47	34	40	319	20	46	218	12	924
5:15 PM	61	74	58	28	48	34	25	299	29	37	248	16	957
5:30 PM	41	52	59	41	42	27	41	300	27	32	203	14	879
5:45 PM	44	99	62	31	33	30	40	273	25	40	206	20	903
TOTAL VOLUMES :	NL 357	NT 509	NR 426	SL 265	ST 348	SR 239	EL 275	ET 2220	ER 173	WL 295	WT 1702	WR 117	TOTAL 6926
APPROACH %'s :	27.63%	39.40%	32.97%	31.10%	40.85%	28.05%	10.31%	83.21%	6.48%	13.95%	80.51%	5.53%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	194	278	240	126	170	125	146	1191	101	155	875	62	3663
PEAK HR FACTOR :	0.868			0.957			0.949			0.907			0.957

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_1105_003

Day: WEDNESDAY

City: City of Yorba Linda

Date: 5/30/2012

AM													
NS/EW Streets:	Kellogg Dr			Kellogg Dr			Yorba Linda Blvd			Yorba Linda Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 0	NR 1	SL 0	ST 0	SR 0	EL 0	ET 3	ER 0	WL 2	WT 3	WR 0	TOTAL
7:00 AM	20		21					73	7	64	206		391
7:15 AM	21		31					97	6	94	268		517
7:30 AM	23		44					148	24	96	283		618
7:45 AM	29		79					134	18	87	318		665
8:00 AM	17		70					148	14	59	247		555
8:15 AM	34		28					155	13	82	283		595
8:30 AM	12		36					147	16	58	249		518
8:45 AM	14		26					141	13	41	222		457
TOTAL VOLUMES :	NL 170	NT 0	NR 335	SL 0	ST 0	SR 0	EL 0	ET 1043	ER 111	WL 581	WT 2076	WR 0	TOTAL 4316
APPROACH %'s :	33.66%	0.00%	66.34%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	90.38%	9.62%	21.87%	78.13%	0.00%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	103	0	221	0	0	0	0	585	69	324	1131	0	2433
PEAK HR FACTOR :	0.750			0.000			0.951			0.898			0.915

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_1105_003

Day: WEDNESDAY

City: City of Yorba Linda

Date: 5/30/2012

PM													
NS/EW Streets:	Kellogg Dr			Kellogg Dr			Yorba Linda Blvd			Yorba Linda Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	0	1	0	0	0	0	3	0	2	3	0	
4:00 PM	35		70					223	24	36	200		588
4:15 PM	14		76					283	25	38	194		630
4:30 PM	15		74					245	23	42	211		610
4:45 PM	26		89					286	20	58	209		688
5:00 PM	12		80					312	22	47	213		686
5:15 PM	16		88					309	18	53	223		707
5:30 PM	7		76					302	12	43	187		627
5:45 PM	23		97					282	18	65	214		699
TOTAL VOLUMES :	NL 148	NT 0	NR 650	SL 0	ST 0	SR 0	EL 0	ET 2242	ER 162	WL 382	WT 1651	WR 0	TOTAL 5235
APPROACH %'s :	18.55%	0.00%	81.45%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	93.26%	6.74%	18.79%	81.21%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	58	0	341	0	0	0	0	1205	70	208	837	0	2719
PEAK HR FACTOR :	0.831			0.000			0.954			0.936			0.961

CONTROL : Signalized

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

File Name : YLAFAYLAM
Site Code : 00000043
Start Date : 5/2/2012
Page No : 1

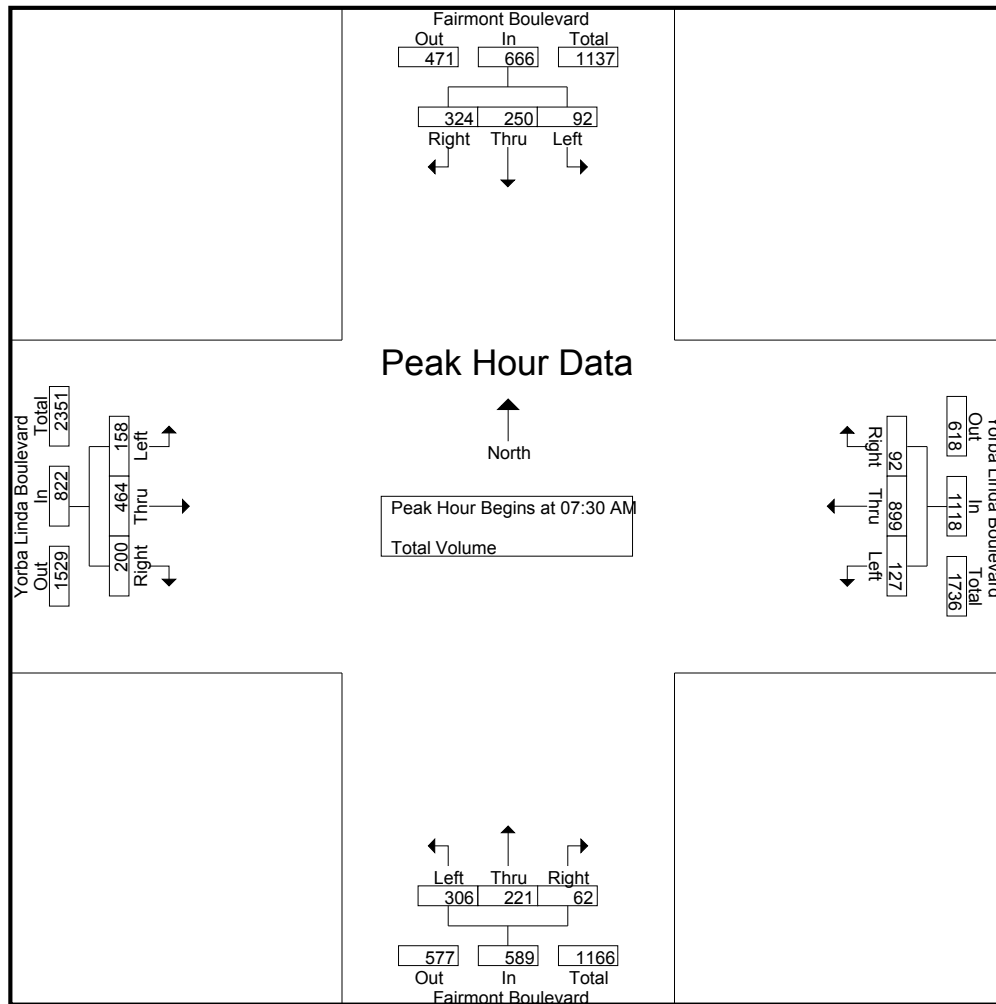
Groups Printed- Total Volume

	Fairmont Boulevard Southbound				Yorba Linda Boulevard Westbound				Fairmont Boulevard Northbound				Yorba Linda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	13	28	73	114	10	173	4	187	37	16	2	55	12	70	15	97	453
07:15 AM	12	33	66	111	12	219	10	241	50	23	2	75	18	63	28	109	536
07:30 AM	23	47	101	171	13	239	48	300	71	58	8	137	45	86	28	159	767
07:45 AM	31	55	129	215	20	271	31	322	72	56	10	138	53	133	39	225	900
Total	79	163	369	611	55	902	93	1050	230	153	22	405	128	352	110	590	2656
08:00 AM	15	85	58	158	50	203	7	260	82	43	12	137	31	116	62	209	764
08:15 AM	23	63	36	122	44	186	6	236	81	64	32	177	29	129	71	229	764
08:30 AM	20	52	74	146	15	210	10	235	78	49	23	150	19	96	27	142	673
08:45 AM	32	29	39	100	10	162	2	174	35	23	15	73	26	108	27	161	508
Total	90	229	207	526	119	761	25	905	276	179	82	537	105	449	187	741	2709
Grand Total	169	392	576	1137	174	1663	118	1955	506	332	104	942	233	801	297	1331	5365
Apprch %	14.9	34.5	50.7		8.9	85.1	6		53.7	35.2	11		17.5	60.2	22.3		
Total %	3.2	7.3	10.7	21.2	3.2	31	2.2	36.4	9.4	6.2	1.9	17.6	4.3	14.9	5.5	24.8	

	Fairmont Boulevard Southbound				Yorba Linda Boulevard Westbound				Fairmont Boulevard Northbound				Yorba Linda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	23	47	101	171	13	239	48	300	71	58	8	137	45	86	28	159	767
07:45 AM	31	55	129	215	20	271	31	322	72	56	10	138	53	133	39	225	900
08:00 AM	15	85	58	158	50	203	7	260	82	43	12	137	31	116	62	209	764
08:15 AM	23	63	36	122	44	186	6	236	81	64	32	177	29	129	71	229	764
Total Volume	92	250	324	666	127	899	92	1118	306	221	62	589	158	464	200	822	3195
% App. Total	13.8	37.5	48.6		11.4	80.4	8.2		52	37.5	10.5		19.2	56.4	24.3		
PHF	.742	.735	.628	.774	.635	.829	.479	.868	.933	.863	.484	.832	.745	.872	.704	.897	.888

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

File Name : YLAFAYLAM
Site Code : 00000043
Start Date : 5/2/2012
Page No : 2



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

	07:30 AM				07:15 AM				07:45 AM				07:30 AM			
+0 mins.	23	47	101	171	12	219	10	241	72	56	10	138	45	86	28	159
+15 mins.	31	55	129	215	13	239	48	300	82	43	12	137	53	133	39	225
+30 mins.	15	85	58	158	20	271	31	322	81	64	32	177	31	116	62	209
+45 mins.	23	63	36	122	50	203	7	260	78	49	23	150	29	129	71	229
Total Volume	92	250	324	666	95	932	96	1123	313	212	77	602	158	464	200	822
% App. Total	13.8	37.5	48.6		8.5	83	8.5		52	35.2	12.8		19.2	56.4	24.3	
PHF	.742	.735	.628	.774	.475	.860	.500	.872	.954	.828	.602	.850	.745	.872	.704	.897

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

File Name : YLAFAYLPM
Site Code : 00000043
Start Date : 5/2/2012
Page No : 1

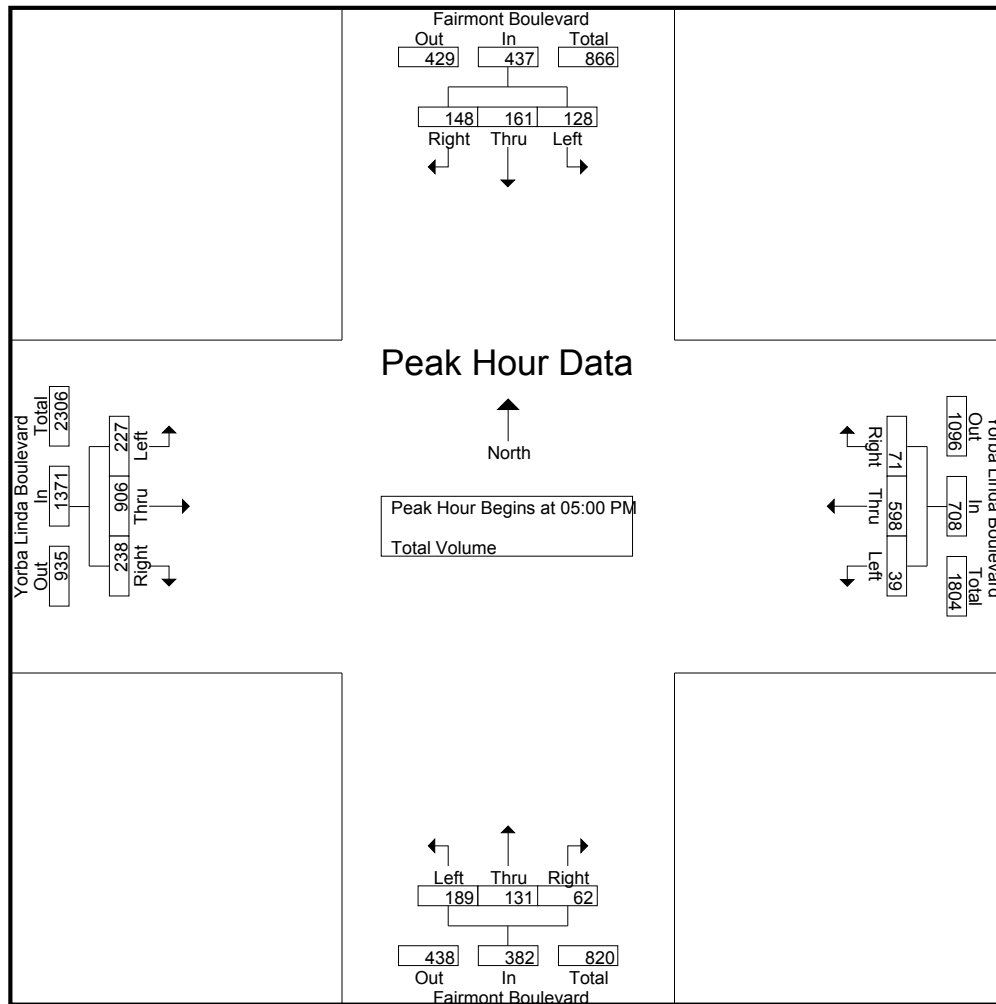
Groups Printed- Total Volume

	Fairmont Boulevard Southbound				Yorba Linda Boulevard Westbound				Fairmont Boulevard Northbound				Yorba Linda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	38	32	33	103	14	149	13	176	46	26	14	86	40	222	62	324	689
04:15 PM	34	35	28	97	27	143	24	194	47	29	20	96	47	209	62	318	705
04:30 PM	43	49	38	130	34	141	23	198	47	21	16	84	50	204	69	323	735
04:45 PM	33	26	34	93	15	165	13	193	53	23	18	94	53	198	49	300	680
Total	148	142	133	423	90	598	73	761	193	99	68	360	190	833	242	1265	2809
05:00 PM	27	39	35	101	15	153	16	184	44	28	15	87	50	190	64	304	676
05:15 PM	41	50	50	141	8	155	18	181	52	42	20	114	53	237	62	352	788
05:30 PM	28	38	33	99	13	143	11	167	36	29	11	76	73	263	66	402	744
05:45 PM	32	34	30	96	3	147	26	176	57	32	16	105	51	216	46	313	690
Total	128	161	148	437	39	598	71	708	189	131	62	382	227	906	238	1371	2898
Grand Total	276	303	281	860	129	1196	144	1469	382	230	130	742	417	1739	480	2636	5707
Apprch %	32.1	35.2	32.7		8.8	81.4	9.8		51.5	31	17.5		15.8	66	18.2		
Total %	4.8	5.3	4.9	15.1	2.3	21	2.5	25.7	6.7	4	2.3	13	7.3	30.5	8.4	46.2	

	Fairmont Boulevard Southbound				Yorba Linda Boulevard Westbound				Fairmont Boulevard Northbound				Yorba Linda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	27	39	35	101	15	153	16	184	44	28	15	87	50	190	64	304	676
05:15 PM	41	50	50	141	8	155	18	181	52	42	20	114	53	237	62	352	788
05:30 PM	28	38	33	99	13	143	11	167	36	29	11	76	73	263	66	402	744
05:45 PM	32	34	30	96	3	147	26	176	57	32	16	105	51	216	46	313	690
Total Volume	128	161	148	437	39	598	71	708	189	131	62	382	227	906	238	1371	2898
% App. Total	29.3	36.8	33.9		5.5	84.5	10		49.5	34.3	16.2		16.6	66.1	17.4		
PHF	.780	.805	.740	.775	.650	.965	.683	.962	.829	.780	.775	.838	.777	.861	.902	.853	.919

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

File Name : YLAFAYLPM
Site Code : 00000043
Start Date : 5/2/2012
Page No : 2



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

	04:30 PM				04:15 PM				05:00 PM				05:00 PM			
+0 mins.	43	49	38	130	27	143	24	194	44	28	15	87	50	190	64	304
+15 mins.	33	26	34	93	34	141	23	198	52	42	20	114	53	237	62	352
+30 mins.	27	39	35	101	15	165	13	193	36	29	11	76	73	263	66	402
+45 mins.	41	50	50	141	15	153	16	184	57	32	16	105	51	216	46	313
Total Volume	144	164	157	465	91	602	76	769	189	131	62	382	227	906	238	1371
% App. Total	31	35.3	33.8		11.8	78.3	9.9		49.5	34.3	16.2		16.6	66.1	17.4	
PHF	.837	.820	.785	.824	.669	.912	.792	.971	.829	.780	.775	.838	.777	.861	.902	.853

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

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

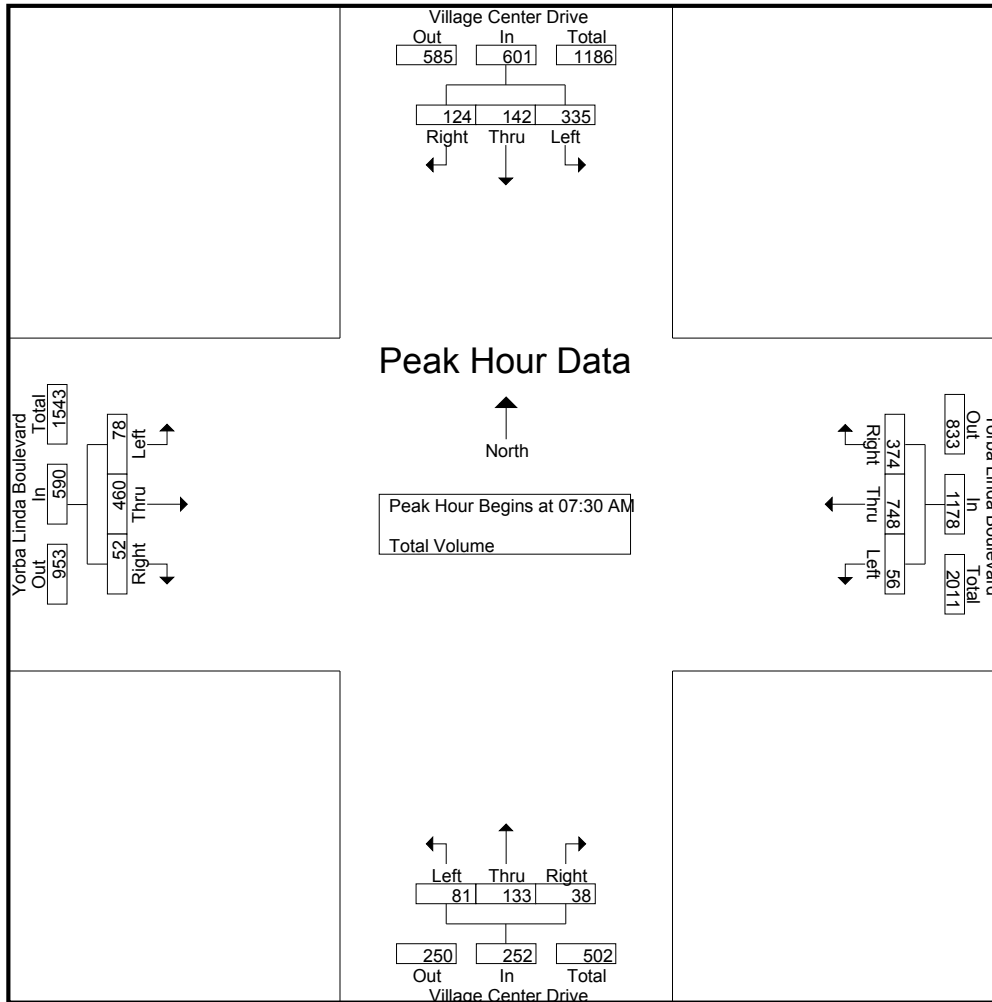
Groups Printed- Total Volume

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

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

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

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



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

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

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

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

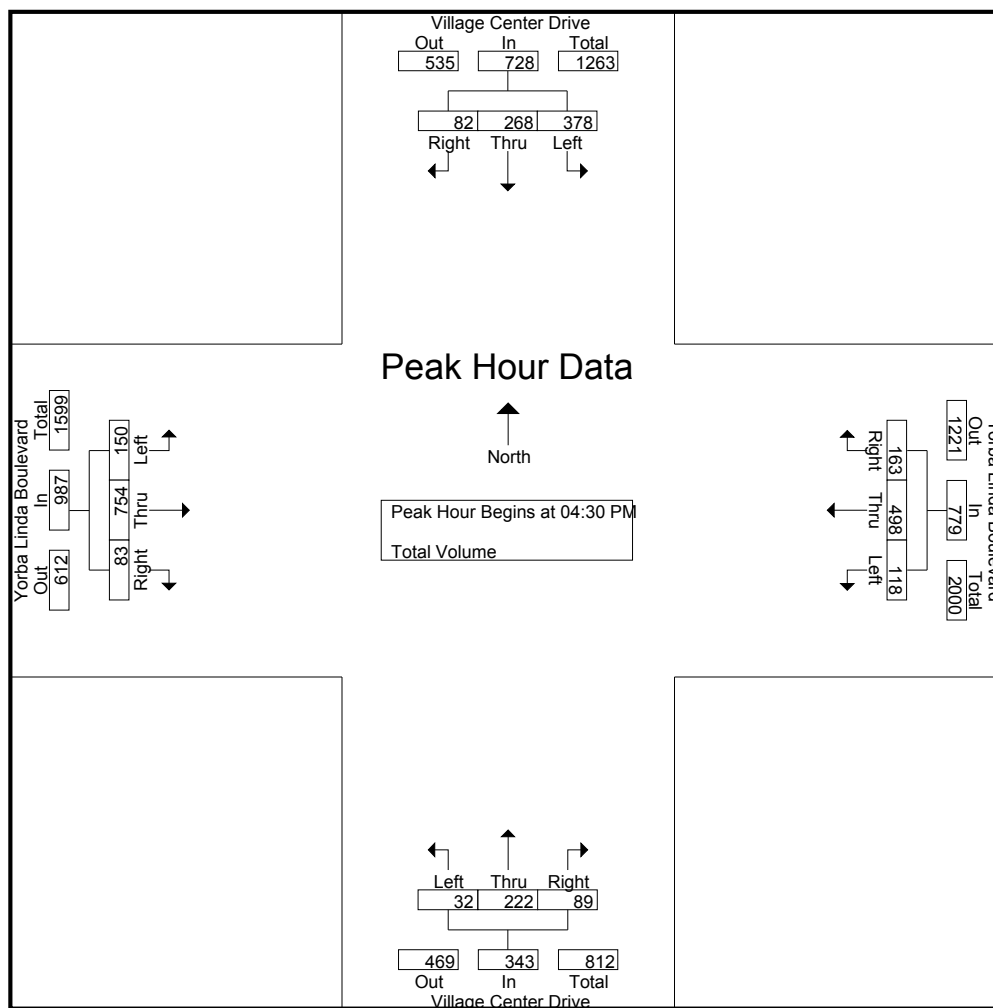
Groups Printed- Total Volume

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

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

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

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



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

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

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

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

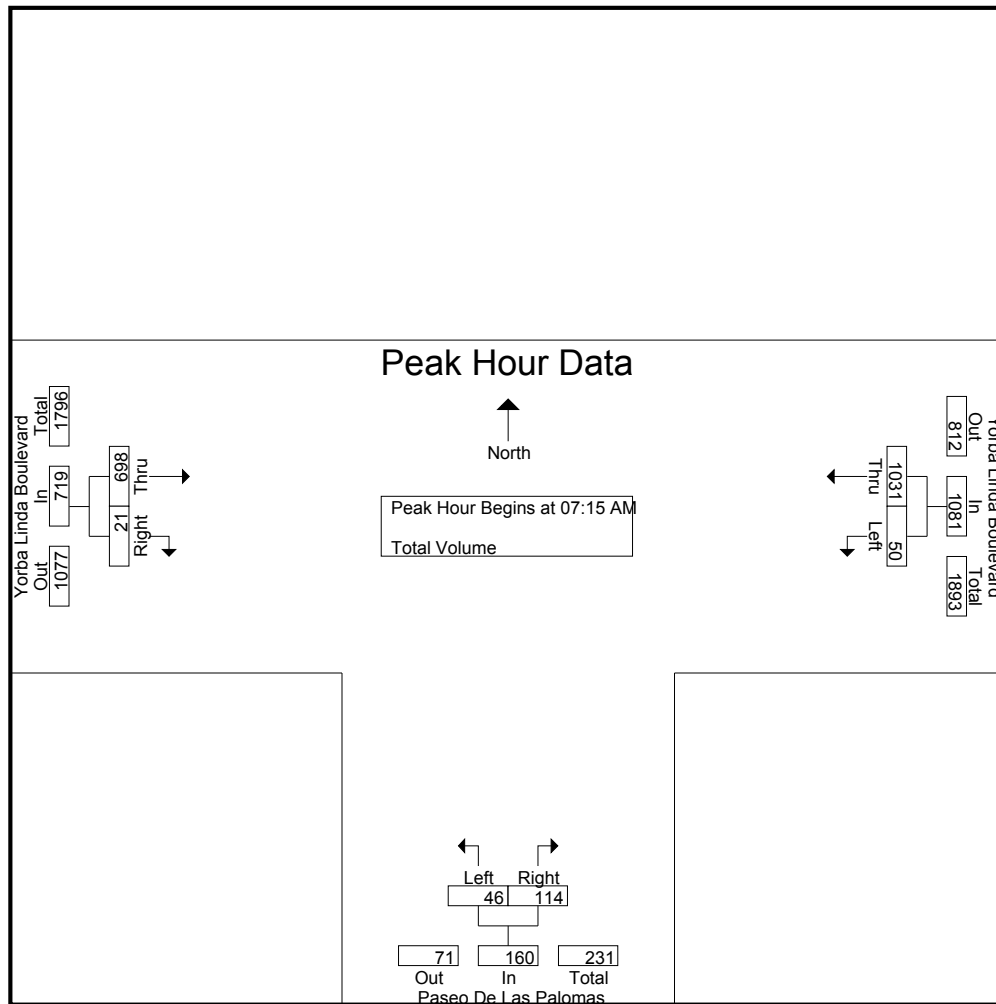
Groups Printed- Total Volume

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

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

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

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



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

Peak Hour for Each Approach Begins at:

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

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

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

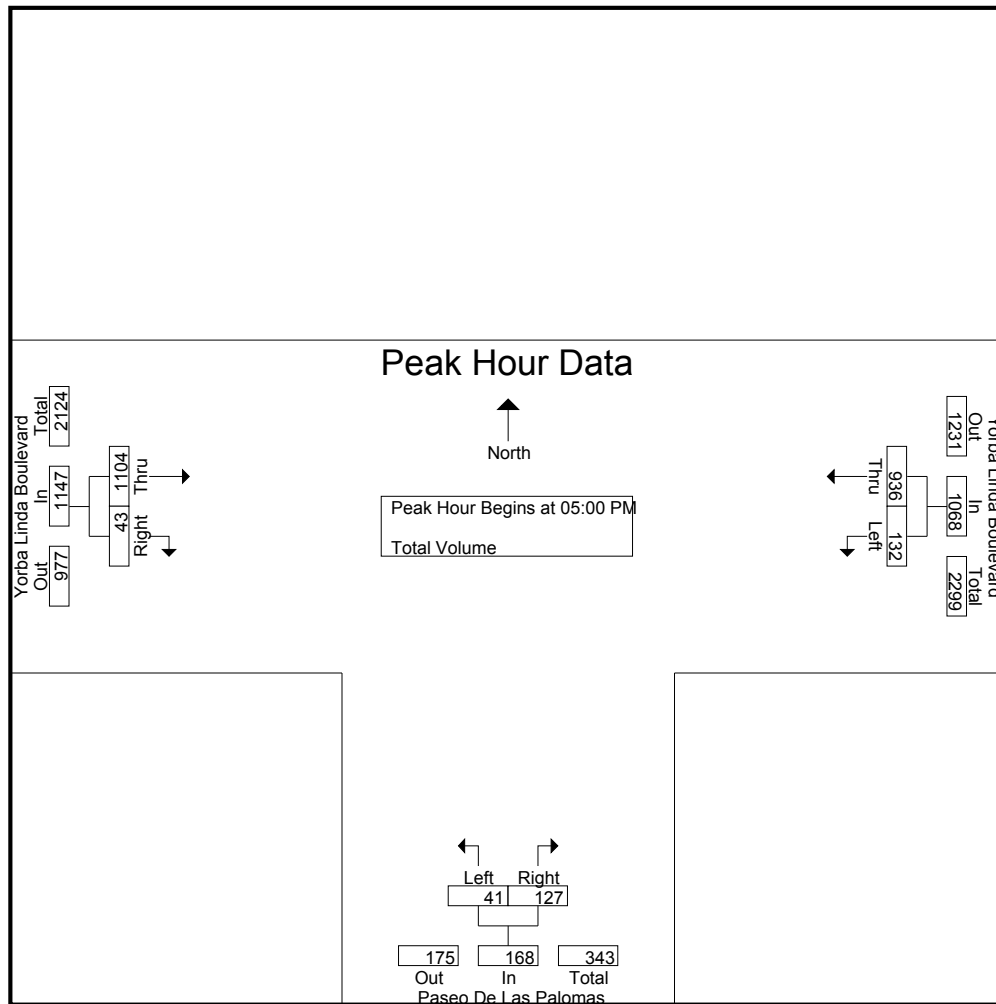
Groups Printed- Total Volume

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

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

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

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



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

Peak Hour for Each Approach Begins at:

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

City of Yorba Linda
N/S: San Antonio Road
E/W: Aspen Way
Weather: Cloudy

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

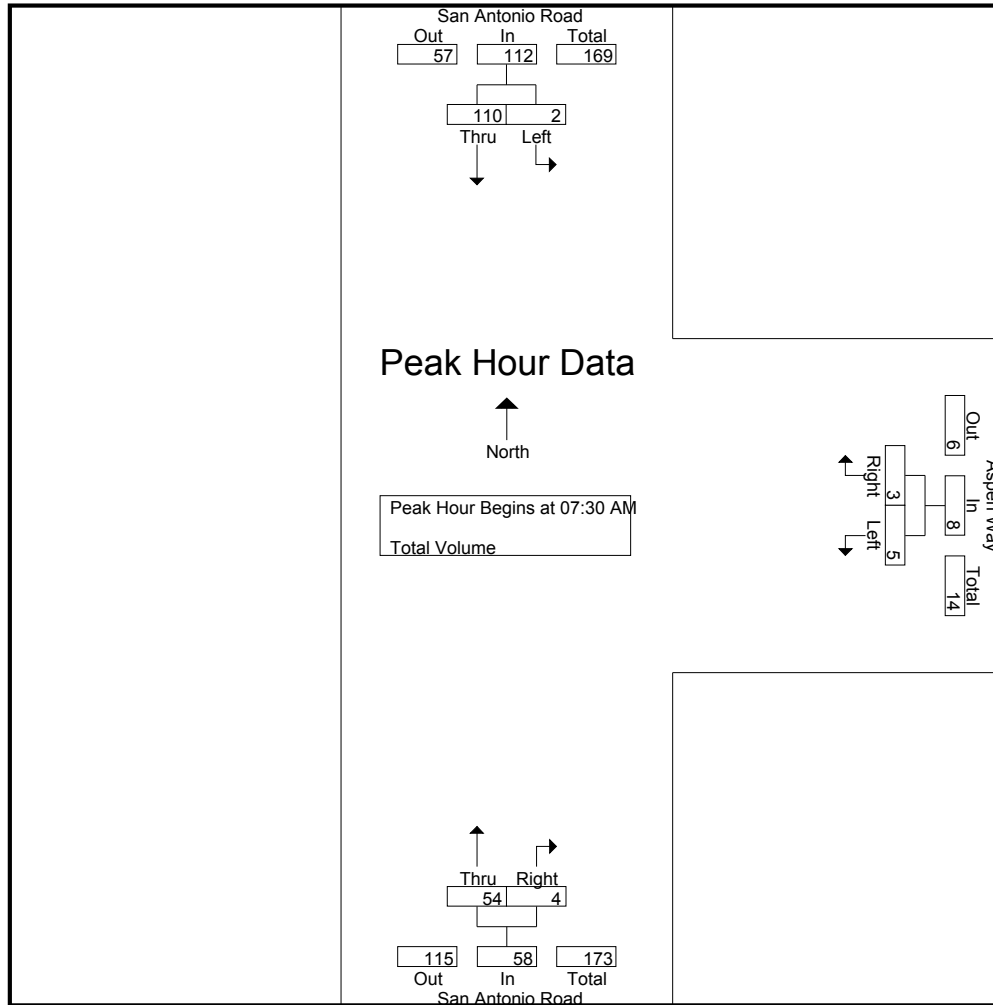
Groups Printed- Total Volume

	San Antonio Road Southbound			Aspen Way Westbound			San Antonio Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	2	26	28	1	1	2	7	0	7	37
07:15 AM	0	27	27	0	0	0	8	0	8	35
07:30 AM	1	22	23	3	2	5	12	1	13	41
07:45 AM	1	23	24	0	0	0	15	0	15	39
Total	4	98	102	4	3	7	42	1	43	152
08:00 AM	0	43	43	1	1	2	12	3	15	60
08:15 AM	0	22	22	1	0	1	15	0	15	38
08:30 AM	0	22	22	2	0	2	13	1	14	38
08:45 AM	0	20	20	0	0	0	7	0	7	27
Total	0	107	107	4	1	5	47	4	51	163
Grand Total	4	205	209	8	4	12	89	5	94	315
Apprch %	1.9	98.1		66.7	33.3		94.7	5.3		
Total %	1.3	65.1	66.3	2.5	1.3	3.8	28.3	1.6	29.8	

	San Antonio Road Southbound			Aspen Way Westbound			San Antonio Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	1	22	23	3	2	5	12	1	13	41
07:45 AM	1	23	24	0	0	0	15	0	15	39
08:00 AM	0	43	43	1	1	2	12	3	15	60
08:15 AM	0	22	22	1	0	1	15	0	15	38
Total Volume	2	110	112	5	3	8	54	4	58	178
% App. Total	1.8	98.2		62.5	37.5		93.1	6.9		
PHF	.500	.640	.651	.417	.375	.400	.900	.333	.967	.742

City of Yorba Linda
N/S: San Antonio Road
E/W: Aspen Way
Weather: Cloudy

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



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

Peak Hour for Each Approach Begins at:

	07:15 AM			07:30 AM			07:45 AM		
+0 mins.	0	27	27	3	2	5	15	0	15
+15 mins.	1	22	23	0	0	0	12	3	15
+30 mins.	1	23	24	1	1	2	15	0	15
+45 mins.	0	43	43	1	0	1	13	1	14
Total Volume	2	115	117	5	3	8	55	4	59
% App. Total	1.7	98.3		62.5	37.5		93.2	6.8	
PHF	.500	.669	.680	.417	.375	.400	.917	.333	.983

City of Yorba Linda
N/S: San Antonio Road
E/W: Aspen Way
Weather: Cloudy

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

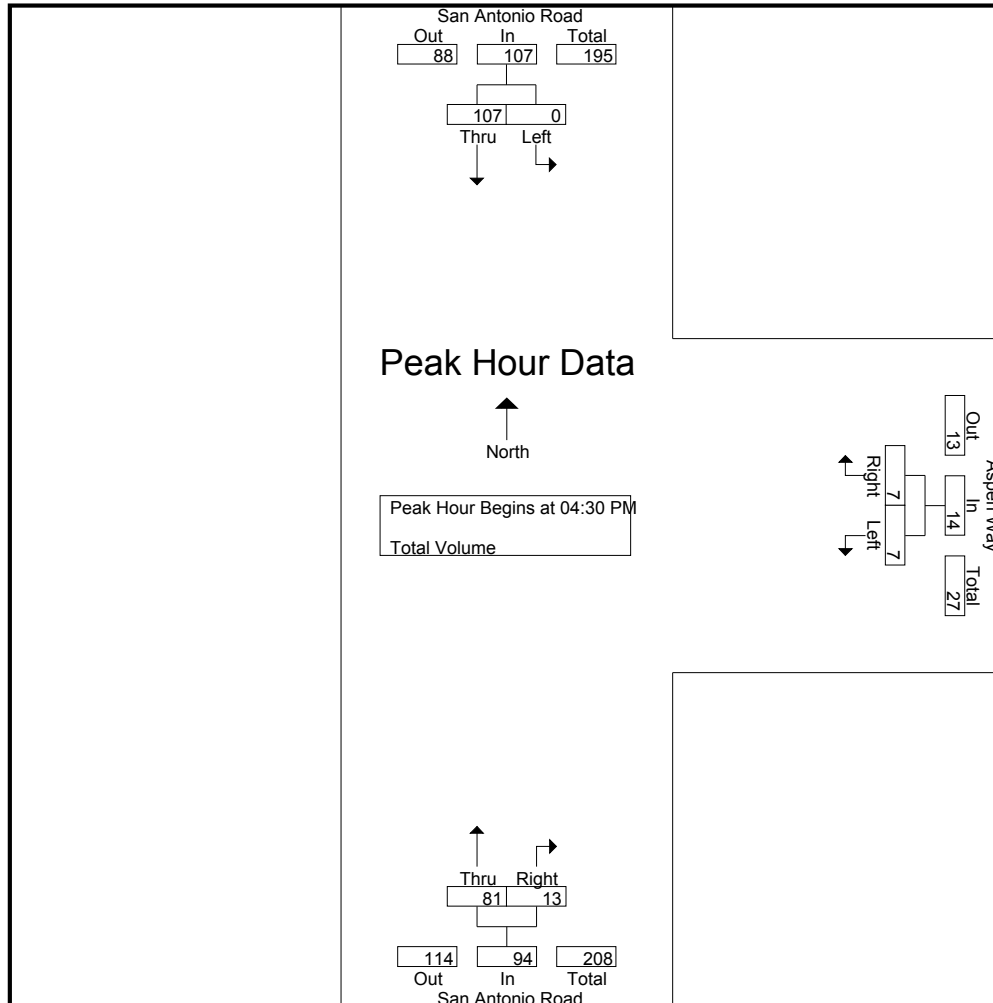
Groups Printed- Total Volume

	San Antonio Road Southbound			Aspen Way Westbound			San Antonio Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	20	20	1	1	2	24	2	26	48
04:15 PM	0	15	15	0	0	0	18	0	18	33
04:30 PM	0	37	37	2	2	4	27	5	32	73
04:45 PM	0	32	32	0	0	0	18	1	19	51
Total	0	104	104	3	3	6	87	8	95	205
05:00 PM	0	19	19	2	2	4	17	5	22	45
05:15 PM	0	19	19	3	3	6	19	2	21	46
05:30 PM	1	16	17	2	2	4	23	1	24	45
05:45 PM	0	12	12	0	1	1	29	0	29	42
Total	1	66	67	7	8	15	88	8	96	178
Grand Total	1	170	171	10	11	21	175	16	191	383
Apprch %	0.6	99.4		47.6	52.4		91.6	8.4		
Total %	0.3	44.4	44.6	2.6	2.9	5.5	45.7	4.2	49.9	

	San Antonio Road Southbound			Aspen Way Westbound			San Antonio Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	37	37	2	2	4	27	5	32	73
04:45 PM	0	32	32	0	0	0	18	1	19	51
05:00 PM	0	19	19	2	2	4	17	5	22	45
05:15 PM	0	19	19	3	3	6	19	2	21	46
Total Volume	0	107	107	7	7	14	81	13	94	215
% App. Total	0	100		50	50		86.2	13.8		
PHF	.000	.723	.723	.583	.583	.583	.750	.650	.734	.736

City of Yorba Linda
N/S: San Antonio Road
E/W: Aspen Way
Weather: Cloudy

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



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

Peak Hour for Each Approach Begins at:

	04:30 PM			05:00 PM			05:00 PM		
+0 mins.	0	37	37	2	2	4	17	5	22
+15 mins.	0	32	32	3	3	6	19	2	21
+30 mins.	0	19	19	2	2	4	23	1	24
+45 mins.	0	19	19	0	1	1	29	0	29
Total Volume	0	107	107	7	8	15	88	8	96
% App. Total	0	100		46.7	53.3		91.7	8.3	
PHF	.000	.723	.723	.583	.667	.625	.759	.400	.828

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

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

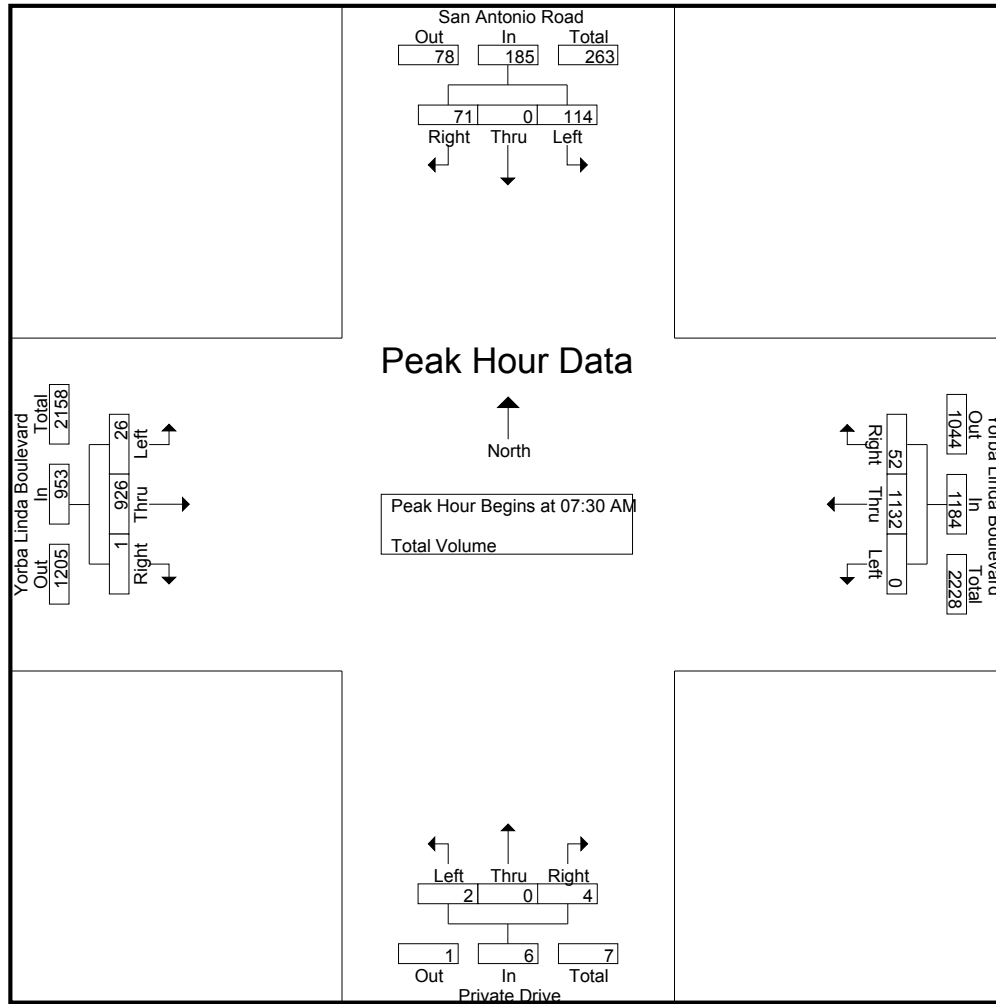
Groups Printed- Total Volume

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

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

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

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



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

Peak Hour for Each Approach Begins at:

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

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

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

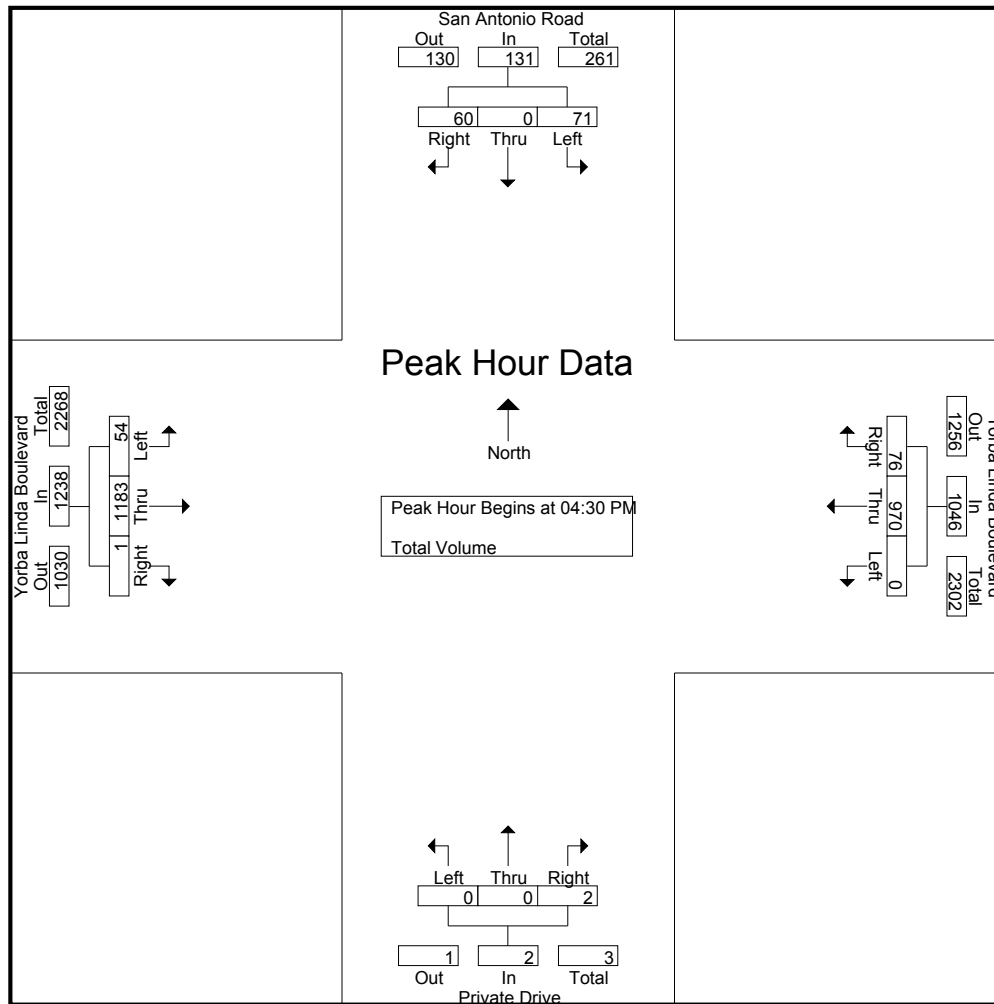
Groups Printed- Total Volume

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

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

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

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



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

Peak Hour for Each Approach Begins at:

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

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

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

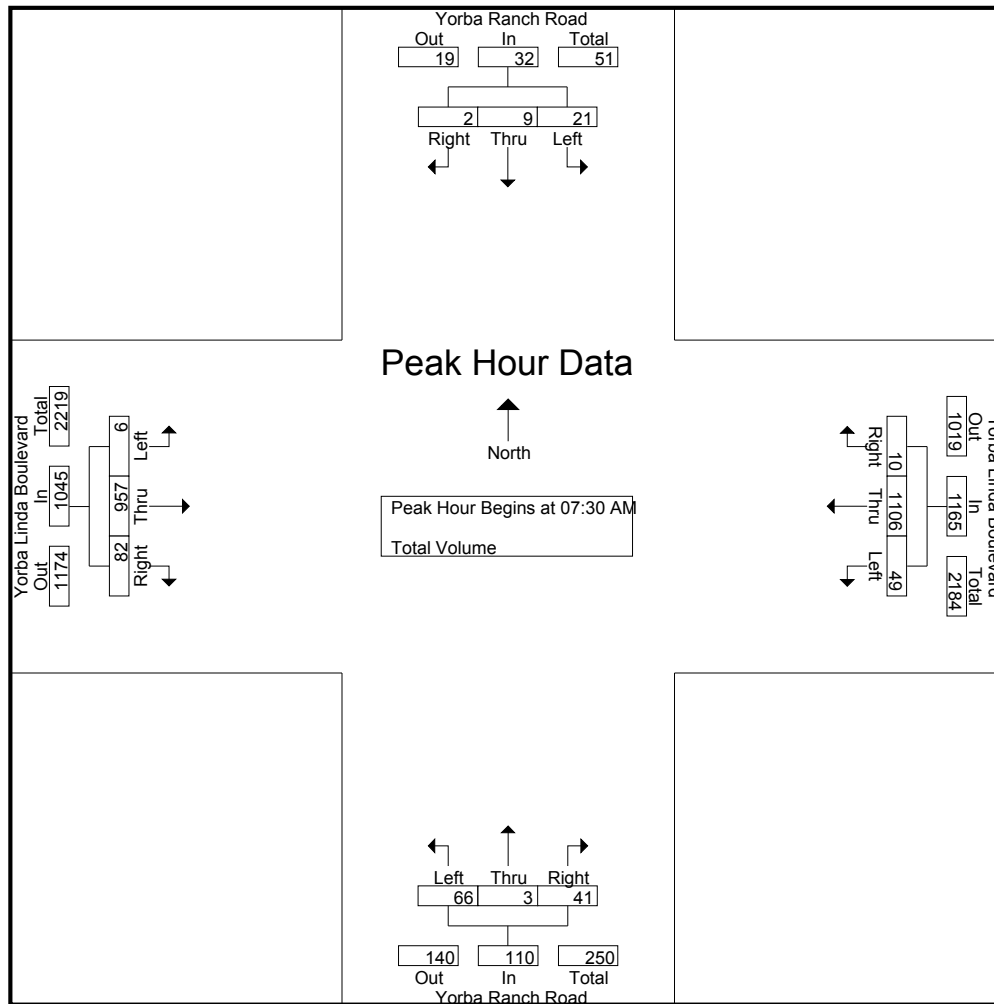
Groups Printed- Total Volume

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

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

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

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



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

Peak Hour for Each Approach Begins at:

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

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

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

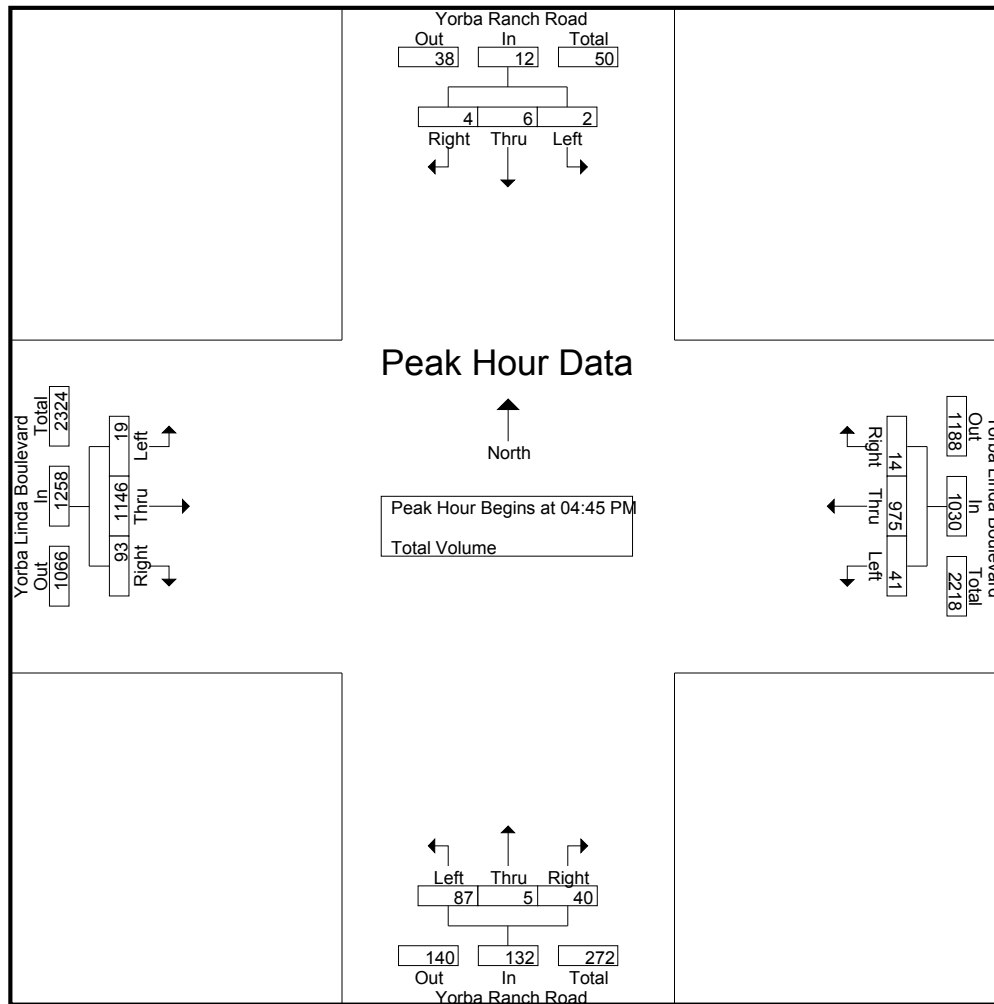
Groups Printed- Total Volume

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

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

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

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



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

Peak Hour for Each Approach Begins at:

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

City of Yorba Linda
N/S: Via Del Agua
E/W: Yorba Linda Boulevard
Weather: Clear

File Name : YLAVAYLAM
Site Code : 00000035
Start Date : 5/2/2012
Page No : 1

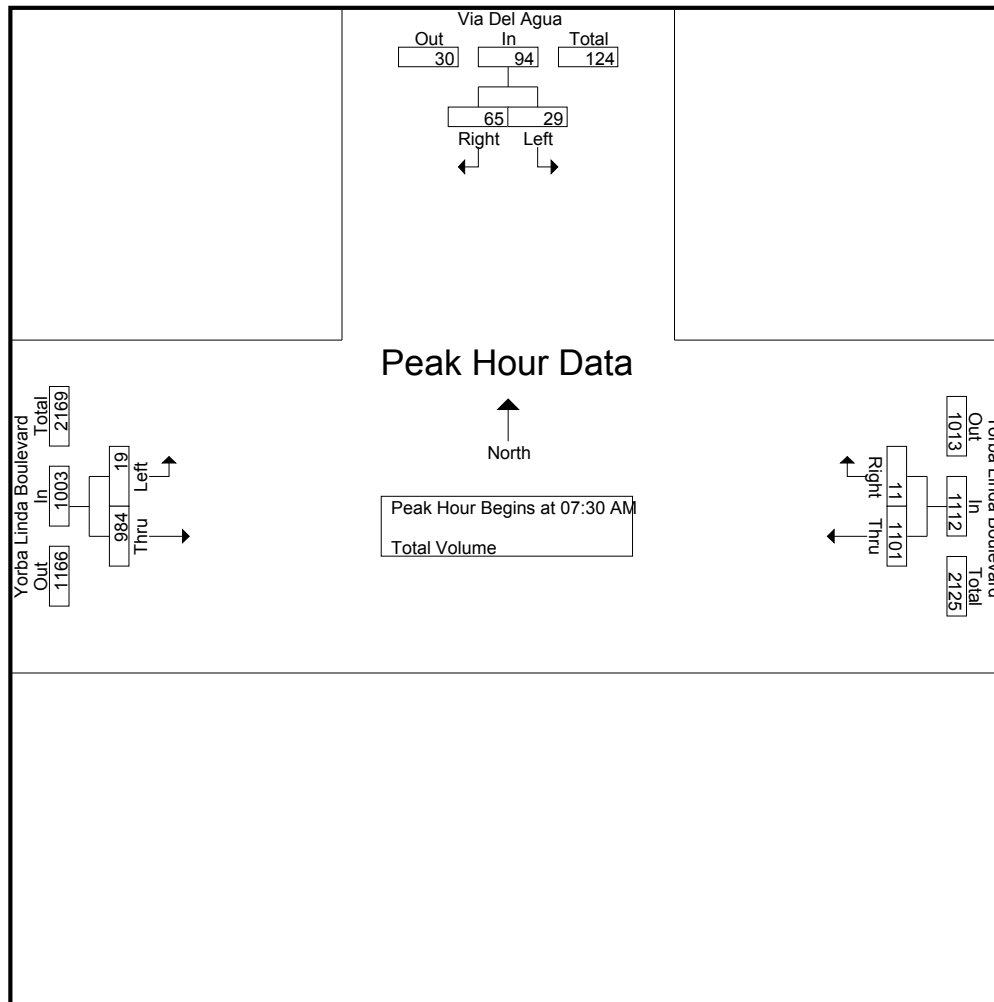
Groups Printed- Total Volume

	Via Del Agua Southbound			Yorba Linda Boulevard Westbound			Yorba Linda Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	7	17	24	161	3	164	3	148	151	339
07:15 AM	8	11	19	245	2	247	2	178	180	446
07:30 AM	4	29	33	372	1	373	4	202	206	612
07:45 AM	4	8	12	239	4	243	7	301	308	563
Total	23	65	88	1017	10	1027	16	829	845	1960
08:00 AM	12	16	28	209	2	211	4	248	252	491
08:15 AM	9	12	21	281	4	285	4	233	237	543
08:30 AM	5	11	16	233	3	236	1	192	193	445
08:45 AM	0	9	9	167	1	168	8	162	170	347
Total	26	48	74	890	10	900	17	835	852	1826
Grand Total	49	113	162	1907	20	1927	33	1664	1697	3786
Apprch %	30.2	69.8		99	1		1.9	98.1		
Total %	1.3	3	4.3	50.4	0.5	50.9	0.9	44	44.8	

	Via Del Agua Southbound			Yorba Linda Boulevard Westbound			Yorba Linda Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	4	29	33	372	1	373	4	202	206	612
07:45 AM	4	8	12	239	4	243	7	301	308	563
08:00 AM	12	16	28	209	2	211	4	248	252	491
08:15 AM	9	12	21	281	4	285	4	233	237	543
Total Volume	29	65	94	1101	11	1112	19	984	1003	2209
% App. Total	30.9	69.1		99	1		1.9	98.1		
PHF	.604	.560	.712	.740	.688	.745	.679	.817	.814	.902

City of Yorba Linda
N/S: Via Del Agua
E/W: Yorba Linda Boulevard
Weather: Clear

File Name : YLAVAYLAM
Site Code : 00000035
Start Date : 5/2/2012
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	4	29	33	372	1	373	4	202	206
+15 mins.	4	8	12	239	4	243	7	301	308
+30 mins.	12	16	28	209	2	211	4	248	252
+45 mins.	9	12	21	281	4	285	4	233	237
Total Volume	29	65	94	1101	11	1112	19	984	1003
% App. Total	30.9	69.1		99	1		1.9	98.1	
PHF	.604	.560	.712	.740	.688	.745	.679	.817	.814

City of Yorba Linda
N/S: Via Del Agua
E/W: Yorba Linda Boulevard
Weather: Clear

File Name : YLAVAYLPM
Site Code : 00000035
Start Date : 5/2/2012
Page No : 1

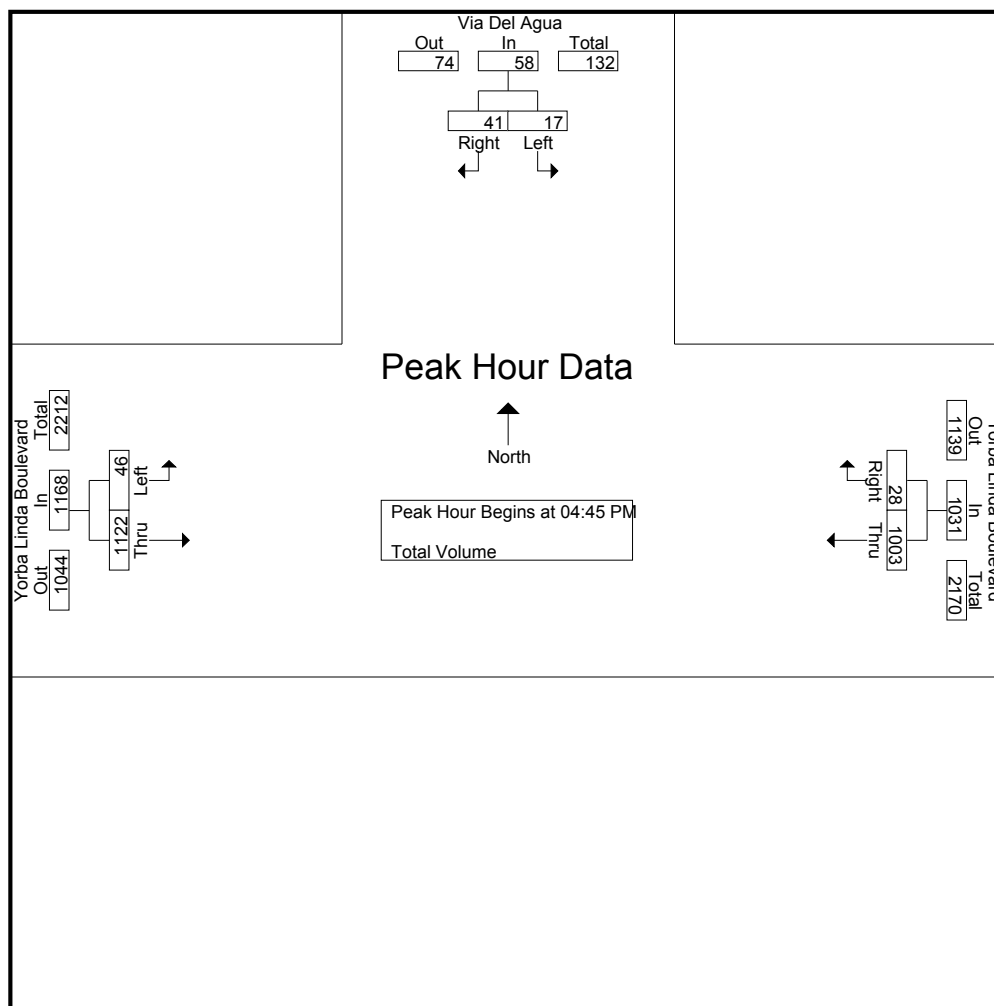
Groups Printed- Total Volume

	Via Del Agua Southbound			Yorba Linda Boulevard Westbound			Yorba Linda Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	3	3	6	249	3	252	8	205	213	471
04:15 PM	7	5	12	185	5	190	14	260	274	476
04:30 PM	7	5	12	242	11	253	11	259	270	535
04:45 PM	3	21	24	203	8	211	15	313	328	563
Total	20	34	54	879	27	906	48	1037	1085	2045
05:00 PM	7	7	14	268	9	277	11	261	272	563
05:15 PM	4	8	12	262	4	266	13	292	305	583
05:30 PM	3	5	8	270	7	277	7	256	263	548
05:45 PM	3	8	11	246	5	251	22	266	288	550
Total	17	28	45	1046	25	1071	53	1075	1128	2244
Grand Total	37	62	99	1925	52	1977	101	2112	2213	4289
Apprch %	37.4	62.6		97.4	2.6		4.6	95.4		
Total %	0.9	1.4	2.3	44.9	1.2	46.1	2.4	49.2	51.6	

	Via Del Agua Southbound			Yorba Linda Boulevard Westbound			Yorba Linda Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	3	21	24	203	8	211	15	313	328	563
05:00 PM	7	7	14	268	9	277	11	261	272	563
05:15 PM	4	8	12	262	4	266	13	292	305	583
05:30 PM	3	5	8	270	7	277	7	256	263	548
Total Volume	17	41	58	1003	28	1031	46	1122	1168	2257
% App. Total	29.3	70.7		97.3	2.7		3.9	96.1		
PHF	.607	.488	.604	.929	.778	.931	.767	.896	.890	.968

City of Yorba Linda
N/S: Via Del Agua
E/W: Yorba Linda Boulevard
Weather: Clear

File Name : YLAVAYLPM
Site Code : 00000035
Start Date : 5/2/2012
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:15 PM			05:00 PM			04:30 PM		
+0 mins.	7	5	12	268	9	277	11	259	270
+15 mins.	7	5	12	262	4	266	15	313	328
+30 mins.	3	21	24	270	7	277	11	261	272
+45 mins.	7	7	14	246	5	251	13	292	305
Total Volume	24	38	62	1046	25	1071	50	1125	1175
% App. Total	38.7	61.3		97.7	2.3		4.3	95.7	
PHF	.857	.452	.646	.969	.694	.967	.833	.899	.896

APPENDIX 3.2

Existing (2012) Conditions
ICU and HCM Calculation Worksheets

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing (2012) Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #1 Imperial Highway / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.649
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:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	2	1	0	2

Volume Module:

Base Vol:	270	1053	169	358	889	35	36	341	231	201	543	643
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:	270	1053	169	358	889	35	36	341	231	201	543	643
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:	270	1053	169	358	889	35	36	341	231	201	543	643
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	1053	169	358	889	35	36	341	231	201	543	643
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:	270	1053	169	358	889	35	36	341	231	201	543	643
OvlAdjVol:												285

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.59	0.41	2.00	2.89	0.11	1.00	2.00	1.00	1.00	2.00	2.00
Final Sat.:	1700	4395	705	3400	4907	193	1700	3400	1700	1700	3400	3400

Capacity Analysis Module:

Vol/Sat:	0.16	0.24	0.24	0.11	0.18	0.18	0.02	0.10	0.14	0.12	0.16	0.19
OvlAdjV/S:												0.08
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing (2012) Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #2 Lakeview Avenue / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.551
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:	Split Phase			Split Phase			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	1	1	0	1	0	1	0	2	1	0	1

Volume Module:

Base Vol:	170	139	156	74	259	130	127	603	217	251	1064	48
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:	170	139	156	74	259	130	127	603	217	251	1064	48
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:	170	139	156	74	259	130	127	603	217	251	1064	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	139	156	74	259	130	127	603	217	251	1064	48
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
Final Volume:	170	139	156	74	259	130	127	603	217	251	1064	48
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.65	1.35	1.00	1.00	1.15	0.85	1.00	2.21	0.79	1.00	2.87	0.13
Final Sat.:	2806	2294	1700	1700	1958	1442	1700	3750	1350	1700	4880	220

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.09	0.04	0.13	0.09	0.07	0.16	0.16	0.15	0.22	0.22
OvlAdjV/S:	0.00											
Crit Moves:	****				****				****			

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing (2012) Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Kellogg Drive / Yorba Linda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.426
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			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	0	0	0	0	0	0	2	1	0	2

Volume Module:

Base Vol:	103	0	221	0	0	0	0	585	69	324	1131	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:	103	0	221	0	0	0	0	585	69	324	1131	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	0	221	0	0	0	0	585	69	324	1131	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	0	221	0	0	0	0	585	69	324	1131	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	0	221	0	0	0	0	585	69	324	1131	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.68	0.32	2.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4294	506	3200	4800	0

Capacity Analysis Module:

Vol/Sat:	0.06	0.00	0.14	0.00	0.00	0.00	0.00	0.14	0.14	0.10	0.24	0.00
Crit Moves:	****						****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing (2012) Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Kellogg Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.404
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			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	0	0	0	0	0	0	2	1	0	2
	0	0	1	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	103	0	221	0	0	0	0	585	69	324	1131	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:	103	0	221	0	0	0	0	585	69	324	1131	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	0	221	0	0	0	0	585	69	324	1131	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	0	221	0	0	0	0	585	69	324	1131	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	0	221	0	0	0	0	585	69	324	1131	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.68	0.32	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4562	538	3400	5100	0

Capacity Analysis Module:

Vol/Sat:	0.06	0.00	0.13	0.00	0.00	0.00	0.00	0.13	0.13	0.10	0.22	0.00
Crit Moves:	****						****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing (2012) Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #4 Fairmont Boulevard / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.574
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:	Protected			Protected			Protected			Protected			
Rights:	Include			Ovl			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	2	0	1	1	0	2	1	0	3	0	1	1	0

Volume Module:

Base Vol:	306	221	62	92	250	324	158	464	200	127	899	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	306	221	62	92	250	324	158	464	200	127	899	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	306	221	62	92	250	324	158	464	200	127	899	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	221	62	92	250	324	158	464	200	127	899	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	306	221	62	92	250	324	158	464	200	127	899	92
OvlAdjVol:						8			47			

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.56	0.44	1.00	1.00	2.00	1.00	3.00	1.00	1.00	2.72	0.28
Final Sat.:	3400	2655	745	1700	1700	3400	1700	5100	1700	1700	4627	473

Capacity Analysis Module:

Vol/Sat:	0.09	0.08	0.08	0.05	0.15	0.10	0.09	0.09	0.12	0.07	0.19	0.19
OvlAdjV/S:						0.00			0.03			
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing (2012) Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #5 Village Center Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.454
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

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

Volume Module:

Base Vol:	81	133	38	335	142	124	78	460	52	56	748	374
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:	81	133	38	335	142	124	78	460	52	56	748	374
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:	81	133	38	335	142	124	78	460	52	56	748	374
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	133	38	335	142	124	78	460	52	56	748	374
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:	81	133	38	335	142	124	78	460	52	56	748	374

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.07	0.93	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	3400	1815	1585	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.05	0.04	0.02	0.10	0.08	0.08	0.05	0.14	0.03	0.03	0.22	0.22
Crit Moves:	****			****			****				****	

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing (2012) Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #6 Paseo del La Palomas / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.420
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

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

Volume Module:

Base Vol:	46	0	114	0	0	0	0	698	21	50	1031	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:	46	0	114	0	0	0	0	698	21	50	1031	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	0	114	0	0	0	0	698	21	50	1031	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	0	114	0	0	0	0	698	21	50	1031	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	0	114	0	0	0	0	698	21	50	1031	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	1700	3400	0

Capacity Analysis Module:

Vol/Sat:	0.03	0.00	0.07	0.00	0.00	0.00	0.00	0.21	0.01	0.03	0.30	0.00
Crit Moves:	****									****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing (2012) Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #7 San Antonio Road / Aspen Way

Cycle (sec): 0 Critical Vol./Cap.(X): 0.185
Loss Time (sec): 0 Average Delay (sec/veh): 8.2
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	54	4	2	110	0	0	0	0	5	0	3
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	54	4	2	110	0	0	0	0	5	0	3
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:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	0	73	5	3	148	0	0	0	0	7	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	73	5	3	148	0	0	0	0	7	0	4
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
Final Volume:	0	73	5	3	148	0	0	0	0	7	0	4

Saturation Flow Module:

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	1.00	1.00	0.02	0.98	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	775	913	15	799	0	0	0	0	631	0	799

Capacity Analysis Module:

Vol/Sat:	xxxx	0.09	0.01	0.19	0.19	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.01
Crit Moves:	****			****						****		
Delay/Veh:	0.0	7.8	6.6	8.4	8.4	0.0	0.0	0.0	0.0	8.3	0.0	7.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.8	6.6	8.4	8.4	0.0	0.0	0.0	0.0	8.3	0.0	7.0
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:	7.7			8.4			xxxxxx			7.8		
Delay Adj:	1.00			1.00			xxxxxx			1.00		
ApprAdjDel:	7.7			8.4			xxxxxx			7.8		
LOS by Appr:	A			A			*			A		
AllWayAvgQ:	0.0	0.1	0.0	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing (2012) Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #8 San Antonio Road / Yorba linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

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

Volume Module:

Base Vol:	2	0	4	114	0	71	26	926	1	0	1132	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	4	114	0	71	26	926	1	0	1132	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	4	114	0	71	26	926	1	0	1132	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	4	114	0	71	26	926	1	0	1132	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	0	4	114	0	71	26	926	1	0	1132	52

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.00	0.67	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	567	0	1133	1700	0	1700	1700	3400	1700	0	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.04	0.02	0.27	0.00	0.00	0.33	0.03
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing (2012) Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #9 Yorba Ranch Road / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.424
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

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

Volume Module:

Base Vol:	66	3	41	21	9	2	6	957	82	49	1107	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	3	41	21	9	2	6	957	82	49	1107	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	3	41	21	9	2	6	957	82	49	1107	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	3	41	21	9	2	6	957	82	49	1107	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	3	41	21	9	2	6	957	82	49	1107	10

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.82	0.18	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1391	309	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.02	0.01	0.01	0.01	0.00	0.28	0.05	0.03	0.33	0.01
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing (2012) Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #11 Yorba Linda Boulevard / Via del Agua

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: F[58.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	0	1	0	2	0
Volume Module:												
Base Vol:	0	0	0	29	0	65	19	1000	0	0	1101	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	29	0	65	19	1000	0	0	1101	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	32	0	72	21	1109	0	0	1221	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	32	0	72	21	1109	0	0	1221	12

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1817	2371	610	1233	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	71	35	442	572	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	69	34	442	572	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.47	0.00	0.16	0.04	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	165	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	3.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	58.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			58.0			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing (2012) Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #1 Imperial Highway / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.726
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: C

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

Volume Module:

Base Vol:	238	919	174	681	967	67	87	583	275	158	508	516
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:	238	919	174	681	967	67	87	583	275	158	508	516
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:	238	919	174	681	967	67	87	583	275	158	508	516
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	919	174	681	967	67	87	583	275	158	508	516
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:	238	919	174	681	967	67	87	583	275	158	508	516
OvlAdjVol:												0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.52	0.48	2.00	2.81	0.19	1.00	2.04	0.96	1.00	2.00	2.00
Final Sat.:	1700	4288	812	3400	4770	330	1700	3465	1635	1700	3400	3400

Capacity Analysis Module:

Vol/Sat:	0.14	0.21	0.21	0.20	0.20	0.20	0.05	0.17	0.17	0.09	0.15	0.15
OvlAdjV/S:												0.00
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing (2012) Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #2 Lakeview Avenue / Yorba Linda Boulevard

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:	Split Phase			Split Phase			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	1	1	0	1	0	1	0	1	0	2	1	0

Volume Module:

Base Vol:	194	278	240	126	170	125	146	1191	101	155	875	62
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:	194	278	240	126	170	125	146	1191	101	155	875	62
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:	194	278	240	126	170	125	146	1191	101	155	875	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	278	240	126	170	125	146	1191	101	155	875	62
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:	194	278	240	126	170	125	146	1191	101	155	875	62
OvlAdjVol:	85											

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:	1.23	1.77	1.00	1.00	1.11	0.89	1.00	2.77	0.23	1.00	2.80	0.20
Final Sat.:	2096	3004	1700	1700	1885	1515	1700	4701	399	1700	4763	337

Capacity Analysis Module:

Vol/Sat:	0.09	0.09	0.14	0.07	0.09	0.08	0.09	0.25	0.25	0.09	0.18	0.18
OvlAdjV/S:	0.05											
Crit Moves:	****				****				****			

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing (2012) Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Kellogg Drive / Yorba Linda Boulevard

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:	Split Phase			Split Phase			Permitted			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	0	0	0	0	0	0	2	1	0	2
	0	0	1	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	58	0	341	0	0	0	0	1205	70	208	837	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:	58	0	341	0	0	0	0	1205	70	208	837	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	0	341	0	0	0	0	1205	70	208	837	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	0	341	0	0	0	0	1205	70	208	837	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	0	341	0	0	0	0	1205	70	208	837	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.84	0.16	2.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4536	264	3200	4800	0

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.21	0.00	0.00	0.00	0.00	0.27	0.27	0.07	0.17	0.00
Crit Moves:	****						****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing (2012) Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Kellogg Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.562
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:	Split Phase			Split Phase			Permitted			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	0	0	0	0	0	0	2	1	0	2
	0	0	1	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	58	0	341	0	0	0	0	1205	70	208	837	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:	58	0	341	0	0	0	0	1205	70	208	837	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	0	341	0	0	0	0	1205	70	208	837	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	0	341	0	0	0	0	1205	70	208	837	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	0	341	0	0	0	0	1205	70	208	837	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.84	0.16	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4820	280	3400	5100	0

Capacity Analysis Module:

Vol/Sat:	0.03	0.00	0.20	0.00	0.00	0.00	0.00	0.25	0.25	0.06	0.16	0.00
Crit Moves:	****						****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing (2012) Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #4 Fairmont Boulevard / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

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

Volume Module:

Base Vol:	189	131	62	128	161	148	227	906	238	39	598	71
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:	189	131	62	128	161	148	227	906	238	39	598	71
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:	189	131	62	128	161	148	227	906	238	39	598	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	131	62	128	161	148	227	906	238	39	598	71
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
Final Volume:	189	131	62	128	161	148	227	906	238	39	598	71
OvlAdjVol:						0			144			

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.36	0.64	1.00	1.00	2.00	1.00	3.00	1.00	1.00	2.68	0.32
Final Sat.:	3400	2308	1092	1700	1700	3400	1700	5100	1700	1700	4559	541

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.06	0.08	0.09	0.04	0.13	0.18	0.14	0.02	0.13	0.13
OvlAdjV/S:						0.00			0.08			
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing (2012) Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #5 Village Center Drive / Yorba Linda Boulevard

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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	2	0	1	0

Volume Module:

Base Vol:	32	222	89	378	268	82	150	754	83	118	498	163
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:	32	222	89	378	268	82	150	754	83	118	498	163
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:	32	222	89	378	268	82	150	754	83	118	498	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	222	89	378	268	82	150	754	83	118	498	163
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
Final Volume:	32	222	89	378	268	82	150	754	83	118	498	163

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.53	0.47	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	3400	2603	797	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.07	0.05	0.11	0.10	0.10	0.09	0.22	0.05	0.07	0.15	0.10
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing (2012) Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #6 Paseo del La Palomas / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.527
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

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

Volume Module:

Base Vol:	41	0	127	0	0	0	0	1104	43	132	936	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:	41	0	127	0	0	0	0	1104	43	132	936	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	0	127	0	0	0	0	1104	43	132	936	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	0	127	0	0	0	0	1104	43	132	936	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	0	127	0	0	0	0	1104	43	132	936	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	1700	3400	0

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.07	0.00	0.00	0.00	0.00	0.32	0.03	0.08	0.28	0.00
Crit Moves:	****						****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing (2012) Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #7 San Antonio Road / Aspen Way

Cycle (sec): 0 Critical Vol./Cap.(X): 0.182
Loss Time (sec): 0 Average Delay (sec/veh): 8.2
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	1	0	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	81	13	0	107	0	0	0	0	7	0	7
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	81	13	0	107	0	0	0	0	7	0	7
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:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	0	110	18	0	145	0	0	0	0	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	110	18	0	145	0	0	0	0	10	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	110	18	0	145	0	0	0	0	10	0	10

Saturation Flow Module:

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	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	771	907	0	799	0	0	0	0	618	0	777

Capacity Analysis Module:

Vol/Sat:	xxxx	0.14	0.02	xxxx	0.18	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.01
Crit Moves:	****			****			****			****		
Delay/Veh:	0.0	8.1	6.7	0.0	8.5	0.0	0.0	0.0	0.0	8.4	0.0	7.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.1	6.7	0.0	8.5	0.0	0.0	0.0	0.0	8.4	0.0	7.1
LOS by Move:	*	A	A	*	A	*	*	*	*	A	*	A
ApproachDel:	7.9			8.5			xxxxxx			7.8		
Delay Adj:	1.00			1.00			xxxxxx			1.00		
ApprAdjDel:	7.9			8.5			xxxxxx			7.8		
LOS by Appr:	A			A			*			A		
AllWayAvgQ:	0.0	0.2	0.0	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing (2012) Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #8 San Antonio Road / Yorba linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.441
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

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

Volume Module:

Base Vol:	0	0	2	71	0	60	54	1183	1	0	970	76
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	0	2	71	0	60	54	1183	1	0	970	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	2	71	0	60	54	1183	1	0	970	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	2	71	0	60	54	1183	1	0	970	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	2	71	0	60	54	1183	1	0	970	76

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	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	1700	1700	0	1700	1700	3400	1700	0	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.03	0.35	0.00	0.00	0.29	0.04
Crit Moves:	****			****			****					

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing (2012) Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #9 Yorba Ranch Road / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.468
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

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

Volume Module:

Base Vol:	87	5	40	2	6	4	19	1146	93	41	989	14
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:	87	5	40	2	6	4	19	1146	93	41	989	14
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:	87	5	40	2	6	4	19	1146	93	41	989	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	5	40	2	6	4	19	1146	93	41	989	14
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:	87	5	40	2	6	4	19	1146	93	41	989	14

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.60	0.40	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1020	680	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.02	0.00	0.01	0.01	0.01	0.34	0.05	0.02	0.29	0.01
Crit Moves:	****				****			****			****	

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing (2012) Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #11 Yorba Linda Boulevard / Via del Agua

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: D[31.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	0	1	0	2	0
Volume Module:												
Base Vol:	0	0	0	17	0	41	46	1142	0	0	1003	28
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	0	0	17	0	41	46	1142	0	0	1003	28
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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	18	0	42	48	1180	0	0	1036	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	18	0	42	48	1180	0	0	1036	29

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1721	2311	518	1065	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	82	39	508	662	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	78	36	508	662	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.23	0.00	0.08	0.07	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	193	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	31.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			31.8			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

Note: Queue reported is the number of cars per lane.

APPENDIX 3.3

Existing (2012) Conditions Traffic Signal Warrant Analysis

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

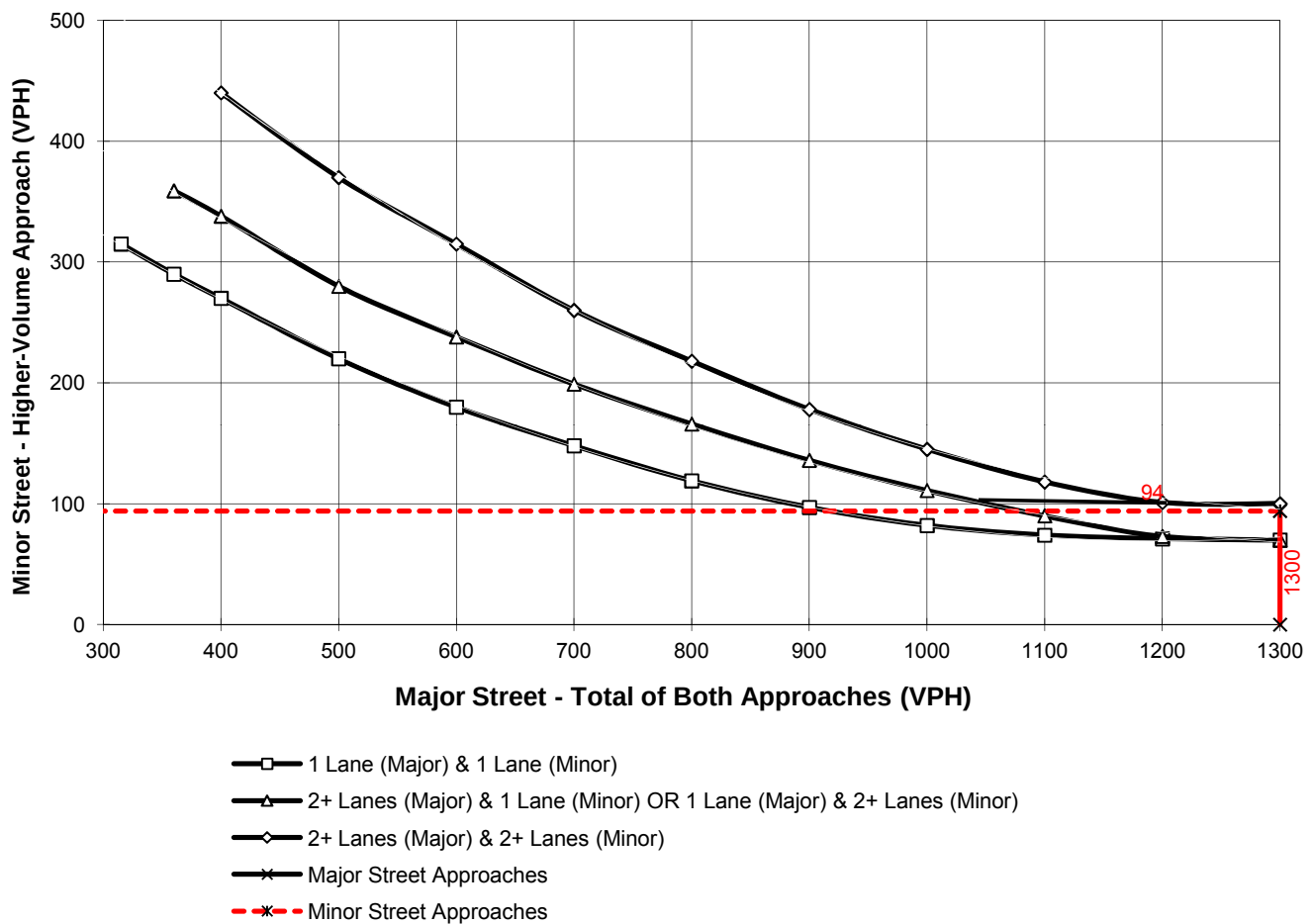
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2012) Conditions - Weekday AM Peak Hour**

Major Street Name = **Yorba Linda Boulevard** Total of Both Approaches (VPH) = **2131**
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Via del Agua** High Volume Approach (VPH) = **94**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes
and 75 vph applies as the lower threshold for a minor-street approach with one lane

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APPENDIX 4.1

Post-Processing Worksheets

INPUT DATA

Project: =====>	Cielo Vista (TTM No. 17341)	<===	Job #: 07146
Scenario: =====>	2035 With Project	<===	Analyst: CH
Existing Conditions Model Run ID: ==>	Count Data	<===	Date: 7/9/12
Future Conditions Model Run ID: ==>	OCTAM	<===	

LOCATION:		1: Imperial Highway / Yorba Linda Boulevard	
AM PEAK HOUR		PM PEAK HOUR	
EXISTING TURNING MOVEMENT VOLUMES:		EXISTING TURNING MOVEMENT VOLUMES:	
2012 35 889 358 < v > 36 ^ 341 > 231 v < ^ > 270 1053 169		2012 67 967 681 < v > 87 ^ 583 > 275 v < ^ > 238 919 174	
EXISTING YEAR:		EXISTING MODEL YEAR:	
2012 1282 1732 v ^ 848 < IN = 4769 < 1387 608 > OUT = 4769 > 868 v ^ 1321 1492		2012 1715 1522 v ^ 813 < IN = 5173 < 1182 945 > OUT = 5173 > 1438 v ^ 1400 1331	
FUTURE MODEL YEAR:		FUTURE MODEL YEAR:	
2035 1596 2138 v ^ 979 < IN = 5461 < 1524 443 > OUT = 5463 > 637 v ^ 1709 1898		2035 2051 1577 v ^ 467 < IN = 5276 < 845 839 > OUT = 5276 > 1239 v ^ 1993 1541	
EXISTING (COUNTED) ADTs BY LEG:		EXISTING (COUNTED) ADTs BY LEG:	
2012 38,800 N 21,100 W LEG E 31,600 S 32,800		2012 38,800 N 21,100 W + E 31,600 S 32,800	
REFINED FUTURE ADT'S BY LEG:		REFINED FUTURE ADT'S BY LEG:	
2035 34,900 N 14,000 W LEG E 22,900 S 33,700		2035 34,900 N 14,000 W + E 22,900 S 33,700	

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Growth Calculations

Project: Cielo Vista (TTM No. 17341)
 Scenario: 2035 With Project

Job #: 07146
 Analyst: CH
 Date: 7/9/12

LOCATION: 1: Imperial Highway / Yorba Linda Boulevard

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION									
AM EXISTING COUNT YEAR: 2012 1282 1732 v ^ 848 < IN = 4769 < 1387 608 > OUT = 4769 > 868 v ^ 1321 1492					PM EXISTING COUNT YEAR: 2012 1715 1522 v ^ 813 < IN = 5173 < 1182 945 > OUT = 5173 > 1438 v ^ 1400 1331				
GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach MUL < MUL > v ^ MUL < MUL > MUL MUL					GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach MIN < MUL > v ^ MIN < MUL > MUL MUL				
MINIMUM GROWTH %s 2012 TO 2035 -10% -10% v ^ -34% < -34% > v ^ 0% 0%					-10% -10% v ^ -34% < -34% > v ^ 0% 0%				
REFINED GROWTH: 2012 TO 2035 318 408 v ^ 132 < -168 > v ^ 389 408					ADJUSTED GROWTH: 2012 TO 2035 335 58 v ^ -280 < -105 > v ^ 590 209				
PRORATED GROWTH: 2012 TO 2035 23 YEARS 320 410 v ^ 130 < -170 > v ^ 390 410					PRORATED GROWTH: 2012 TO 2035 23 YEARS 340 60 v ^ -280 < -110 > v ^ 590 210				
NEW PROJECTED VOLUMES: 2035 1600 2140 v ^ 980 < IN = 5460 < 1520 440 > OUT = 5470 > 640 v ^ 1710 1900					NEW PROJECTED VOLUMES: 2035 2060 1580 v ^ 530 < IN = 5290 < 850 840 > OUT = 5340 > 1240 v ^ 1990 1540				

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_07100-07500_07100\07146\Post-Processing\Imperial_YorbaLinda.xls] Growth Summary (2)

Project: Cielo Vista (TTM No. 17341)
 Scenario: 2035 With Project

Job #: 07146
 Analyst: CH
 Date: 7/9/12

LOCATION: 1: Imperial Highway / Yorba Linda Boulevard
 FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	270	353	83	31%	238	211	-27	-11%
	Through	1,053	1,405	352	33%	919	1,127	208	23%
	Right	169	146	-23	-14%	174	206	32	18%
	NB Total	1,492	1,904	412	28%	1,331	1,544	213	16%
SOUTH BOUND	Left	358	302	-56	-16%	681	599	-82	-12%
	Through	889	1,255	366	41%	967	1,447	480	50%
	Right	35	45	10	29%	67	44	-23	-34%
	SB Total	1,282	1,602	320	25%	1,715	2,090	375	22%
EAST BOUND	Left	36	31	-5	-14%	87	67	-20	-23%
	Through	341	192	-149	-44%	583	435	-148	-25%
	Right	231	217	-14	-6%	275	349	74	27%
	EB Total	608	440	-168	-28%	945	851	-94	-10%
WEST BOUND	Left	201	238	37	18%	158	194	36	23%
	Through	543	582	39	7%	508	275	-233	-46%
	Right	643	703	60	9%	516	385	-131	-25%
	WB Total	1,387	1,523	136	10%	1,182	854	-328	-28%
TOTAL ENTERING VOLUME		4,769	5,469	700	15%	5,173	5,339	166	3%

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg	Inbound	1,602	2,090		
North Leg	Outbound	2,139	1,579		
North Leg	TOTAL	3,741	3,669	11%	11%
South Leg	Inbound	1,904	1,544		
South Leg	Outbound	1,710	1,990		
South Leg	TOTAL	3,614	3,534	11%	10%
East Leg	Inbound	1,523	854		
East Leg	Outbound	640	1,240		
East Leg	TOTAL	2,163	2,094	9%	9%
West Leg	Inbound	440	851		
West Leg	Outbound	980	530		
West Leg	TOTAL	1,420	1,381	10%	10%
OVERALL TOTAL		10,938	10,678	10%	10%

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INPUT DATA

Project: =====>	Cielo Vista (TTM No. 17341)	<===	Job #: 07146
Scenario: =====>	2035 With Project	<===	Analyst: CH
Existing Conditions Model Run ID: ==>	Count Data	<===	Date: 7/9/12
Future Conditions Model Run ID: ==>	OCTAM	<===	

LOCATION: 2: Lakeview Avenue / Yorba Linda Boulevard	
AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES: 2012 130 259 74 < v > 127 ^ 603 > 217 v < ^ > 170 139 156 48 1064 251	EXISTING TURNING MOVEMENT VOLUMES: 2012 125 170 126 < v > 146 ^ 1191 > 101 v < ^ > 194 278 240 62 875 155
EXISTING YEAR: 2012 463 314 v ^ 1364 < IN = 3238 < 1363 947 > OUT = 3238 > 833 v ^ 727 465	EXISTING MODEL YEAR: 2012 421 486 v ^ 1194 < IN = 3663 < 1092 1438 > OUT = 3663 > 1557 v ^ 426 712
FUTURE MODEL YEAR: 2035 872 429 v ^ 1524 < IN = 3824 < 1901 637 > OUT = 3825 > 583 v ^ 1289 414	FUTURE MODEL YEAR: 2035 541 766 v ^ 845 < IN = 3651 < 725 1239 > OUT = 3653 > 1560 v ^ 482 1146
EXISTING (COUNTED) ADTs BY LEG: 2012 10,900 N 31,600 W LEG E 31,800 S 13,700	EXISTING (COUNTED) ADTs BY LEG: 2012 10,900 N 31,600 W + E 31,800 S 13,700
REFINED FUTURE ADT'S BY LEG: 2035 16,200 N 22,900 W LEG E 23,900 S 18,400	REFINED FUTURE ADT'S BY LEG: 2035 16,200 N 22,900 W + E 23,900 S 18,400

U:\UcJobs\07100-07500\07100\07146\Post-Processing\[Lakeview_YorbaLinda.xls]Input (1)

Growth Calculations

Project: Cielo Vista (TTM No. 17341)
 Scenario: 2035 With Project

Job #: 07146
 Analyst: CH
 Date: 7/9/12

LOCATION: 2: Lakeview Avenue / Yorba Linda Boulevard

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION									
AM EXISTING COUNT YEAR: 2012 463 314 v ^ 1364 < IN = 3238 < 1363 947 > OUT = 3238 > 833 v ^ 727 465					PM EXISTING COUNT YEAR: 2012 421 486 v ^ 1194 < IN = 3663 < 1092 1438 > OUT = 3663 > 1557 v ^ 426 712				
GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach MUL < MIN MIN > MUL v ^ MUL MIN					GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach MIN < MUL MUL > MIN v ^ MUL MUL				
MINIMUM GROWTH %s 2012 TO 2035 0% 0% v ^ -28% < -25% -28% > -25% v ^ 0% 0%					MINIMUM GROWTH %s 2012 TO 2035 0% 0% v ^ -28% < -25% -28% > -25% v ^ 0% 0%				
REFINED GROWTH: 2012 TO 2035 407 116 v ^ 156 < 537 -270 > -210 v ^ 563 0					ADJUSTED GROWTH: 2012 TO 2035 119 284 v ^ -330 < -270 -198 > 3 v ^ 54 438				
PRORATED GROWTH: 2012 TO 2035 23 YEARS 410 120 v ^ 160 < 540 -270 > -210 v ^ 560 0					PRORATED GROWTH: 2012 TO 2035 23 YEARS 120 280 v ^ -330 < -270 -200 > 0 v ^ 50 440				
NEW PROJECTED VOLUMES: 2035 870 437 v ^ 1544 < IN = 3920 < 1900 680 > OUT = 3920 > 630 v ^ * 1310 470					NEW PROJECTED VOLUMES: 2035 540 787 v ^ 879 < IN = 3750 < 820 1240 > OUT = 3750 > 1594 v ^ * 490 1150				

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_07100-07500_07100\07146\Post-Processing\[Lakeview_YorbaLinda.xls] Growth Summary (2)

Project: Cielo Vista (TTM No. 17341)
 Scenario: 2035 With Project

Job #: 07146
 Analyst: CH
 Date: 7/9/12

LOCATION: 2: Lakeview Avenue / Yorba Linda Boulevard
 FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	170	125	-45	-26%	194	195	1	1%
	Through	139	202	63	45%	278	557	279	100%
	Right	156	144	-12	-8%	240	399	159	66%
	NB Total	465	471	6	1%	712	1,151	439	62%
SOUTH BOUND	Left	74	118	44	59%	126	185	59	47%
	Through	259	588	329	127%	170	243	73	43%
	Right	130	164	34	26%	125	111	-14	-11%
	SB Total	463	870	407	88%	421	539	118	28%
EAST BOUND	Left	127	122	-5	-4%	146	149	3	2%
	Through	603	368	-235	-39%	1,191	1,009	-182	-15%
	Right	217	190	-27	-12%	101	83	-18	-18%
	EB Total	947	680	-267	-28%	1,438	1,241	-197	-14%
WEST BOUND	Left	251	532	281	112%	155	164	9	6%
	Through	1,064	1,255	191	18%	875	573	-302	-35%
	Right	48	112	64	133%	62	81	19	31%
	WB Total	1,363	1,899	536	39%	1,092	818	-274	-25%
TOTAL ENTERING VOLUME		3,238	3,920	682	21%	3,663	3,749	86	2%

FORECAST PEAK HOUR TO ADT COMPARISON				
		VOLUMES		ADT
		AM	PM	
North Leg	Inbound	870	539	16,200
North Leg	Outbound	436	787	
North Leg	TOTAL	1,306	1,326	
South Leg	Inbound	471	1,151	18,400
South Leg	Outbound	1,310	490	
South Leg	TOTAL	1,781	1,641	
East Leg	Inbound	1,899	818	23,900
East Leg	Outbound	630	1,593	
East Leg	TOTAL	2,529	2,411	
West Leg	Inbound	680	1,241	22,900
West Leg	Outbound	1,544	879	
West Leg	TOTAL	2,224	2,120	
OVERALL TOTAL		7,840	7,498	81,400

U:\UcJobs\07100-07500\07100\07146\Post-Processing\[Lakeview_YorbaLinda.xls]Output (3)

INPUT DATA

Project: =====>	Cielo Vista (TTM No. 17341)	<===	Job #: 07146
Scenario: =====>	2035 With Project	<===	Analyst: CH
Existing Conditions Model Run ID: ==>	Count Data	<===	Date: 7/9/12
Future Conditions Model Run ID: ==>	OCTAM	<===	

LOCATION: 3: Kellogg Drive / Yorba Linda Boulevard	
AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES: 2012 0 0 0 < v > 0 ^ ^ 0 585 > < 1131 69 v v 324 < ^ > 103 0 221	EXISTING TURNING MOVEMENT VOLUMES: 2012 0 0 0 < v > 0 ^ ^ 0 1205 > < 837 70 v v 208 < ^ > 58 0 341
EXISTING YEAR: 2012 0 0 v ^ 1234 < IN = 2433 < 1455 654 > OUT = 2433 > 806 v ^ 393 324	EXISTING MODEL YEAR: 2012 0 0 v ^ 895 < IN = 2719 < 1045 1275 > OUT = 2719 > 1546 v ^ 278 399
FUTURE MODEL YEAR: 2035 0 0 v ^ 1880 < IN = 2625 < 1978 599 > OUT = 2626 > 591 v ^ 155 48	FUTURE MODEL YEAR: 2035 0 0 v ^ 727 < IN = 2509 < 772 1565 > OUT = 2509 > 1647 v ^ 135 172
EXISTING (COUNTED) ADTs BY LEG: 2012 0 N 26,000 W LEG E 31,100 S 8,100	EXISTING (COUNTED) ADTs BY LEG: 2012 0 N 26,000 W + E 31,100 S 8,100
REFINED FUTURE ADT'S BY LEG: 2035 0 N 23,900 W LEG E 24,700 S 2,700	REFINED FUTURE ADT'S BY LEG: 2035 0 N 23,900 W + E 24,700 S 2,700

U:\UcJobs_07100-07500_07100\07146\Post-Processing\[Kellogg_YorbaLinda.xls]Input (1)

Growth Calculations

Project: Cielo Vista (TTM No. 17341)
Scenario: 2035 With Project

Job #: 07146
Analyst: CH
Date: 7/9/12

LOCATION: 3: Kellogg Drive / Yorba Linda Boulevard

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION									
AM EXISTING COUNT YEAR: 2012 0 0 v ^ 1234 < IN = 2433 < 1455 654 > OUT = 2433 > 806 v ^ 393 324					PM EXISTING COUNT YEAR: 2012 0 0 v ^ 895 < IN = 2719 < 1045 1275 > OUT = 2719 > 1546 v ^ 278 399				
GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach MUL < < MUL MIN > > MIN v ^ MUL MIN					GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach MIN < < MIN MUL > > MUL v ^ MUL MUL				
MINIMUM GROWTH %s 2012 TO 2035 0% 0% v ^ -8% < -8% > v ^ -67% -67%					MINIMUM GROWTH %s 2012 TO 2035 0% 0% v ^ -8% < -8% > v ^ -67% -67%				
REFINED GROWTH: 2012 TO 2035 0 0 v ^ 646 < -50 > v ^ -233 -220					ADJUSTED GROWTH: 2012 TO 2035 0 0 v ^ -70 < 295 > v ^ -138 -229				
PRORATED GROWTH: 2012 TO 2035 23 YEARS 0 0 v ^ 650 < -50 > v ^ -230 -220					PRORATED GROWTH: 2012 TO 2035 23 YEARS 0 0 v ^ -70 < 300 > v ^ -140 -230				
NEW PROJECTED VOLUMES: 2035 0 0 v ^ 1887 < IN = 2690 < 1990 600 > OUT = 2690 > 642 v ^ 161 100					NEW PROJECTED VOLUMES: 2035 0 0 v ^ 830 < IN = 2580 < 830 1580 > OUT = 2620 > 1650 v ^ 140 170				

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_07100-07500_07100\07146\Post-Processing\[Kellogg_YorbaLinda.xls] Growth Summary (2)

Project: Cielo Vista (TTM No. 17341)
 Scenario: 2035 With Project

Job #: 07146
 Analyst: CH
 Date: 7/9/12

LOCATION: 3: Kellogg Drive / Yorba Linda Boulevard
 FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	103	35	-68	-66%	58	40	-18	-31%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	221	65	-156	-71%	341	132	-209	-61%
	NB Total	324	100	-224	-69%	399	172	-227	-57%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	585	578	-7	-1%	1,205	1,518	313	26%
	Right	69	21	-48	-70%	70	62	-8	-11%
	EB Total	654	599	-55	-8%	1,275	1,580	305	24%
WEST BOUND	Left	324	140	-184	-57%	208	78	-130	-63%
	Through	1,131	1,852	721	64%	837	790	-47	-6%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	1,455	1,992	537	37%	1,045	868	-177	-17%
TOTAL ENTERING VOLUME		2,433	2,691	258	11%	2,719	2,620	-99	-4%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	0	0	#DIV/0!	#DIV/0!	-
North Leg	Outbound	0	0			
North Leg	TOTAL	0	0			
South Leg	Inbound	100	172	10%	12%	2,700
South Leg	Outbound	161	140			
South Leg	TOTAL	261	312			
East Leg	Inbound	1,992	868	11%	10%	24,700
East Leg	Outbound	643	1,650			
East Leg	TOTAL	2,635	2,518			
West Leg	Inbound	599	1,580	10%	10%	23,900
West Leg	Outbound	1,887	830			
West Leg	TOTAL	2,486	2,410			
OVERALL TOTAL		5,382	5,240	10%	10%	51,300

U:\UcJobs\ _07100-07500\ _07100\07146\ Post-Processing \ [Kellogg_YorbaLinda.xls]Output (3)

INPUT DATA

Project: =====>	Cielo Vista (TTM No. 17341)	<===	Job #: 07146
Scenario: =====>	2035 With Project	<===	Analyst: CH
Existing Conditions Model Run ID: ==>	Count Data	<===	Date: 7/9/12
Future Conditions Model Run ID: ==>	OCTAM	<===	

LOCATION: 4: Fairmont Boulevard / Yorba Linda Boulevard	
AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES: 2012 324 250 92 < v > 158 ^ 464 > 200 v < ^ > 306 221 62 ^ 92 < 899 v 127	EXISTING TURNING MOVEMENT VOLUMES: 2012 148 161 128 < v > 227 ^ 906 > 238 v < ^ > 189 131 62 ^ 71 < 598 v 39
EXISTING YEAR: 2012 666 471 v ^ 1529 < IN = 3195 < 1118 822 > OUT = 3195 > 618 v ^ 577 589	EXISTING MODEL YEAR: 2012 437 429 v ^ 935 < IN = 2898 < 708 1371 > OUT = 2898 > 1096 v ^ 438 382
FUTURE MODEL YEAR: 2035 701 438 v ^ 1978 < IN = 2966 < 1136 591 > OUT = 2966 > 272 v ^ 278 538	FUTURE MODEL YEAR: 2035 481 773 v ^ 772 < IN = 2874 < 394 1647 > OUT = 2874 > 841 v ^ 488 352
EXISTING (COUNTED) ADTs BY LEG: 2012 10,400 N 27,700 W LEG E 21,700 S 9,800	EXISTING (COUNTED) ADTs BY LEG: 2012 10,400 N 27,700 W + E 21,700 S 9,800
REFINED FUTURE ADT'S BY LEG: 2035 15,100 N 24,700 W LEG E 12,500 S 11,100	REFINED FUTURE ADT'S BY LEG: 2035 15,100 N 24,700 W + E 12,500 S 11,100

U:\UcJobs\07100-07500\07100\07146\Post-Processing\[Fairmont_YorbaLinda.xls]Input (1)

Growth Calculations

Project: Cielo Vista (TTM No. 17341)
Scenario: 2035 With Project

Job #: 07146
Analyst: CH
Date: 7/9/12

LOCATION: 4: Fairmont Boulevard / Yorba Linda Boulevard

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION									
AM					PM				
EXISTING COUNT YEAR: 2012					EXISTING COUNT YEAR: 2012				
		666	471				437	429	
		v	^				v	^	
	1529 <	IN	=	3195 <		935 <	IN	=	2898 <
	822 >	OUT	=	3195 >		1371 >	OUT	=	2898 >
		v	^				v	^	
		577	589				438	382	
GROWTH CALCULATION DECISION RULE					GROWTH CALCULATION DECISION RULE				
MIN = Minimum Count Growth Approach					MIN = Minimum Count Growth Approach				
ADD = Additive (Growth Increment) Approach					ADD = Additive (Growth Increment) Approach				
MUL = Multiplicative (Ratio) Approach					MUL = Multiplicative (Ratio) Approach				
	MUL <			< MUL		MUL <			< MUL
	MIN >			> MIN		MIN >			> MIN
		v	^				v	^	
		MIN	MIN				MUL	MIN	
MINIMUM GROWTH %s 2012 TO 2035					MINIMUM GROWTH %s 2012 TO 2035				
		0%	0%				0%	0%	
		v	^				v	^	
	-11% <			< -42%		-11% <			< -42%
	-11% >			> -42%		-11% >			> -42%
		v	^				v	^	
		0%	0%				0%	0%	
REFINED GROWTH: 2012 TO 2035					ADJUSTED GROWTH: 2012 TO 2035				
		34	0				43	341	
		v	^				v	^	
	451 <			< 22		-100 <			< -300
	-90 >			> -260		279 >			> -256
		v	^				v	^	
		0	0				52	0	
PRORATED GROWTH: 2012 TO 2035					PRORATED GROWTH: 2012 TO 2035				
23 YEARS					23 YEARS				
		30	0				40	340	
		v	^				v	^	
	450 <			< 20		-100 <			< -300
	-90 >			> -260		280 >			> -260
		v	^				v	^	
		0	0				50	0	
NEW PROJECTED VOLUMES: 2035					NEW PROJECTED VOLUMES: 2035				
		700	470				480	770	
		v	^				v	^	
	1980 <	IN	=	3160 <		840 <	IN	=	2920 <
	730 >	OUT	=	3390 >		1650 >	OUT	=	2940 >
		v	^	*			v	^	*
		580	590				490	380	

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs\07100-07500\07100\07146\Post-Processing\Fairmont_YorbaLinda.xls] Growth Summary (2)

Project: Cielo Vista (TTM No. 17341)
 Scenario: 2035 With Project

Job #: 07146
 Analyst: CH
 Date: 7/9/12

LOCATION: 4: Fairmont Boulevard / Yorba Linda Boulevard
 FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	306	423	117	38%	189	216	27	14%
	Through	221	186	-35	-16%	131	146	15	11%
	Right	62	24	-38	-61%	62	22	-40	-65%
	NB Total	589	633	44	7%	382	384	2	1%
SOUTH BOUND	Left	92	39	-53	-58%	128	72	-56	-44%
	Through	250	224	-26	-10%	161	150	-11	-7%
	Right	324	488	164	51%	148	263	115	78%
	SB Total	666	751	85	13%	437	485	48	11%
EAST BOUND	Left	158	217	59	37%	227	582	355	156%
	Through	464	296	-168	-36%	906	746	-160	-18%
	Right	200	267	67	34%	238	327	89	37%
	EB Total	822	780	-42	-5%	1,371	1,655	284	21%
WEST BOUND	Left	127	90	-37	-29%	39	12	-27	-69%
	Through	899	1,069	170	19%	598	361	-237	-40%
	Right	92	67	-25	-27%	71	42	-29	-41%
	WB Total	1,118	1,226	108	10%	708	415	-293	-41%
TOTAL ENTERING VOLUME		3,195	3,390	195	6%	2,898	2,939	41	1%

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg	Inbound	751	485		
North Leg	Outbound	470	770		
North Leg	TOTAL	1,221	1,255	8%	8%
South Leg	Inbound	633	384		
South Leg	Outbound	581	489		
South Leg	TOTAL	1,214	873	11%	8%
East Leg	Inbound	1,226	415		
East Leg	Outbound	359	840		
East Leg	TOTAL	1,585	1,255	13%	10%
West Leg	Inbound	780	1,655		
West Leg	Outbound	1,980	840		
West Leg	TOTAL	2,760	2,495	11%	10%
OVERALL TOTAL		6,780	5,878	11%	9%

U:\UcJobs\07100-07500\07100\07146\Post-Processing\[Fairmont_YorbaLinda.xls]Output (3)

INPUT DATA

Project: =====>	Cielo Vista (TTM No. 17341)	<===	Job #: 07146
Scenario: =====>	2035 With Project	<===	Analyst: CH
Existing Conditions Model Run ID: ==>	Count Data	<===	Date: 7/9/12
Future Conditions Model Run ID: ==>	OCTAM	<===	

LOCATION: 5: Village Center Drive / Yorba Linda Boulevard	
AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES: 2012 124 142 335 < v > 78 ^ 460 > 52 v < ^ > 81 133 38 ^ < v 374 748 56	EXISTING TURNING MOVEMENT VOLUMES: 2012 82 268 378 < v > 150 ^ 754 > 83 v < ^ > 32 222 89 ^ < v 163 498 118
EXISTING YEAR: 2012 601 585 v ^ 953 < IN = 2621 < 1178 590 > OUT = 2621 > 833 v ^ 250 252	EXISTING MODEL YEAR: 2012 728 535 v ^ 612 < IN = 2837 < 779 987 > OUT = 2837 > 1221 v ^ 469 343
FUTURE MODEL YEAR: 2035 34 30 v ^ 1247 < IN = 1949 < 1359 412 > OUT = 1948 > 462 v ^ 209 144	FUTURE MODEL YEAR: 2035 30 32 v ^ 499 < IN = 1764 < 577 996 > OUT = 1762 > 1109 v ^ 122 161
EXISTING (COUNTED) ADTs BY LEG: 2012 15,200 N LEG E 24,000 19,200 W S 9,700	EXISTING (COUNTED) ADTs BY LEG: 2012 15,200 N + E 24,000 19,200 W S 9,700
REFINED FUTURE ADT'S BY LEG: 2035 900 N LEG E 18,300 15,700 W S 4,000	REFINED FUTURE ADT'S BY LEG: 2035 900 N + E 18,300 15,700 W S 4,000

U:\UcJobs_07100-07500_07100\07146\Post-Processing\[VillageCenter_YorbaLinda.xls]Input (1)

Growth Calculations

Project: Cielo Vista (TTM No. 17341)
Scenario: 2035 With Project

Job #: 07146
Analyst: CH
Date: 7/9/12

LOCATION: 5: Village Center Drive / Yorba Linda Boulevard

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION									
AM EXISTING COUNT YEAR: 2012 601 585 v ^ 953 < IN = 2621 < 1178 590 > OUT = 2621 > 833 v ^ 250 252					PM EXISTING COUNT YEAR: 2012 728 535 v ^ 612 < IN = 2837 < 779 987 > OUT = 2837 > 1221 v ^ 469 343				
GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach MIN MIN v ^ MUL < < MUL MIN > > MIN v ^ MUL MUL					GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach MIN MIN v ^ MIN < < MIN MUL > > MUL v ^ MIN MUL				
MINIMUM GROWTH %s 2012 TO 2035 -94% -94% v ^ -18% < < -24% -18% > > -24% v ^ -59% -59%					MINIMUM GROWTH %s 2012 TO 2035 -94% -94% v ^ -18% < < -24% -18% > > -24% v ^ -59% -59%				
REFINED GROWTH: 2012 TO 2035 -560 -550 v ^ 297 < < 182 -110 > > -200 v ^ -40 -112					ADJUSTED GROWTH: 2012 TO 2035 -680 -500 v ^ -110 < < -190 13 > > -111 v ^ -280 -183				
PRORATED GROWTH: 2012 TO 2035 23 YEARS -560 -550 v ^ 300 < < 180 -110 > > -200 v ^ -40 -110					PRORATED GROWTH: 2012 TO 2035 23 YEARS -680 -500 v ^ -110 < < -190 10 > > -110 v ^ -280 -180				
NEW PROJECTED VOLUMES: 2035 40 40 v ^ 1250 < IN = 2020 < 1360 480 > OUT = 2130 > 630 v ^ * 210 140					NEW PROJECTED VOLUMES: 2035 50 40 v ^ 500 < IN = 1800 < 590 1000 > OUT = 1840 > 1110 v ^ * 190 160				

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_07100-07500_07100\07146\Post-Processing\[VillageCenter_YorbaLinda.xls] Growth Summary (2)

Project: Cielo Vista (TTM No. 17341)
 Scenario: 2035 With Project

Job #: 07146
 Analyst: CH
 Date: 7/9/12

LOCATION: 5: Village Center Drive / Yorba Linda Boulevard
 FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	81	57	-24	-30%	32	27	-5	-16%
	Through	133	5	-128	-96%	222	16	-206	-93%
	Right	38	90	52	137%	89	121	32	36%
	NB Total	252	152	-100	-40%	343	164	-179	-52%
SOUTH BOUND	Left	335	33	-302	-90%	378	32	-346	-92%
	Through	142	8	-134	-94%	268	14	-254	-95%
	Right	124	4	-120	-97%	82	4	-78	-95%
	SB Total	601	45	-556	-93%	728	50	-678	-93%
EAST BOUND	Left	78	1	-77	-99%	150	10	-140	-93%
	Through	460	507	47	10%	754	957	203	27%
	Right	52	32	-20	-38%	83	66	-17	-20%
	EB Total	590	540	-50	-8%	987	1,033	46	5%
WEST BOUND	Left	56	170	114	204%	118	110	-8	-7%
	Through	748	1,190	442	59%	498	468	-30	-6%
	Right	374	33	-341	-91%	163	13	-150	-92%
	WB Total	1,178	1,393	215	18%	779	591	-188	-24%
TOTAL ENTERING VOLUME		2,621	2,130	-491	-19%	2,837	1,838	-999	-35%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	45	50	9%	10%	900
North Leg	Outbound	39	39			
North Leg	TOTAL	84	89			
South Leg	Inbound	152	164	9%	9%	4,000
South Leg	Outbound	210	190			
South Leg	TOTAL	362	354			
East Leg	Inbound	1,393	591	11%	9%	18,300
East Leg	Outbound	630	1,110			
East Leg	TOTAL	2,023	1,701			
West Leg	Inbound	540	1,033	11%	10%	15,700
West Leg	Outbound	1,251	499			
West Leg	TOTAL	1,791	1,532			
OVERALL TOTAL		4,260	3,676	11%	9%	38,900

U:\UcJobs\07100-07500\07100\07146\Post-Processing\[VillageCenter_YorbaLinda.xls]Output (3)

INPUT DATA

Project: =====>	Cielo Vista (TTM No. 17341)	<===	Job #: 07146
Scenario: =====>	2035 With Project	<===	Analyst: CH
Existing Conditions Model Run ID: ==>	Count Data	<===	Date: 7/9/12
Future Conditions Model Run ID: ==>	OCTAM	<===	

LOCATION: 6: Paseo de las Palomas / Yorba Linda Boulevard	
AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES: 2012 0 0 0 < v > 0 ^ ^ 0 698 > < 1031 21 v v 50 < ^ > 46 0 114	EXISTING TURNING MOVEMENT VOLUMES: 2012 0 0 0 < v > 0 ^ ^ 0 1104 > < 936 43 v v 132 < ^ > 41 0 127
EXISTING YEAR: 2012 0 0 v ^ 1077 < IN = 1960 < 1081 719 > OUT = 1960 > 812 v ^ 71 160	EXISTING MODEL YEAR: 2012 0 0 v ^ 977 < IN = 2383 < 1068 1147 > OUT = 2383 > 1231 v ^ 175 168
FUTURE MODEL YEAR: 2035 0 0 v ^ 962 < IN = 1558 < 933 474 > OUT = 1557 > 455 v ^ 140 151	FUTURE MODEL YEAR: 2035 0 0 v ^ 507 < IN = 1410 < 497 784 > OUT = 1410 > 750 v ^ 153 129
EXISTING (COUNTED) ADTs BY LEG: 2012 0 N 25,500 W LEG E 27,600 S 4,100	EXISTING (COUNTED) ADTs BY LEG: 2012 0 N 25,500 W + E 27,600 S 4,100
REFINED FUTURE ADT'S BY LEG: 2035 0 N 13,700 W LEG E 13,600 S 3,500	REFINED FUTURE ADT'S BY LEG: 2035 0 N 13,700 W + E 13,600 S 3,500

U:\UcJobs_07100-07500_07100\07146\Post-Processing\[Paseo_YorbaLinda.xls]Input (1)

Growth Calculations

Project: Cielo Vista (TTM No. 17341)
Scenario: 2035 With Project

Job #: 07146
Analyst: CH
Date: 7/9/12

LOCATION: 6: Paseo de las Palomas / Yorba Linda Boulevard

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION									
AM EXISTING COUNT YEAR: 2012 0 0 v ^ 1077 < IN = 1960 < 1081 719 > OUT = 1960 > 812 v ^ 71 160					PM EXISTING COUNT YEAR: 2012 0 0 v ^ 977 < IN = 2383 < 1068 1147 > OUT = 2383 > 1231 v ^ 175 168				
GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach MUL < MUL MUL > MUL v ^ MUL MUL					GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach MIN < MIN MUL > MUL v ^ MUL MIN				
MINIMUM GROWTH %s 2012 TO 2035 0% 0% v ^ -46% < < -51% -46% > > -51% v ^ -15% -15%					MINIMUM GROWTH %s 2012 TO 2035 0% 0% v ^ -46% < < -51% -46% > > -51% v ^ -15% -15%				
REFINED GROWTH: 2012 TO 2035 0 0 v ^ -117 < < -151 -249 > > -352 v ^ 69 -10					ADJUSTED GROWTH: 2012 TO 2035 0 0 v ^ -450 < < -540 -367 > > -481 v ^ -25 -30				
PRORATED GROWTH: 2012 TO 2035 23 YEARS 0 0 v ^ -120 < < -150 -250 > > -350 v ^ 70 -10					PRORATED GROWTH: 2012 TO 2035 23 YEARS 0 0 v ^ -450 < < -540 -370 > > -480 v ^ -30 -30				
NEW PROJECTED VOLUMES: 2035 0 0 v ^ 960 < IN = 1550 < 930 470 > OUT = 1560 > 460 v ^ * 140 150					NEW PROJECTED VOLUMES: 2035 0 0 v ^ 537 < IN = 1450 < 530 780 > OUT = 1450 > 760 v ^ * 152 140				

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_07100-07500_07100\07146\Post-Processing\[Paseo_YorbaLinda.xls] Growth Summary (2)

Project: Cielo Vista (TTM No. 17341)
Scenario: 2035 With Project

Job #: 07146
Analyst: CH
Date: 7/9/12

LOCATION: 6: Paseo de las Palomas / Yorba Linda Boulevard
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	46	81	35	76%	41	64	23	56%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	114	69	-45	-39%	127	76	-51	-40%
	NB Total	160	150	-10	-6%	168	140	-28	-17%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	698	391	-307	-44%	1,104	684	-420	-38%
	Right	21	62	41	195%	43	77	34	79%
	EB Total	719	453	-266	-37%	1,147	761	-386	-34%
WEST BOUND	Left	50	78	28	56%	132	75	-57	-43%
	Through	1,031	879	-152	-15%	936	473	-463	-49%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	1,081	957	-124	-11%	1,068	548	-520	-49%
TOTAL ENTERING VOLUME		1,960	1,560	-400	-20%	2,383	1,449	-934	-39%

FORECAST PEAK HOUR TO ADT COMPARISON				
		VOLUMES		ADT
		AM	PM	
North Leg	Inbound	0	0	#DIV/0! #DIV/0! -
North Leg	Outbound	0	0	
North Leg	TOTAL	0	0	
South Leg	Inbound	150	140	8% 8% 3,500
South Leg	Outbound	140	152	
South Leg	TOTAL	290	292	
East Leg	Inbound	957	548	10% 10% 13,600
East Leg	Outbound	460	760	
East Leg	TOTAL	1,417	1,308	
West Leg	Inbound	453	761	10% 9% 13,700
West Leg	Outbound	960	537	
West Leg	TOTAL	1,413	1,298	
OVERALL TOTAL		3,120	2,898	10% 9% 30,800

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INPUT DATA

Project: =====>	Cielo Vista (TTM No. 17341)	<====	Job #: 07146
Scenario: =====>	2035 With Project	<====	Analyst: CH
Existing Conditions Model Run ID: ==>	Count Data	<====	Date: 7/9/12
Future Conditions Model Run ID: ==>	OCTAM	<====	

LOCATION: 8: San Antonio Road / Yorba Linda Boulevard	
AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES: 2012 71 0 114 < v > 26 ^ ^ 52 926 > < 1132 1 v v 0 < ^ > 2 0 4	EXISTING TURNING MOVEMENT VOLUMES: 2012 60 0 71 < v > 54 ^ ^ 76 1183 > < 970 1 v v 0 < ^ > 0 0 2
EXISTING YEAR: 2012 185 78 v ^ 1205 < IN = 2328 < 1184 953 > OUT = 2328 > 1044 v ^ 1 6	EXISTING MODEL YEAR: 2012 131 130 v ^ 1030 < IN = 2417 < 1046 1238 > OUT = 2417 > 1256 v ^ 1 2
FUTURE MODEL YEAR: 2035 307 137 v ^ 933 < IN = 1587 < 820 455 > OUT = 1588 > 513 v ^ 5 5	FUTURE MODEL YEAR: 2035 172 262 v ^ 497 < IN = 1430 < 503 750 > OUT = 1429 > 665 v ^ 5 5
EXISTING (COUNTED) ADTs BY LEG: 2012 3,100 N 27,600 W LEG E 28,100 S 50	EXISTING (COUNTED) ADTs BY LEG: 2012 3,100 N 27,600 W + E 28,100 S 50
REFINED FUTURE ADT'S BY LEG: 2035 5,200 N 13,600 W LEG E 12,600 S 100	REFINED FUTURE ADT'S BY LEG: 2035 5,200 N 13,600 W + E 12,600 S 100

U:\UcJobs_07100-07500_07100\07146\Post-Processing\[SanAntonio_YorbaLinda.xls]Input (1)

Growth Calculations

Project: Cielo Vista (TTM No. 17341)
Scenario: 2035 With Project

Job #: 07146
Analyst: CH
Date: 7/9/12

LOCATION: 8: San Antonio Road / Yorba Linda Boulevard

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION									
AM EXISTING COUNT YEAR: 2012 185 78 v ^ 1205 < IN = 2328 < 1184 953 > OUT = 2328 > 1044 v ^ 1 6					PM EXISTING COUNT YEAR: 2012 131 130 v ^ 1030 < IN = 2417 < 1046 1238 > OUT = 2417 > 1256 v ^ 1 2				
GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach MUL < MUL MIN > MUL v ^ MUL MUL					GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach MUL < MUL MUL > MUL v ^ MUL MUL				
MINIMUM GROWTH %s 2012 TO 2035 0% 0% v ^ -51% < < -55% -51% > > -55% v ^ 0% 0%					MINIMUM GROWTH %s 2012 TO 2035 0% 0% v ^ -51% < < -55% -51% > > -55% v ^ 0% 0%				
REFINED GROWTH: 2012 TO 2035 125 62 v ^ -275 < < -364 -490 > > -534 v ^ 9 4					ADJUSTED GROWTH: 2012 TO 2035 39 130 v ^ -530 < < -546 -488 > > -586 v ^ 9 8				
PRORATED GROWTH: 2012 TO 2035 23 YEARS 130 60 v ^ -280 < < -360 -490 > > -530 v ^ 10 0					PRORATED GROWTH: 2012 TO 2035 23 YEARS 40 130 v ^ -530 < < -550 -490 > > -590 v ^ 10 10				
NEW PROJECTED VOLUMES: 2035 320 142 v ^ 942 < IN = 1610 < 820 460 > OUT = 1610 > 516 v ^ * 10 10					NEW PROJECTED VOLUMES: 2035 170 260 v ^ 500 < IN = 1430 < 500 750 > OUT = 1440 > 670 v ^ * 10 10				

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_07100-07500_07100\07146\Post-Processing\[SanAntonio_YorbaLinda.xls] Growth Summary (2)

Project: Cielo Vista (TTM No. 17341)
 Scenario: 2035 With Project

Job #: 07146
 Analyst: CH
 Date: 7/9/12

LOCATION: 8: San Antonio Road / Yorba Linda Boulevard
 FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	2	5	3	150%	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	4	5	1	25%	2	10	8	400%
	NB Total	6	10	4	67%	2	10	8	400%
SOUTH BOUND	Left	114	130	16	14%	71	72	1	1%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	71	190	119	168%	60	100	40	67%
	SB Total	185	320	135	73%	131	172	41	31%
EAST BOUND	Left	26	60	34	131%	54	152	98	181%
	Through	926	382	-544	-59%	1,183	588	-595	-50%
	Right	1	10	9	900%	1	10	9	900%
	EB Total	953	452	-501	-53%	1,238	750	-488	-39%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	1,132	746	-386	-34%	970	400	-570	-59%
	Right	52	82	30	58%	76	108	32	42%
	WB Total	1,184	828	-356	-30%	1,046	508	-538	-51%
TOTAL ENTERING VOLUME		2,328	1,610	-718	-31%	2,417	1,440	-977	-40%

FORECAST PEAK HOUR TO ADT COMPARISON				
		VOLUMES		ADT
		AM	PM	
North Leg	Inbound	320	172	5,200
North Leg	Outbound	142	260	
North Leg	TOTAL	462	432	
South Leg	Inbound	10	10	100
South Leg	Outbound	10	10	
South Leg	TOTAL	20	20	
East Leg	Inbound	828	508	12,600
East Leg	Outbound	517	670	
East Leg	TOTAL	1,345	1,178	
West Leg	Inbound	452	750	13,600
West Leg	Outbound	941	500	
West Leg	TOTAL	1,393	1,250	
OVERALL TOTAL		3,220	2,880	31,500

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APPENDIX 5.1

Existing Plus Project Conditions
ICU and HCM Calculation Worksheets

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing plus Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #1 Imperial Highway / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.650
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:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	2	1	0	2

Volume Module:

Base Vol:	270	1053	169	358	889	35	36	341	231	201	543	643
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:	270	1053	169	358	889	35	36	341	231	201	543	643
Added Vol:	0	0	0	2	0	0	0	1	0	0	3	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	1053	169	360	889	35	36	342	231	201	546	649
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:	270	1053	169	360	889	35	36	342	231	201	546	649
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	1053	169	360	889	35	36	342	231	201	546	649
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:	270	1053	169	360	889	35	36	342	231	201	546	649
OvlAdjVol:												289

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.59	0.41	2.00	2.89	0.11	1.00	2.00	1.00	1.00	2.00	2.00
Final Sat.:	1700	4395	705	3400	4907	193	1700	3400	1700	1700	3400	3400

Capacity Analysis Module:

Vol/Sat:	0.16	0.24	0.24	0.11	0.18	0.18	0.02	0.10	0.14	0.12	0.16	0.19
OvlAdjV/S:												0.09
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing plus Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #2 Lakeview Avenue / Yorba Linda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.555
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:	Split Phase			Split Phase			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	1	0	1	1	0	1	0	2	1	0	2

Volume Module:

Base Vol:	170	139	156	74	259	130	127	603	217	251	1064	48
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:	170	139	156	74	259	130	127	603	217	251	1064	48
Added Vol:	0	0	2	0	0	0	0	3	0	5	9	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	139	158	74	259	130	127	606	217	256	1073	49
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:	170	139	158	74	259	130	127	606	217	256	1073	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	139	158	74	259	130	127	606	217	256	1073	49
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:	170	139	158	74	259	130	127	606	217	256	1073	49
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.65	1.35	1.00	1.00	1.15	0.85	1.00	2.21	0.79	1.00	2.87	0.13
Final Sat.:	2806	2294	1700	1700	1958	1442	1700	3755	1345	1700	4877	223

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.09	0.04	0.13	0.09	0.07	0.16	0.16	0.15	0.22	0.22
OvlAdjV/S:	0.00											
Crit Moves:	****				****				****			

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing plus Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Kellogg Drive / Yorba Linda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.428
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			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	0	0	0	0	0	0	2	1	0	0

Volume Module:

Base Vol:	103	0	221	0	0	0	0	585	69	324	1131	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:	103	0	221	0	0	0	0	585	69	324	1131	0
Added Vol:	0	0	1	0	0	0	0	5	0	2	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	0	222	0	0	0	0	590	69	326	1146	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	0	222	0	0	0	0	590	69	326	1146	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	0	222	0	0	0	0	590	69	326	1146	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	0	222	0	0	0	0	590	69	326	1146	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.69	0.31	2.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4297	503	3200	4800	0

Capacity Analysis Module:

Vol/Sat:	0.06	0.00	0.14	0.00	0.00	0.00	0.00	0.14	0.14	0.10	0.24	0.00
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing plus Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Kellogg Drive / Yorba Linda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.406
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			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	0	0	0	0	0	0	2	1	0	2
	0	0	1	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	103	0	221	0	0	0	0	585	69	324	1131	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:	103	0	221	0	0	0	0	585	69	324	1131	0
Added Vol:	0	0	1	0	0	0	0	5	0	2	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	0	222	0	0	0	0	590	69	326	1146	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	0	222	0	0	0	0	590	69	326	1146	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	0	222	0	0	0	0	590	69	326	1146	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	0	222	0	0	0	0	590	69	326	1146	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.69	0.31	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4566	534	3400	5100	0

Capacity Analysis Module:

Vol/Sat:	0.06	0.00	0.13	0.00	0.00	0.00	0.00	0.13	0.13	0.10	0.22	0.00
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing plus Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #4 Fairmont Boulevard / Yorba Linda Boulevard

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			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	0	2	1	1	0	2

Volume Module:

Base Vol:	306	221	62	92	250	324	158	464	200	127	899	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	306	221	62	92	250	324	158	464	200	127	899	92
Added Vol:	0	0	2	1	0	0	0	6	0	5	17	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	306	221	64	93	250	324	158	470	200	132	916	95
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:	306	221	64	93	250	324	158	470	200	132	916	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	221	64	93	250	324	158	470	200	132	916	95
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:	306	221	64	93	250	324	158	470	200	132	916	95
OvlAdjVol:						8			47			

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.55	0.45	1.00	1.00	2.00	1.00	3.00	1.00	1.00	2.72	0.28
Final Sat.:	3400	2636	764	1700	1700	3400	1700	5100	1700	1700	4621	479

Capacity Analysis Module:

Vol/Sat:	0.09	0.08	0.08	0.05	0.15	0.10	0.09	0.09	0.12	0.08	0.20	0.20
OvlAdjV/S:						0.00			0.03			
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing plus Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #5 Village Center Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.461

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 22 Level Of Service: A

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

Volume Module:

Base Vol:	81	133	38	335	142	124	78	460	52	56	748	374
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:	81	133	38	335	142	124	78	460	52	56	748	374
Added Vol:	0	0	2	1	0	0	0	9	0	5	26	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	133	40	336	142	124	78	469	52	61	774	376
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:	81	133	40	336	142	124	78	469	52	61	774	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	133	40	336	142	124	78	469	52	61	774	376
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:	81	133	40	336	142	124	78	469	52	61	774	376

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.07	0.93	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	3400	1815	1585	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.05	0.04	0.02	0.10	0.08	0.08	0.05	0.14	0.03	0.04	0.23	0.22
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing plus Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #6 Paseo del La Palomas / Yorba Linda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.431
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

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

Volume Module:

Base Vol:	46	0	114	0	0	0	0	698	21	50	1031	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:	46	0	114	0	0	0	0	698	21	50	1031	0
Added Vol:	0	0	2	0	0	0	0	11	0	5	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	0	116	0	0	0	0	709	21	55	1064	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	0	116	0	0	0	0	709	21	55	1064	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	0	116	0	0	0	0	709	21	55	1064	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	0	116	0	0	0	0	709	21	55	1064	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	1700	3400	0

Capacity Analysis Module:

Vol/Sat:	0.03	0.00	0.07	0.00	0.00	0.00	0.00	0.21	0.01	0.03	0.31	0.00
Crit Moves:	****									****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing plus Project Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 San Antonio Road / Aspen Way

Cycle (sec): 0 Critical Vol./Cap.(X): 0.188
Loss Time (sec): 0 Average Delay (sec/veh): 8.2
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	54	4	2	110	0	0	0	0	5	0	3
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	54	4	2	110	0	0	0	0	5	0	3
Added Vol:	0	0	3	0	0	0	0	0	0	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	54	7	2	110	0	0	0	0	15	0	3
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:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	0	73	9	3	148	0	0	0	0	20	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	73	9	3	148	0	0	0	0	20	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	73	9	3	148	0	0	0	0	20	0	4

Saturation Flow Module:

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	1.00	1.00	0.02	0.98	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	767	900	14	789	0	0	0	0	630	0	798

Capacity Analysis Module:

Vol/Sat:	xxxx	0.09	0.01	0.19	0.19	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	0.01
Crit Moves:	****			****						****		
Delay/Veh:	0.0	7.8	6.7	8.5	8.5	0.0	0.0	0.0	0.0	8.4	0.0	7.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.8	6.7	8.5	8.5	0.0	0.0	0.0	0.0	8.4	0.0	7.0
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:	7.7			8.5			xxxxxx			8.2		
Delay Adj:	1.00			1.00			xxxxxx			1.00		
ApprAdjDel:	7.7			8.5			xxxxxx			8.2		
LOS by Appr:	A			A			*			A		
AllWayAvgQ:	0.0	0.1	0.0	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing plus Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #8 San Antonio Road / Yorba linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.483
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

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

Volume Module:

Base Vol:	2	0	4	114	0	71	26	926	1	0	1132	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	4	114	0	71	26	926	1	0	1132	52
Added Vol:	0	0	0	6	0	4	1	11	0	0	34	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	4	120	0	75	27	937	1	0	1166	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	4	120	0	75	27	937	1	0	1166	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	4	120	0	75	27	937	1	0	1166	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	0	4	120	0	75	27	937	1	0	1166	54

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:	0.33	0.00	0.67	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	567	0	1133	1700	0	1700	1700	3400	1700	0	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.04	0.02	0.28	0.00	0.00	0.34	0.03
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing plus Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #9 Yorba Ranch Road / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.435
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

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

Volume Module:

Base Vol:	66	3	41	21	9	2	6	957	82	49	1107	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	3	41	21	9	2	6	957	82	49	1107	10
Added Vol:	0	0	0	0	0	0	0	16	1	1	36	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	3	41	21	9	2	6	973	83	50	1143	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	3	41	21	9	2	6	973	83	50	1143	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	3	41	21	9	2	6	973	83	50	1143	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	3	41	21	9	2	6	973	83	50	1143	10

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.82	0.18	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1391	309	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.02	0.01	0.01	0.01	0.00	0.29	0.05	0.03	0.34	0.01
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing plus Project Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Street "A" / Via del Agua

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: A[9.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1	0	1	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	14	0	0	57	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	0	0	0	0	0	0	14	0	0	57	0
Added Vol:	0	0	0	0	0	53	18	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	53	18	14	0	0	57	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
PHF Volume:	0	0	0	0	0	74	25	20	0	0	80	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	74	25	20	0	0	80	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	80	80	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	986	1531	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	986	1531	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.0	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			9.0			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing plus Project Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 Yorba Linda Boulevard / Via del Agua

Average Delay (sec/veh): 9.7 Worst Case Level Of Service: F[148.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	0	1	0	2	0
Volume Module:												
Base Vol:	0	0	0	29	0	65	19	1000	0	0	1101	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	29	0	65	19	1000	0	0	1101	11
Added Vol:	0	0	0	18	0	35	12	5	0	0	2	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	47	0	100	31	1005	0	0	1103	17
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	52	0	111	34	1114	0	0	1223	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	52	0	111	34	1114	0	0	1223	19
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	1849	2406	611	1242	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	67	34	441	568	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	64	32	441	568	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.81	0.00	0.25	0.06	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	154	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	8.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	149	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			148.8			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing plus Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #1 Imperial Highway / Yorba Linda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	C

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

Volume Module:

Base Vol:	238	919	174	681	967	67	87	583	275	158	508	516
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:	238	919	174	681	967	67	87	583	275	158	508	516
Added Vol:	0	0	0	7	0	0	0	4	0	0	2	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	238	919	174	688	967	67	87	587	275	158	510	520
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:	238	919	174	688	967	67	87	587	275	158	510	520
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	919	174	688	967	67	87	587	275	158	510	520
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:	238	919	174	688	967	67	87	587	275	158	510	520
OvlAdjVol:												0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.52	0.48	2.00	2.81	0.19	1.00	2.04	0.96	1.00	2.00	2.00
Final Sat.:	1700	4288	812	3400	4770	330	1700	3473	1627	1700	3400	3400

Capacity Analysis Module:

Vol/Sat:	0.14	0.21	0.21	0.20	0.20	0.20	0.05	0.17	0.17	0.09	0.15	0.15
OvlAdjV/S:												0.00
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing plus Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #2 Lakeview Avenue / Yorba Linda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.581
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:	Split Phase			Split Phase			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	1	0	1	1	0	1	0	2	1	0	2

Volume Module:

Base Vol:	194	278	240	126	170	125	146	1191	101	155	875	62
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:	194	278	240	126	170	125	146	1191	101	155	875	62
Added Vol:	0	0	6	1	0	0	0	11	0	3	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	278	246	127	170	125	146	1202	101	158	881	62
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:	194	278	246	127	170	125	146	1202	101	158	881	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	278	246	127	170	125	146	1202	101	158	881	62
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:	194	278	246	127	170	125	146	1202	101	158	881	62
OvlAdjVol:	88											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.23	1.77	1.00	1.00	1.11	0.89	1.00	2.77	0.23	1.00	2.80	0.20
Final Sat.:	2096	3004	1700	1700	1885	1515	1700	4705	395	1700	4765	335

Capacity Analysis Module:

Vol/Sat:	0.09	0.09	0.14	0.07	0.09	0.08	0.09	0.26	0.26	0.09	0.18	0.18
OvlAdjV/S:	0.05											
Crit Moves:	****				****				****			

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing plus Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Kellogg Drive / Yorba Linda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.599
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:	Split Phase			Split Phase			Permitted			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	0	0	0	0	0	0	2	1	0	2
	0	0	1	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	58	0	341	0	0	0	0	1205	70	208	837	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:	58	0	341	0	0	0	0	1205	70	208	837	0
Added Vol:	0	0	2	0	0	0	0	17	0	1	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	0	343	0	0	0	0	1222	70	209	847	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	0	343	0	0	0	0	1222	70	209	847	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	0	343	0	0	0	0	1222	70	209	847	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	0	343	0	0	0	0	1222	70	209	847	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.84	0.16	2.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4540	260	3200	4800	0

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.21	0.00	0.00	0.00	0.00	0.27	0.27	0.07	0.18	0.00
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing plus Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Kellogg Drive / Yorba Linda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.567
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:	Split Phase			Split Phase			Permitted			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	0	0	0	0	0	0	2	1	0	0

Volume Module:

Base Vol:	58	0	341	0	0	0	0	1205	70	208	837	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:	58	0	341	0	0	0	0	1205	70	208	837	0
Added Vol:	0	0	2	0	0	0	0	17	0	1	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	0	343	0	0	0	0	1222	70	209	847	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	0	343	0	0	0	0	1222	70	209	847	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	0	343	0	0	0	0	1222	70	209	847	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	0	343	0	0	0	0	1222	70	209	847	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.84	0.16	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4824	276	3400	5100	0

Capacity Analysis Module:

Vol/Sat:	0.03	0.00	0.20	0.00	0.00	0.00	0.00	0.25	0.25	0.06	0.17	0.00
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing plus Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #4 Fairmont Boulevard / Yorba Linda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.468
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

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

Volume Module:

Base Vol:	189	131	62	128	161	148	227	906	238	39	598	71
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:	189	131	62	128	161	148	227	906	238	39	598	71
Added Vol:	0	0	6	3	0	0	0	19	0	3	11	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	131	68	131	161	148	227	925	238	42	609	73
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:	189	131	68	131	161	148	227	925	238	42	609	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	131	68	131	161	148	227	925	238	42	609	73
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:	189	131	68	131	161	148	227	925	238	42	609	73
OvlAdjVol:							0			144		

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.32	0.68	1.00	1.00	2.00	1.00	3.00	1.00	1.00	2.68	0.32
Final Sat.:	3400	2238	1162	1700	1700	3400	1700	5100	1700	1700	4554	546

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.06	0.08	0.09	0.04	0.13	0.18	0.14	0.02	0.13	0.13
OvlAdjV/S:							0.00			0.08		
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing plus Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #5 Village Center Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.529
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

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

Volume Module:

Base Vol:	32	222	89	378	268	82	150	754	83	118	498	163
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:	32	222	89	378	268	82	150	754	83	118	498	163
Added Vol:	0	0	6	2	0	0	0	30	0	3	17	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	222	95	380	268	82	150	784	83	121	515	164
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:	32	222	95	380	268	82	150	784	83	121	515	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	222	95	380	268	82	150	784	83	121	515	164
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:	32	222	95	380	268	82	150	784	83	121	515	164

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.53	0.47	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	3400	2603	797	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.07	0.06	0.11	0.10	0.10	0.09	0.23	0.05	0.07	0.15	0.10
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing plus Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #6 Paseo del La Palomas / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.543
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:	Split Phase			Split Phase			Permitted			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	0	0	0	0	0	0	2	0	1	1	0

Volume Module:

Base Vol:	41	0	127	0	0	0	0	1104	43	132	936	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:	41	0	127	0	0	0	0	1104	43	132	936	0
Added Vol:	0	0	6	0	0	0	0	37	0	3	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	0	133	0	0	0	0	1141	43	135	957	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	0	133	0	0	0	0	1141	43	135	957	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	0	133	0	0	0	0	1141	43	135	957	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	0	133	0	0	0	0	1141	43	135	957	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	1700	3400	0

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.08	0.00	0.00	0.00	0.00	0.34	0.03	0.08	0.28	0.00
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing plus Project Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 San Antonio Road / Aspen Way

Cycle (sec): 0 Critical Vol./Cap.(X): 0.183
Loss Time (sec): 0 Average Delay (sec/veh): 8.2
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	0	0	0	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	81	13	0	107	0	0	0	0	7	0	7
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	81	13	0	107	0	0	0	0	7	0	7
Added Vol:	0	0	11	0	0	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	81	24	0	107	0	0	0	0	13	0	7
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:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	0	110	33	0	145	0	0	0	0	18	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	110	33	0	145	0	0	0	0	18	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	110	33	0	145	0	0	0	0	18	0	10

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	766	899	0	793	0	0	0	0	614	0	771

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	xxxx	0.14	0.04	xxxx	0.18	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	0.01
Crit Moves:	****			****			****			****		
Delay/Veh:	0.0	8.1	6.8	0.0	8.5	0.0	0.0	0.0	0.0	8.5	0.0	7.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.1	6.8	0.0	8.5	0.0	0.0	0.0	0.0	8.5	0.0	7.2
LOS by Move:	*	A	A	*	A	*	*	*	*	A	*	A
ApproachDel:	7.8			8.5			xxxxxx			8.0		
Delay Adj:	1.00			1.00			xxxxxx			1.00		
ApprAdjDel:	7.8			8.5			xxxxxx			8.0		
LOS by Appr:	A			A			*			A		
AllWayAvgQ:	0.0	0.2	0.0	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing plus Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #8 San Antonio Road / Yorba linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 43 Level Of Service: A

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

Volume Module:

Base Vol:	0	0	2	71	0	60	54	1183	1	0	970	76
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	0	2	71	0	60	54	1183	1	0	970	76
Added Vol:	0	0	0	4	0	2	4	39	0	0	22	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	2	75	0	62	58	1222	1	0	992	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	2	75	0	62	58	1222	1	0	992	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	2	75	0	62	58	1222	1	0	992	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	2	75	0	62	58	1222	1	0	992	83

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	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	1700	1700	0	1700	1700	3400	1700	0	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.03	0.36	0.00	0.00	0.29	0.05
Crit Moves:	****			****			****					

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing plus Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #9 Yorba Ranch Road / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

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

Volume Module:

Base Vol:	87	5	40	2	6	4	19	1146	93	41	989	14
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:	87	5	40	2	6	4	19	1146	93	41	989	14
Added Vol:	1	0	1	0	0	0	0	42	0	1	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	5	41	2	6	4	19	1188	93	42	1017	14
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:	88	5	41	2	6	4	19	1188	93	42	1017	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	5	41	2	6	4	19	1188	93	42	1017	14
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:	88	5	41	2	6	4	19	1188	93	42	1017	14

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.60	0.40	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1020	680	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.02	0.00	0.01	0.01	0.01	0.35	0.05	0.02	0.30	0.01
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing plus Project Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Street "A" / Via del Agua

Average Delay (sec/veh): 4.5 Worst Case Level Of Service: A[8.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	44	0	0	26	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	0	0	0	0	0	0	44	0	0	26	0
Added Vol:	0	0	0	0	0	35	61	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	35	61	44	0	0	26	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	0	0	0	0	44	76	55	0	0	32	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	44	76	55	0	0	32	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	32	32	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1047	1593	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1047	1593	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.6	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx					8.6	xxxxxx			xxxxxx		
ApproachLOS:	*					A	*			*		

Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing plus Project Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 Yorba Linda Boulevard / Via del Agua

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: F[56.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	2	0	0	0	2
Volume Module:												
Base Vol:	0	0	0	17	0	41	46	1142	0	0	1003	28
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	0	0	17	0	41	46	1142	0	0	1003	28
Added Vol:	0	0	0	12	0	23	40	3	0	0	6	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	29	0	64	86	1145	0	0	1009	49
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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	30	0	66	89	1183	0	0	1042	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	30	0	66	89	1183	0	0	1042	51
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	1811	2403	521	1093	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	71	34	505	646	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	64	29	505	646	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.47	0.00	0.13	0.14	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	160	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	3.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	56.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			56.5			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

APPENDIX 5.2

Existing Plus Project Conditions
ICU Calculation Worksheets, with Improvements

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing plus Project Conditions WITH IMPROVEMENTS
AM Peak Hour

Level Of Service Computation Report

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

Intersection #11 Yorba Linda Boulevard / Via del Agua

Cycle (sec): 100 Critical Vol./Cap.(X): 0.479
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

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

Volume Module:

Base Vol:	0	0	0	29	0	65	19	1000	0	0	1101	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	29	0	65	19	1000	0	0	1101	11
Added Vol:	0	0	0	18	0	35	12	5	0	0	2	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	47	0	100	31	1005	0	0	1103	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	47	0	100	31	1005	0	0	1103	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	47	0	100	31	1005	0	0	1103	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	47	0	100	31	1005	0	0	1103	17

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	0.00	0.00	0.32	0.00	0.68	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	544	0	1156	1700	3400	0	0	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.02	0.30	0.00	0.00	0.32	0.01
Crit Moves:				****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Existing plus Project Conditions WITH IMPROVEMENTS
PM Peak Hour

Level Of Service Computation Report

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

Intersection #11 Yorba Linda Boulevard / Via del Agua

Cycle (sec): 100 Critical Vol./Cap.(X): 0.452
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

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

Volume Module:

Base Vol:	0	0	0	17	0	41	46	1142	0	0	1003	28
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	0	0	17	0	41	46	1142	0	0	1003	28
Added Vol:	0	0	0	12	0	23	40	3	0	0	6	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	29	0	64	86	1145	0	0	1009	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	29	0	64	86	1145	0	0	1009	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	29	0	64	86	1145	0	0	1009	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	29	0	64	86	1145	0	0	1009	49

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	0.00	0.00	0.31	0.00	0.69	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	530	0	1170	1700	3400	0	0	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.05	0.34	0.00	0.00	0.30	0.03
Crit Moves:				****			****			****		

APPENDIX 6.1

Opening Year (2015) Without Project Conditions
ICU and HCM Calculation Worksheets

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) Without Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #1 Imperial Highway / Yorba Linda Boulevard

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:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	2	1	0	2

Volume Module:

Base Vol:	270	1053	169	358	889	35	36	341	231	201	543	643
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	278	1085	174	369	916	36	37	351	238	207	559	662
Added Vol:	0	23	1	34	46	0	0	13	0	4	40	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	278	1108	175	403	962	36	37	364	238	211	599	699
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	278	1108	175	403	962	36	37	364	238	211	599	699
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	1108	175	403	962	36	37	364	238	211	599	699
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	278	1108	175	403	962	36	37	364	238	211	599	699
OvlAdjVol:												297

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.59	0.41	2.00	2.89	0.11	1.00	2.00	1.00	1.00	2.00	2.00
Final Sat.:	1700	4404	696	3400	4916	184	1700	3400	1700	1700	3400	3400

Capacity Analysis Module:

Vol/Sat:	0.16	0.25	0.25	0.12	0.20	0.20	0.02	0.11	0.14	0.12	0.18	0.21
OvlAdjV/S:												0.09

Crit Moves:

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) Without Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #2 Lakeview Avenue / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.594

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:	Split Phase			Split Phase			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	1	0	1	1	0	1	0	2	1	0	1

Volume Module:

Base Vol:	170	139	156	74	259	130	127	603	217	251	1064	48
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	175	143	161	76	267	134	131	621	224	259	1096	49
Added Vol:	3	3	8	2	9	4	1	41	7	24	74	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	146	169	78	276	138	132	662	231	283	1170	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	146	169	78	276	138	132	662	231	283	1170	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	146	169	78	276	138	132	662	231	283	1170	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	146	169	78	276	138	132	662	231	283	1170	52
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.65	1.35	1.00	1.00	1.16	0.84	1.00	2.23	0.77	1.00	2.87	0.13
Final Sat.:	2801	2299	1700	1700	1979	1421	1700	3783	1317	1700	4881	219

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.10	0.05	0.14	0.10	0.08	0.18	0.18	0.17	0.24	0.24
OvlAdjV/S:	0.00											
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) Without Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Kellogg Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Split Phase			Split Phase			Permitted			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	0	0	0	0	0	0	2	1	0	2	0	3	0	0

Volume Module:

Base Vol:	103	0	221	0	0	0	0	585	69	324	1131	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	106	0	228	0	0	0	0	603	71	334	1165	0
Added Vol:	0	0	16	0	0	0	0	51	0	50	102	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	0	244	0	0	0	0	654	71	384	1267	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	0	244	0	0	0	0	654	71	384	1267	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	0	244	0	0	0	0	654	71	384	1267	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	0	244	0	0	0	0	654	71	384	1267	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.71	0.29	2.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4329	471	3200	4800	0

Capacity Analysis Module:

Vol/Sat:	0.07	0.00	0.15	0.00	0.00	0.00	0.00	0.15	0.15	0.12	0.26	0.00
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) Without Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Kellogg Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.448

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			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	0	0	0	0	0	0	2	1	0	2
	0	0	1	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	103	0	221	0	0	0	0	585	69	324	1131	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	106	0	228	0	0	0	0	603	71	334	1165	0
Added Vol:	0	0	16	0	0	0	0	51	0	50	102	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	0	244	0	0	0	0	654	71	384	1267	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	0	244	0	0	0	0	654	71	384	1267	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	0	244	0	0	0	0	654	71	384	1267	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	0	244	0	0	0	0	654	71	384	1267	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.71	0.29	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4600	500	3400	5100	0

Capacity Analysis Module:

Vol/Sat:	0.06	0.00	0.14	0.00	0.00	0.00	0.00	0.14	0.14	0.11	0.25	0.00
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) Without Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #4 Fairmont Boulevard / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.628
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			Ovl			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	2	0	1	1	0	2	1	0	3	0	1	1	0

Volume Module:

Base Vol:	306	221	62	92	250	324	158	464	200	127	899	92
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	315	228	64	95	258	334	163	478	206	131	926	95
Added Vol:	0	2	6	3	7	84	32	35	0	17	68	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	230	70	98	265	418	195	513	206	148	994	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	315	230	70	98	265	418	195	513	206	148	994	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	230	70	98	265	418	195	513	206	148	994	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	315	230	70	98	265	418	195	513	206	148	994	103
OvlAdjVol:	28						48					

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.53	0.47	1.00	1.00	2.00	1.00	3.00	1.00	1.00	2.72	0.28
Final Sat.:	3400	2607	793	1700	1700	3400	1700	5100	1700	1700	4622	478

Capacity Analysis Module:

Vol/Sat:	0.09	0.09	0.09	0.06	0.16	0.12	0.11	0.10	0.12	0.09	0.22	0.22
OvlAdjV/S:	0.01						0.03					
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) Without Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #5 Village Center Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.504

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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	2	0	1

Volume Module:

Base Vol:	81	133	38	335	142	124	78	460	52	56	748	374
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	83	137	39	345	146	128	80	474	54	58	771	385
Added Vol:	0	0	6	32	0	0	0	45	0	17	98	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	137	45	377	146	128	80	519	54	75	869	401
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:	83	137	45	377	146	128	80	519	54	75	869	401
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	137	45	377	146	128	80	519	54	75	869	401
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:	83	137	45	377	146	128	80	519	54	75	869	401

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.07	0.93	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	3400	1815	1585	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.05	0.04	0.03	0.11	0.08	0.08	0.05	0.15	0.03	0.04	0.26	0.24
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) Without Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #6 Paseo del La Palomas / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.474

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 38 Level Of Service: A

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

Volume Module:

Base Vol:	46	0	114	0	0	0	0	698	21	50	1031	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	47	0	117	0	0	0	0	719	22	52	1062	0
Added Vol:	0	0	6	0	0	0	0	82	0	17	131	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	0	123	0	0	0	0	801	22	69	1193	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	0	123	0	0	0	0	801	22	69	1193	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	0	123	0	0	0	0	801	22	69	1193	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	0	123	0	0	0	0	801	22	69	1193	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	1700	3400	0

Capacity Analysis Module:

Vol/Sat:	0.03	0.00	0.07	0.00	0.00	0.00	0.00	0.24	0.01	0.04	0.35	0.00
Crit Moves:	****									****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) Without Project Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 San Antonio Road / Aspen Way

Cycle (sec): 0 Critical Vol./Cap.(X): 0.191
Loss Time (sec): 0 Average Delay (sec/veh): 8.2
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	54	4	2	110	0	0	0	0	5	0	3
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	56	4	2	113	0	0	0	0	5	0	3
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:	0	56	4	2	113	0	0	0	0	5	0	3
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:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	0	75	6	3	153	0	0	0	0	7	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	75	6	3	153	0	0	0	0	7	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	75	6	3	153	0	0	0	0	7	0	4

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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	1.00	1.00	0.02	0.98	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	774	912	15	799	0	0	0	0	630	0	796

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	xxxx	0.10	0.01	0.19	0.19	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.01
Crit Moves:	****			****			****			****		
Delay/Veh:	0.0	7.8	6.6	8.5	8.5	0.0	0.0	0.0	0.0	8.3	0.0	7.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.8	6.6	8.5	8.5	0.0	0.0	0.0	0.0	8.3	0.0	7.0
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:	7.7			8.5			xxxxxx			7.8		
Delay Adj:	1.00			1.00			xxxxxx			1.00		
ApprAdjDel:	7.7			8.5			xxxxxx			7.8		
LOS by Appr:	A			A			*			A		
AllWayAvgQ:	0.0	0.1	0.0	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) Without Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #8 San Antonio Road / Yorba linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.525

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 25 Level Of Service: A

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

Volume Module:

Base Vol:	2	0	4	114	0	71	26	926	1	0	1132	52
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	2	0	4	117	0	73	27	954	1	0	1166	54
Added Vol:	0	0	0	0	0	0	0	88	0	0	148	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	4	117	0	73	27	1042	1	0	1314	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	4	117	0	73	27	1042	1	0	1314	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	4	117	0	73	27	1042	1	0	1314	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	0	4	117	0	73	27	1042	1	0	1314	54

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:	0.33	0.00	0.67	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	567	0	1133	1700	0	1700	1700	3400	1700	0	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.04	0.02	0.31	0.00	0.00	0.39	0.03
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) Without Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #9 Yorba Ranch Road / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.479

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 23 Level Of Service: A

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

Volume Module:

Base Vol:	66	3	41	21	9	2	6	957	82	49	1107	10
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	68	3	42	22	9	2	6	986	84	50	1141	10
Added Vol:	0	0	2	0	0	0	0	88	0	6	148	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	3	44	22	9	2	6	1074	84	56	1289	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	3	44	22	9	2	6	1074	84	56	1289	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	3	44	22	9	2	6	1074	84	56	1289	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	3	44	22	9	2	6	1074	84	56	1289	10

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.82	0.18	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1391	309	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.03	0.01	0.01	0.01	0.00	0.32	0.05	0.03	0.38	0.01
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) Without Project Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 Yorba Linda Boulevard / Via del Agua

Average Delay (sec/veh): 21.3 Worst Case Level Of Service: F[227.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	2	0	0	0	2
Volume Module:												
Base Vol:	0	0	0	29	0	65	19	1000	0	0	1101	11
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	30	0	67	20	1030	0	0	1134	11
Added Vol:	0	0	0	4	0	134	45	45	0	0	20	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	34	0	201	65	1075	0	0	1154	12
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	38	0	223	72	1192	0	0	1280	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	38	0	223	72	1192	0	0	1280	14
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	2019	2615	640	1293	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	52	25	423	543	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	47	21	423	543	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.81	0.00	0.53	0.13	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	195	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	14.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	227	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			227.5			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) Without Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #1 Imperial Highway / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.784
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: C

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

Volume Module:

Base Vol:	238	919	174	681	967	67	87	583	275	158	508	516
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	245	947	179	702	996	69	90	601	283	163	523	532
Added Vol:	0	59	4	52	44	0	0	45	0	2	26	49
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	245	1006	183	754	1040	69	90	646	283	165	549	581
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	245	1006	183	754	1040	69	90	646	283	165	549	581
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	1006	183	754	1040	69	90	646	283	165	549	581
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	245	1006	183	754	1040	69	90	646	283	165	549	581
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.54	0.46	2.00	2.81	0.19	1.00	2.09	0.91	1.00	2.00	2.00
Final Sat.:	1700	4314	786	3400	4783	317	1700	3545	1555	1700	3400	3400

Capacity Analysis Module:

Vol/Sat:	0.14	0.23	0.23	0.22	0.22	0.22	0.05	0.18	0.18	0.10	0.16	0.17
OvlAdjV/S:	0.00											
Crit Moves:	****	****			****			****				

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) Without Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #2 Lakeview Avenue / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.627

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:	Split Phase			Split Phase			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	1	0	1	1	0	1	0	2	1	0	1

Volume Module:

Base Vol:	194	278	240	126	170	125	146	1191	101	155	875	62
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	200	286	247	130	175	129	150	1227	104	160	902	64
Added Vol:	8	10	27	4	6	2	4	90	6	16	66	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	296	274	134	181	131	154	1317	110	176	968	67
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:	208	296	274	134	181	131	154	1317	110	176	968	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	296	274	134	181	131	154	1317	110	176	968	67
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:	208	296	274	134	181	131	154	1317	110	176	968	67
OvlAdjVol:	99											

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:	1.24	1.76	1.00	1.00	1.12	0.88	1.00	2.77	0.23	1.00	2.81	0.19
Final Sat.:	2102	2998	1700	1700	1907	1493	1700	4707	393	1700	4770	330

Capacity Analysis Module:

Vol/Sat:	0.10	0.10	0.16	0.08	0.10	0.09	0.09	0.28	0.28	0.10	0.20	0.20
OvlAdjV/S:	0.06											
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) Without Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Kellogg Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			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	0	0	0	0	0	0	2	1	0	2
	0	0	1	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	58	0	341	0	0	0	0	1205	70	208	837	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	60	0	351	0	0	0	0	1242	72	214	862	0
Added Vol:	0	0	56	0	0	0	0	122	0	32	85	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	0	407	0	0	0	0	1364	72	246	947	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	0	407	0	0	0	0	1364	72	246	947	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	0	407	0	0	0	0	1364	72	246	947	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	0	407	0	0	0	0	1364	72	246	947	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.85	0.15	2.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4559	241	3200	4800	0

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.25	0.00	0.00	0.00	0.00	0.30	0.30	0.08	0.20	0.00
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) Without Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Kellogg Drive / Yorba Linda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.644
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:	Split Phase			Split Phase			Permitted			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	0	0	0	0	0	0	2	1	0	0

Volume Module:

Base Vol:	58	0	341	0	0	0	0	1205	70	208	837	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	60	0	351	0	0	0	0	1242	72	214	862	0
Added Vol:	0	0	56	0	0	0	0	122	0	32	85	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	0	407	0	0	0	0	1364	72	246	947	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	0	407	0	0	0	0	1364	72	246	947	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	0	407	0	0	0	0	1364	72	246	947	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	0	407	0	0	0	0	1364	72	246	947	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.85	0.15	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4844	256	3400	5100	0

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.24	0.00	0.00	0.00	0.00	0.28	0.28	0.07	0.19	0.00
Crit Moves:	****						****		****			

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) Without Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #4 Fairmont Boulevard / Yorba Linda Boulevard

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			Ovl			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	2	0	1	1	0	2	1	0	3	0	1	1	0

Volume Module:

Base Vol:	189	131	62	128	161	148	227	906	238	39	598	71
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	195	135	64	132	166	152	234	933	245	40	616	73
Added Vol:	0	8	19	10	5	59	96	82	0	11	58	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	143	83	142	171	211	330	1015	245	51	674	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	143	83	142	171	211	330	1015	245	51	674	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	143	83	142	171	211	330	1015	245	51	674	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	143	83	142	171	211	330	1015	245	51	674	79
OvlAdjVol:	0						148					

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.27	0.73	1.00	1.00	2.00	1.00	3.00	1.00	1.00	2.68	0.32
Final Sat.:	3400	2152	1248	1700	1700	3400	1700	5100	1700	1700	4564	536

Capacity Analysis Module:

Vol/Sat:	0.06	0.07	0.07	0.08	0.10	0.06	0.19	0.20	0.14	0.03	0.15	0.15
OvlAdjV/S:	0.00						0.09					
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) Without Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #5 Village Center Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.580

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:	1	0	2	0	1	1	0	1	0	2	0	1

Volume Module:

Base Vol:	32	222	89	378	268	82	150	754	83	118	498	163
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	33	229	92	389	276	84	155	777	86	122	513	168
Added Vol:	0	0	19	26	0	0	0	116	0	11	78	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	229	111	415	276	84	155	893	86	133	591	205
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:	33	229	111	415	276	84	155	893	86	133	591	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	229	111	415	276	84	155	893	86	133	591	205
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:	33	229	111	415	276	84	155	893	86	133	591	205

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.53	0.47	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	3400	2603	797	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.07	0.07	0.12	0.11	0.11	0.09	0.26	0.05	0.08	0.17	0.12
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) Without Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #6 Paseo del La Palomas / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.607

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:	Split Phase			Split Phase			Permitted			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0

Volume Module:

Base Vol:	41	0	127	0	0	0	0	1104	43	132	936	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	42	0	131	0	0	0	0	1137	44	136	964	0
Added Vol:	0	0	19	0	0	0	0	162	0	11	126	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	0	150	0	0	0	0	1299	44	147	1090	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	0	150	0	0	0	0	1299	44	147	1090	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	0	150	0	0	0	0	1299	44	147	1090	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	0	150	0	0	0	0	1299	44	147	1090	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	1700	3400	0

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.09	0.00	0.00	0.00	0.00	0.38	0.03	0.09	0.32	0.00
Crit Moves:	****							****		****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) Without Project Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 San Antonio Road / Aspen Way

Cycle (sec): 0 Critical Vol./Cap.(X): 0.188
Loss Time (sec): 0 Average Delay (sec/veh): 8.2
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	1	0	0	1	0	0	0	0	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	81	13	0	107	0	0	0	0	7	0	7
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	83	13	0	110	0	0	0	0	7	0	7
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:	0	83	13	0	110	0	0	0	0	7	0	7
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:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	0	113	18	0	150	0	0	0	0	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	113	18	0	150	0	0	0	0	10	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	113	18	0	150	0	0	0	0	10	0	10

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	770	906	0	798	0	0	0	0	615	0	773

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	xxxx	0.15	0.02	xxxx	0.19	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.01
Crit Moves:	****			****			****			****		
Delay/Veh:	0.0	8.1	6.7	0.0	8.5	0.0	0.0	0.0	0.0	8.4	0.0	7.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.1	6.7	0.0	8.5	0.0	0.0	0.0	0.0	8.4	0.0	7.2
LOS by Move:	*	A	A	*	A	*	*	*	*	A	*	A
ApproachDel:	7.9			8.5			xxxxxx			7.8		
Delay Adj:	1.00			1.00			xxxxxx			1.00		
ApprAdjDel:	7.9			8.5			xxxxxx			7.8		
LOS by Appr:	A			A			*			A		
AllWayAvgQ:	0.0	0.2	0.0	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) Without Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #8 San Antonio Road / Yorba linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.506

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 62 Level Of Service: A

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

Volume Module:

Base Vol:	0	0	2	71	0	60	54	1183	1	0	970	76
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	2	73	0	62	56	1219	1	0	999	78
Added Vol:	0	0	0	0	0	0	0	181	0	0	137	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	2	73	0	62	56	1400	1	0	1136	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	2	73	0	62	56	1400	1	0	1136	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	2	73	0	62	56	1400	1	0	1136	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	2	73	0	62	56	1400	1	0	1136	78

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	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	1700	1700	0	1700	1700	3400	1700	0	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.03	0.41	0.00	0.00	0.33	0.05
Crit Moves:	****			****			****					

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) Without Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #9 Yorba Ranch Road / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.536

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 25 Level Of Service: A

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

Volume Module:

Base Vol:	87	5	40	2	6	4	19	1146	93	41	989	14
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	90	5	41	2	6	4	20	1181	96	42	1019	14
Added Vol:	0	0	7	0	0	0	0	181	0	4	137	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	5	48	2	6	4	20	1362	96	46	1156	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	5	48	2	6	4	20	1362	96	46	1156	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	5	48	2	6	4	20	1362	96	46	1156	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	5	48	2	6	4	20	1362	96	46	1156	14

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.60	0.40	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1020	680	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.03	0.00	0.01	0.01	0.01	0.40	0.06	0.03	0.34	0.01
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) Without Project Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 Yorba Linda Boulevard / Via del Agua

Average Delay (sec/veh): 7.8 Worst Case Level Of Service: F[120.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	2	0	0	0	2
Volume Module:												
Base Vol:	0	0	0	17	0	41	46	1142	0	0	1003	28
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	18	0	42	47	1177	0	0	1033	29
Added Vol:	0	0	0	3	0	88	152	36	0	0	53	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	21	0	130	199	1213	0	0	1086	34
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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	21	0	135	206	1253	0	0	1122	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	21	0	135	206	1253	0	0	1122	35
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	2161	2787	561	1157	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	42	19	476	611	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	31	13	476	611	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.69	0.00	0.28	0.34	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	160	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	7.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	121	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			120.8			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

APPENDIX 6.2

Opening Year (2015) With Project Conditions
ICU and HCM Calculation Worksheets

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) With Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #1 Imperial Highway / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.685

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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	2	1	0	2

Volume Module:

Base Vol:	270	1053	169	358	889	35	36	341	231	201	543	643
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	278	1085	174	369	916	36	37	351	238	207	559	662
Added Vol:	0	23	1	36	46	0	0	14	0	4	43	43
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	278	1108	175	405	962	36	37	365	238	211	602	705
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:	278	1108	175	405	962	36	37	365	238	211	602	705
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	1108	175	405	962	36	37	365	238	211	602	705
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:	278	1108	175	405	962	36	37	365	238	211	602	705
OvlAdjVol:												301

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.59	0.41	2.00	2.89	0.11	1.00	2.00	1.00	1.00	2.00	2.00
Final Sat.:	1700	4404	696	3400	4916	184	1700	3400	1700	1700	3400	3400

Capacity Analysis Module:

Vol/Sat:	0.16	0.25	0.25	0.12	0.20	0.20	0.02	0.11	0.14	0.12	0.18	0.21
OvlAdjV/S:												0.09

Crit Moves:

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) With Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #2 Lakeview Avenue / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.598

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:	Split Phase			Split Phase			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	1	0	1	1	0	1	0	2	1	0	1

Volume Module:

Base Vol:	170	139	156	74	259	130	127	603	217	251	1064	48
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	175	143	161	76	267	134	131	621	224	259	1096	49
Added Vol:	3	3	10	2	9	4	1	44	7	29	83	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	146	171	78	276	138	132	665	231	288	1179	53
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:	178	146	171	78	276	138	132	665	231	288	1179	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	146	171	78	276	138	132	665	231	288	1179	53
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:	178	146	171	78	276	138	132	665	231	288	1179	53
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.65	1.35	1.00	1.00	1.16	0.84	1.00	2.23	0.77	1.00	2.87	0.13
Final Sat.:	2801	2299	1700	1700	1979	1421	1700	3787	1313	1700	4879	221

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.10	0.05	0.14	0.10	0.08	0.18	0.18	0.17	0.24	0.24
OvlAdjV/S:	0.00											
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) With Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Kellogg Drive / Yorba Linda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.476
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			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	0	0	0	0	0	0	2	1	0	2
	0	0	1	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	103	0	221	0	0	0	0	585	69	324	1131	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	106	0	228	0	0	0	0	603	71	334	1165	0
Added Vol:	0	0	17	0	0	0	0	56	0	52	117	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	0	245	0	0	0	0	659	71	386	1282	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	0	245	0	0	0	0	659	71	386	1282	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	0	245	0	0	0	0	659	71	386	1282	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	0	245	0	0	0	0	659	71	386	1282	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.71	0.29	2.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4332	468	3200	4800	0

Capacity Analysis Module:

Vol/Sat:	0.07	0.00	0.15	0.00	0.00	0.00	0.00	0.15	0.15	0.12	0.27	0.00
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) With Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Kellogg Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.451
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			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	0	0	0	0	0	0	2	1	0	2
	0	0	1	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	103	0	221	0	0	0	0	585	69	324	1131	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	106	0	228	0	0	0	0	603	71	334	1165	0
Added Vol:	0	0	17	0	0	0	0	56	0	52	117	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	0	245	0	0	0	0	659	71	386	1282	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	0	245	0	0	0	0	659	71	386	1282	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	0	245	0	0	0	0	659	71	386	1282	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	0	245	0	0	0	0	659	71	386	1282	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.71	0.29	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4603	497	3400	5100	0

Capacity Analysis Module:

Vol/Sat:	0.06	0.00	0.14	0.00	0.00	0.00	0.00	0.14	0.14	0.11	0.25	0.00
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) With Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #4 Fairmont Boulevard / Yorba Linda Boulevard

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:	Include			Ovl			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	2	0	1	1	0	2	1	0	3	0	1	1	0

Volume Module:

Base Vol:	306	221	62	92	250	324	158	464	200	127	899	92
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	315	228	64	95	258	334	163	478	206	131	926	95
Added Vol:	0	2	7	4	7	84	32	41	0	22	85	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	230	71	99	265	418	195	519	206	153	1011	106
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:	315	230	71	99	265	418	195	519	206	153	1011	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	230	71	99	265	418	195	519	206	153	1011	106
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:	315	230	71	99	265	418	195	519	206	153	1011	106
OvlAdjVol:						28			48			

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.53	0.47	1.00	1.00	2.00	1.00	3.00	1.00	1.00	2.72	0.28
Final Sat.:	3400	2598	802	1700	1700	3400	1700	5100	1700	1700	4617	483

Capacity Analysis Module:

Vol/Sat:	0.09	0.09	0.09	0.06	0.16	0.12	0.11	0.10	0.12	0.09	0.22	0.22
OvlAdjV/S:						0.01			0.03			
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) With Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #5 Village Center Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.511
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	2	0	1

Volume Module:

Base Vol:	81	133	38	335	142	124	78	460	52	56	748	374
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	83	137	39	345	146	128	80	474	54	58	771	385
Added Vol:	0	0	7	32	0	0	0	54	0	22	123	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	137	46	377	146	128	80	528	54	80	894	403
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:	83	137	46	377	146	128	80	528	54	80	894	403
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	137	46	377	146	128	80	528	54	80	894	403
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:	83	137	46	377	146	128	80	528	54	80	894	403

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.07	0.93	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	3400	1815	1585	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.05	0.04	0.03	0.11	0.08	0.08	0.05	0.16	0.03	0.05	0.26	0.24
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) With Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #6 Paseo del La Palomas / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.484

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 40 Level Of Service: A

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

Volume Module:

Base Vol:	46	0	114	0	0	0	0	698	21	50	1031	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	47	0	117	0	0	0	0	719	22	52	1062	0
Added Vol:	0	0	7	0	0	0	0	93	0	22	163	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	0	124	0	0	0	0	812	22	74	1225	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	0	124	0	0	0	0	812	22	74	1225	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	0	124	0	0	0	0	812	22	74	1225	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	0	124	0	0	0	0	812	22	74	1225	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	1700	3400	0

Capacity Analysis Module:

Vol/Sat:	0.03	0.00	0.07	0.00	0.00	0.00	0.00	0.24	0.01	0.04	0.36	0.00
Crit Moves:	****									****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) With Project Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 San Antonio Road / Aspen Way

Cycle (sec): 0 Critical Vol./Cap.(X): 0.194
Loss Time (sec): 0 Average Delay (sec/veh): 8.2
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	54	4	2	110	0	0	0	0	5	0	3
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	56	4	2	113	0	0	0	0	5	0	3
Added Vol:	0	0	3	0	0	0	0	0	0	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	56	7	2	113	0	0	0	0	15	0	3
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:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	0	75	10	3	153	0	0	0	0	20	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	75	10	3	153	0	0	0	0	20	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	75	10	3	153	0	0	0	0	20	0	4

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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	1.00	1.00	0.02	0.98	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	766	899	14	788	0	0	0	0	629	0	794

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	xxxx	0.10	0.01	0.19	0.19	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	0.01
Crit Moves:	****			****			****			****		
Delay/Veh:	0.0	7.9	6.7	8.5	8.5	0.0	0.0	0.0	0.0	8.4	0.0	7.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.9	6.7	8.5	8.5	0.0	0.0	0.0	0.0	8.4	0.0	7.0
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:	7.7			8.5			xxxxxx			8.2		
Delay Adj:	1.00			1.00			xxxxxx			1.00		
ApprAdjDel:	7.7			8.5			xxxxxx			8.2		
LOS by Appr:	A			A			*			A		
AllWayAvgQ:	0.0	0.1	0.0	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) With Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #8 San Antonio Road / Yorba linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.539

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 25 Level Of Service: A

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

Volume Module:

Base Vol:	2	0	4	114	0	71	26	926	1	0	1132	52
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	2	0	4	117	0	73	27	954	1	0	1166	54
Added Vol:	0	0	0	6	0	4	1	100	0	0	182	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	4	123	0	77	28	1054	1	0	1348	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	4	123	0	77	28	1054	1	0	1348	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	4	123	0	77	28	1054	1	0	1348	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	0	4	123	0	77	28	1054	1	0	1348	56

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:	0.33	0.00	0.67	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	567	0	1133	1700	0	1700	1700	3400	1700	0	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.05	0.02	0.31	0.00	0.00	0.40	0.03
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) With Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #9 Yorba Ranch Road / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.490
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

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

Volume Module:

Base Vol:	66	3	41	21	9	2	6	957	82	49	1107	10
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	68	3	42	22	9	2	6	986	84	50	1141	10
Added Vol:	0	0	3	0	0	0	0	105	1	8	183	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	3	45	22	9	2	6	1091	85	58	1324	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	3	45	22	9	2	6	1091	85	58	1324	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	3	45	22	9	2	6	1091	85	58	1324	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	3	45	22	9	2	6	1091	85	58	1324	10

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.82	0.18	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1391	309	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.03	0.01	0.01	0.01	0.00	0.32	0.05	0.03	0.39	0.01
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) With Project Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Street "A" / Via del Agua

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B[10.2]

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Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:        Stop Sign      Stop Sign      Uncontrolled    Uncontrolled
Rights:         Include      Include      Include      Include
Lanes:          0 0 0 0 0      0 0 0 0 1      0 1 0 0 0      0 0 1 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:       0      0      0      0      0      0      0 14      0      0 57      0
Growth Adj:     1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse:     0      0      0      0      0      0      0 14      0      0 59      0
Added Vol:       0      0      0      0      0      53     18 47      0      0 138     0
PasserByVol:     0      0      0      0      0      0      0 0      0      0 0      0
Initial Fut:     0      0      0      0      0      53     18 61      0      0 197     0
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         0.71 0.71 0.71 0.71 0.71 0.71 0.71 0.71 0.71 0.71 0.71 0.71
PHF Volume:      0      0      0      0      0      74     25 86      0      0 276     0
Reduct Vol:      0      0      0      0      0      0      0 0      0      0 0      0
FinalVolume:     0      0      0      0      0      74     25 86      0      0 276     0
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx 6.2 4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx 3.3 2.2 xxxx xxxxx xxxxx xxxx xxxxx
-----|-----|-----|-----|
Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx xxxx xxxx 276 276 xxxx xxxxx xxxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx xxxx xxxx 767 1298 xxxx xxxxx xxxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx xxxx xxxx 767 1298 xxxx xxxxx xxxxx xxxx xxxxx
Volume/Cap: xxxx xxxx xxxxx xxxx xxxx 0.10 0.02 xxxx xxxxx xxxxx xxxx xxxxx
-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx 0.3 0.1 xxxx xxxxx xxxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx 10.2 7.8 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * * * B A * * * * *
Movement:      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.1 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 7.8 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * A * * * * *
ApproachDel: xxxxxx 10.2 xxxxxx xxxxxx
ApproachLOS: * B * * *
*****
Note: Queue reported is the number of cars per lane.
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CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) With Project Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 Yorba Linda Boulevard / Via del Agua

Average Delay (sec/veh): 54.6 Worst Case Level Of Service: F[493.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	0	1	0	2	0
Volume Module:												
Base Vol:	0	0	0	29	0	65	19	1000	0	0	1101	11
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	30	0	67	20	1030	0	0	1134	11
Added Vol:	0	0	0	22	0	169	57	50	0	0	22	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	52	0	236	77	1080	0	0	1156	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	58	0	262	85	1198	0	0	1282	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	58	0	262	85	1198	0	0	1282	21
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	2051	2649	641	1303	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	49	23	422	538	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	43	20	422	538	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.33	0.00	0.62	0.16	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	164	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	24.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	494	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			493.7			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) With Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #1 Imperial Highway / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.787

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 49 Level Of Service: C

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

Volume Module:

Base Vol:	238	919	174	681	967	67	87	583	275	158	508	516
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	245	947	179	702	996	69	90	601	283	163	523	532
Added Vol:	0	59	4	59	44	0	0	49	0	2	28	53
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	245	1006	183	761	1040	69	90	650	283	165	551	585
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:	245	1006	183	761	1040	69	90	650	283	165	551	585
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	1006	183	761	1040	69	90	650	283	165	551	585
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:	245	1006	183	761	1040	69	90	650	283	165	551	585
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.54	0.46	2.00	2.81	0.19	1.00	2.09	0.91	1.00	2.00	2.00
Final Sat.:	1700	4314	786	3400	4783	317	1700	3551	1549	1700	3400	3400

Capacity Analysis Module:

Vol/Sat:	0.14	0.23	0.23	0.22	0.22	0.22	0.05	0.18	0.18	0.10	0.16	0.17
OvlAdjV/S:	0.00											

Crit Moves:

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) With Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #2 Lakeview Avenue / Yorba Linda Boulevard

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:	Split Phase			Split Phase			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	1	0	1	1	0	1	0	2	1	0	1

Volume Module:

Base Vol:	194	278	240	126	170	125	146	1191	101	155	875	62
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	200	286	247	130	175	129	150	1227	104	160	902	64
Added Vol:	8	10	33	5	6	2	4	101	6	19	72	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	296	280	135	181	131	154	1328	110	179	974	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	296	280	135	181	131	154	1328	110	179	974	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	296	280	135	181	131	154	1328	110	179	974	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	208	296	280	135	181	131	154	1328	110	179	974	68
OvlAdjVol:	102											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.24	1.76	1.00	1.00	1.12	0.88	1.00	2.77	0.23	1.00	2.80	0.20
Final Sat.:	2102	2998	1700	1700	1907	1493	1700	4710	390	1700	4768	332

Capacity Analysis Module:

Vol/Sat:	0.10	0.10	0.16	0.08	0.10	0.09	0.09	0.28	0.28	0.11	0.20	0.20
OvlAdjV/S:	0.06											
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) With Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Kellogg Drive / Yorba Linda Boulevard

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:	Split Phase			Split Phase			Permitted			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	0	0	0	0	0	0	2	1	0	2
	0	0	1	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	58	0	341	0	0	0	0	1205	70	208	837	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	60	0	351	0	0	0	0	1242	72	214	862	0
Added Vol:	0	0	58	0	0	0	0	139	0	33	95	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	0	409	0	0	0	0	1381	72	247	957	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	0	409	0	0	0	0	1381	72	247	957	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	0	409	0	0	0	0	1381	72	247	957	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	0	409	0	0	0	0	1381	72	247	957	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.85	0.15	2.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4562	238	3200	4800	0

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.26	0.00	0.00	0.00	0.00	0.30	0.30	0.08	0.20	0.00
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) With Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Kellogg Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.648

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:	Split Phase			Split Phase			Permitted			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	0	0	0	0	0	0	2	1	0	2
	0	0	1	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	58	0	341	0	0	0	0	1205	70	208	837	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	60	0	351	0	0	0	0	1242	72	214	862	0
Added Vol:	0	0	58	0	0	0	0	139	0	33	95	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	0	409	0	0	0	0	1381	72	247	957	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	0	409	0	0	0	0	1381	72	247	957	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	0	409	0	0	0	0	1381	72	247	957	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	0	409	0	0	0	0	1381	72	247	957	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.85	0.15	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4847	253	3400	5100	0

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.24	0.00	0.00	0.00	0.00	0.28	0.28	0.07	0.19	0.00
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) With Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #4 Fairmont Boulevard / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.548
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			Ovl			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	2	0	1	1	0	2	1	0	3	0	1	1	0

Volume Module:

Base Vol:	189	131	62	128	161	148	227	906	238	39	598	71
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	195	135	64	132	166	152	234	933	245	40	616	73
Added Vol:	0	8	25	13	5	59	96	102	0	14	69	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	143	89	145	171	211	330	1035	245	54	685	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	143	89	145	171	211	330	1035	245	54	685	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	143	89	145	171	211	330	1035	245	54	685	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	143	89	145	171	211	330	1035	245	54	685	80
OvlAdjVol:	0						148					

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.23	0.77	1.00	1.00	2.00	1.00	3.00	1.00	1.00	2.69	0.31
Final Sat.:	3400	2097	1303	1700	1700	3400	1700	5100	1700	1700	4566	534

Capacity Analysis Module:

Vol/Sat:	0.06	0.07	0.07	0.09	0.10	0.06	0.19	0.20	0.14	0.03	0.15	0.15
OvlAdjV/S:	0.00						0.09					
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) With Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #5 Village Center Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.591

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:	1	0	2	0	1	1	0	1	0	2	0	1

Volume Module:

Base Vol:	32	222	89	378	268	82	150	754	83	118	498	163
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	33	229	92	389	276	84	155	777	86	122	513	168
Added Vol:	0	0	25	28	0	0	0	146	0	14	94	38
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	229	117	417	276	84	155	923	86	136	607	206
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:	33	229	117	417	276	84	155	923	86	136	607	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	229	117	417	276	84	155	923	86	136	607	206
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:	33	229	117	417	276	84	155	923	86	136	607	206

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.53	0.47	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	3400	2603	797	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.07	0.07	0.12	0.11	0.11	0.09	0.27	0.05	0.08	0.18	0.12
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) With Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #6 Paseo del La Palomas / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.623
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:	Split Phase			Split Phase			Permitted			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0

Volume Module:

Base Vol:	41	0	127	0	0	0	0	1104	43	132	936	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	42	0	131	0	0	0	0	1137	44	136	964	0
Added Vol:	0	0	25	0	0	0	0	199	0	14	147	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	0	156	0	0	0	0	1336	44	150	1111	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	0	156	0	0	0	0	1336	44	150	1111	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	0	156	0	0	0	0	1336	44	150	1111	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	0	156	0	0	0	0	1336	44	150	1111	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	1700	3400	0

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.09	0.00	0.00	0.00	0.00	0.39	0.03	0.09	0.33	0.00
Crit Moves:	****			****				****			****	

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) With Project Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 San Antonio Road / Aspen Way

Cycle (sec): 0 Critical Vol./Cap.(X): 0.189
Loss Time (sec): 0 Average Delay (sec/veh): 8.2
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	0	0	0	0	1	0

Volume Module:

Base Vol:	0	81	13	0	107	0	0	0	0	7	0	7
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	83	13	0	110	0	0	0	0	7	0	7
Added Vol:	0	0	11	0	0	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	83	24	0	110	0	0	0	0	13	0	7
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:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	0	113	33	0	150	0	0	0	0	18	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	113	33	0	150	0	0	0	0	18	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	113	33	0	150	0	0	0	0	18	0	10

Saturation Flow Module:

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	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	766	898	0	791	0	0	0	0	611	0	768

Capacity Analysis Module:

Vol/Sat:	xxxx	0.15	0.04	xxxx	0.19	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	0.01
Crit Moves:	****			****			****			****		
Delay/Veh:	0.0	8.2	6.8	0.0	8.6	0.0	0.0	0.0	0.0	8.5	0.0	7.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.2	6.8	0.0	8.6	0.0	0.0	0.0	0.0	8.5	0.0	7.2
LOS by Move:	*	A	A	*	A	*	*	*	*	A	*	A
ApproachDel:	7.9			8.6			xxxxxx			8.0		
Delay Adj:	1.00			1.00			xxxxxx			1.00		
ApprAdjDel:	7.9			8.6			xxxxxx			8.0		
LOS by Appr:	A			A			*			A		
AllWayAvgQ:	0.0	0.2	0.0	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) With Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #8 San Antonio Road / Yorba linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.520
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: A

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

Volume Module:

Base Vol:	0	0	2	71	0	60	54	1183	1	0	970	76
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	2	73	0	62	56	1219	1	0	999	78
Added Vol:	0	0	0	4	0	2	4	220	0	0	159	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	2	77	0	64	60	1439	1	0	1158	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	2	77	0	64	60	1439	1	0	1158	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	2	77	0	64	60	1439	1	0	1158	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	2	77	0	64	60	1439	1	0	1158	85

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	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	1700	1700	0	1700	1700	3400	1700	0	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.04	0.04	0.42	0.00	0.00	0.34	0.05
Crit Moves:	****			****			****					

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) With Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #9 Yorba Ranch Road / Yorba Linda Boulevard

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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	0	1	1

Volume Module:

Base Vol:	87	5	40	2	6	4	19	1146	93	41	989	14
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	90	5	41	2	6	4	20	1181	96	42	1019	14
Added Vol:	1	0	9	0	0	0	0	223	0	5	165	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	5	50	2	6	4	20	1404	96	47	1184	14
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:	91	5	50	2	6	4	20	1404	96	47	1184	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	5	50	2	6	4	20	1404	96	47	1184	14
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:	91	5	50	2	6	4	20	1404	96	47	1184	14

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.60	0.40	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1020	680	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.03	0.00	0.01	0.01	0.01	0.41	0.06	0.03	0.35	0.01
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) With Project Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Street "A" / Via del Agua

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: A[9.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	0	1	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	44	0	0	26	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	0	0	0	0	45	0	0	27	0
Added Vol:	0	0	0	0	0	35	61	157	0	0	91	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	35	61	202	0	0	118	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	0	0	0	0	44	76	252	0	0	147	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	44	76	252	0	0	147	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	147	147	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	905	1447	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	905	1447	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.2	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			9.2			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) With Project Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 Yorba Linda Boulevard / Via del Agua

Average Delay (sec/veh): 29.6 Worst Case Level Of Service: F[424.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	2	0	0	0	2
Volume Module:												
Base Vol:	0	0	0	17	0	41	46	1142	0	0	1003	28
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	18	0	42	47	1177	0	0	1033	29
Added Vol:	0	0	0	15	0	111	193	39	0	0	59	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	33	0	153	240	1216	0	0	1092	55
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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	34	0	158	248	1256	0	0	1129	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	34	0	158	248	1256	0	0	1129	57
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	2253	2881	564	1185	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	36	17	474	596	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	24	10	474	596	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.38	0.00	0.33	0.42	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	112	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	14.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	425	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			424.5			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

APPENDIX 6.3

Opening Year (2015) With Project Conditions
ICU Calculation Worksheets, with Improvements

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) With Project Conditions WITH IMPROVEMENTS
AM Peak Hour

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                        Level Of Service Computation Report
          ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #11 Yorba Linda Boulevard / Via del Agua
*****
Cycle (sec):           100                Critical Vol./Cap.(X):           0.665
Loss Time (sec):       5                  Average Delay (sec/veh):       xxxxxx
Optimal Cycle:         34                Level Of Service:           B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:        Split Phase      Split Phase      Protected      Permitted
Rights:          Include          Include          Include          Include
Min. Green:      0      0      0      0      0      0      0      0      0      0      0      0
Y+R:            4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0
Lanes:          0  0  0  0  0  0  0  1! 0  0  1  0  2  0  0  0  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:        0      0      0      29      0      65      19 1000      0      0 1101      11
Growth Adj:      1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse:      0      0      0      30      0      67      20 1030      0      0 1134      11
Added Vol:        0      0      0      22      0      169      57  50      0      0  22      8
PasserByVol:      0      0      0      0      0      0      0  0      0      0  0      0
Initial Fut:      0      0      0      52      0      236      77 1080      0      0 1156      19
User Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:          0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume:        0      0      0      58      0      262      85 1198      0      0 1282      21
Reduct Vol:        0      0      0      0      0      0      0  0      0      0  0      0
Reduced Vol:      0      0      0      58      0      262      85 1198      0      0 1282      21
PCE Adj:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:      0      0      0      58      0      262      85 1198      0      0 1282      21
-----|-----|-----|-----|
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 0.00 0.00 0.18 0.00 0.82 1.00 2.00 0.00 0.00 2.00 1.00
Final Sat.:      0      0      0      306      0      1394      1700 3400      0      0 3400      1700
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.00 0.00 0.19 0.00 0.19 0.05 0.35 0.00 0.00 0.38 0.01
Crit Moves:      ****              ****              ****
*****

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CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) With Project Conditions WITH IMPROVEMENTS
PM Peak Hour

Level Of Service Computation Report

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

Intersection #11 Yorba Linda Boulevard / Via del Agua

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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	0	1	0	2	0

Volume Module:

Base Vol:	0	0	0	17	0	41	46	1142	0	0	1003	28
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	18	0	42	47	1177	0	0	1033	29
Added Vol:	0	0	0	15	0	111	193	39	0	0	59	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	33	0	153	240	1216	0	0	1092	55
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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	34	0	158	248	1256	0	0	1129	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	34	0	158	248	1256	0	0	1129	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	34	0	158	248	1256	0	0	1129	57

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.18	0.00	0.82	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	298	0	1402	1700	3400	0	0	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.11	0.15	0.37	0.00	0.00	0.33	0.03
Crit Moves:				****			****			****		

APPENDIX 6.4

Opening Year (2015) Without Project Conditions, with Access Alternative via Aspen Way
ICU and HCM Calculation Worksheets

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) Without Project Conditions (Esperanza Alt 2)
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 San Antonio Road / Aspen Way

Cycle (sec): 0 Critical Vol./Cap.(X): 0.484
Loss Time (sec): 0 Average Delay (sec/veh): 11.3
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	54	4	2	110	0	0	0	0	5	0	3
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	56	4	2	113	0	0	0	0	5	0	3
Added Vol:	0	0	72	0	0	0	0	0	0	212	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	56	76	2	113	0	0	0	0	217	0	3
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:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	0	75	103	3	153	0	0	0	0	293	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	75	103	3	153	0	0	0	0	293	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	75	103	3	153	0	0	0	0	293	0	4

Saturation Flow Module:

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	1.00	1.00	0.02	0.98	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	620	705	11	627	0	0	0	0	604	0	751

Capacity Analysis Module:

Vol/Sat:	xxxx	0.12	0.15	0.24	0.24	xxxx	xxxx	xxxx	xxxx	0.48	xxxx	0.01
Crit Moves:			****		****					****		
Delay/Veh:	0.0	9.0	8.3	10.0	10.0	0.0	0.0	0.0	0.0	13.6	0.0	7.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.0	8.3	10.0	10.0	0.0	0.0	0.0	0.0	13.6	0.0	7.3
LOS by Move:	*	A	A	B	B	*	*	*	*	B	*	A
ApproachDel:	8.6			10.0			xxxxxx			13.5		
Delay Adj:	1.00			1.00			xxxxxx			1.00		
ApprAdjDel:	8.6			10.0			xxxxxx			13.5		
LOS by Appr:	A			B			*			B		
AllWayAvgQ:	0.0	0.1	0.2	0.3	0.3	0.3	0.0	0.0	0.0	0.9	0.0	0.0

Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) Without Project Conditions (Esperanza Alt 2)
AM Peak Hour

Level Of Service Computation Report

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

Intersection #8 San Antonio Road / Yorba linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.563

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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	2	0	1	0

Volume Module:

Base Vol:	2	0	4	114	0	71	26	926	1	0	1132	52
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	2	0	4	117	0	73	27	954	1	0	1166	54
Added Vol:	0	0	0	85	0	127	43	45	0	0	20	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	4	202	0	200	70	999	1	0	1186	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	4	202	0	200	70	999	1	0	1186	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	4	202	0	200	70	999	1	0	1186	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	0	4	202	0	200	70	999	1	0	1186	83

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:	0.33	0.00	0.67	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	567	0	1133	1700	0	1700	1700	3400	1700	0	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.12	0.04	0.29	0.00	0.00	0.35	0.05
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) Without Project Conditions (Esperanza Alt 2)
AM Peak Hour

Level Of Service Computation Report

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

Intersection #9 Yorba Ranch Road / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.454

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 22 Level Of Service: A

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

Volume Module:

Base Vol:	66	3	41	21	9	2	6	957	82	49	1107	10
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	68	3	42	22	9	2	6	986	84	50	1141	10
Added Vol:	2	0	0	0	0	0	0	123	6	0	47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	3	42	22	9	2	6	1109	90	50	1188	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	3	42	22	9	2	6	1109	90	50	1188	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	3	42	22	9	2	6	1109	90	50	1188	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	3	42	22	9	2	6	1109	90	50	1188	10

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.82	0.18	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1391	309	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.02	0.01	0.01	0.01	0.00	0.33	0.05	0.03	0.35	0.01
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) Without Project Conditions (Esperanza Alt 2)
AM Peak Hour

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-----
Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
*****
Intersection #11 Yorba Linda Boulevard / Via del Agua
*****
Average Delay (sec/veh):      4.0      Worst Case Level Of Service: F[ 98.4]
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Stop Sign      Stop Sign      Uncontrolled      Uncontrolled
Rights:      Include      Include      Include      Include
Lanes:      0 0 0 0 0      0 0 1! 0 0      1 0 2 0 0      0 0 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      0      0      0      29      0      65      19 1000      0      0 1101      11
Growth Adj:      1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse:      0      0      0      30      0      67      20 1030      0      0 1134      11
Added Vol:      0      0      0      0      0      0      0 123      0      0 47      0
PasserByVol:      0      0      0      0      0      0      0 0      0      0 0      0
Initial Fut:      0      0      0      30      0      67      20 1153      0      0 1181      11
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume:      0      0      0      33      0      74      22 1279      0      0 1310      13
Reduct Vol:      0      0      0      0      0      0      0 0      0      0 0      0
FinalVolume:      0      0      0      33      0      74      22 1279      0      0 1310      13
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx      6.8 6.5 6.9      4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx      3.5 4.0 3.3      2.2 xxxx xxxxx xxxxx xxxx xxxxx
-----|-----|-----|-----|
Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx      1992 2632 655      1322 xxxx xxxxx xxxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx      54 24 414      529 xxxx xxxxx xxxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx      52 23 414      529 xxxx xxxxx xxxxx xxxx xxxxx
Volume/Cap: xxxx xxxx xxxxx      0.63 0.00 0.18      0.04 xxxx xxxxx xxxxx xxxx xxxxx
-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx      xxxx xxxx xxxxx      0.1 xxxx xxxxx xxxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx      xxxxx xxxx xxxxx      12.1 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:      *      *      *      *      *      *      B      *      *      *      *      *
Movement:      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx      xxxx 132 xxxxx      xxxx xxxx xxxxx      xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx      xxxxx 5.0 xxxxx      xxxxx xxxx xxxxx      xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx      xxxxx 98.4 xxxxx      xxxxx xxxx xxxxx      xxxxx xxxx xxxxx
Shared LOS:      *      *      *      *      F      *      *      *      *      *      *
ApproachDel:      xxxxxx      98.4      xxxxxx      xxxxxx
ApproachLOS:      *      F      *      *
*****
Note: Queue reported is the number of cars per lane.
*****

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CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) Without Project Conditions (Esperanza Alt 2)
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 San Antonio Road / Aspen Way

Cycle (sec): 0 Critical Vol./Cap.(X): 0.457
Loss Time (sec): 0 Average Delay (sec/veh): 10.9
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	0	0	0	0	1	0
Volume Module:												
Base Vol:	0	81	13	0	107	0	0	0	0	7	0	7
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	83	13	0	110	0	0	0	0	7	0	7
Added Vol:	0	0	242	0	0	0	0	0	0	140	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	83	255	0	110	0	0	0	0	147	0	7
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:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	0	113	347	0	150	0	0	0	0	200	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	113	347	0	150	0	0	0	0	200	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	113	347	0	150	0	0	0	0	200	0	10
Saturation Flow Module:												
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	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	659	759	0	638	0	0	0	0	543	0	656
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.17	0.46	xxxx	0.23	xxxx	xxxx	xxxx	xxxx	0.37	xxxx	0.01
Crit Moves:	****			****			****			****		
Delay/Veh:	0.0	9.1	11.0	0.0	10.0	0.0	0.0	0.0	0.0	12.4	0.0	7.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.1	11.0	0.0	10.0	0.0	0.0	0.0	0.0	12.4	0.0	7.9
LOS by Move:	*	A	B	*	B	*	*	*	*	B	*	A
ApproachDel:	10.5			10.0			xxxxxx			12.2		
Delay Adj:	1.00			1.00			xxxxxx			1.00		
ApprAdjDel:	10.5			10.0			xxxxxx			12.2		
LOS by Appr:	B			B			*			B		
AllWayAvgQ:	0.0	0.2	0.8	0.3	0.3	0.3	0.0	0.0	0.0	0.5	0.0	0.0

Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) Without Project Conditions (Esperanza Alt 2)
PM Peak Hour

Level Of Service Computation Report

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

Intersection #8 San Antonio Road / Yorba linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.565

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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	1	0	2	0	1	0

Volume Module:

Base Vol:	0	0	2	71	0	60	54	1183	1	0	970	76
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	2	73	0	62	56	1219	1	0	999	78
Added Vol:	0	0	0	56	0	84	145	36	0	0	53	97
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	2	129	0	146	201	1255	1	0	1052	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	2	129	0	146	201	1255	1	0	1052	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	2	129	0	146	201	1255	1	0	1052	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	2	129	0	146	201	1255	1	0	1052	175

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	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	1700	1700	0	1700	1700	3400	1700	0	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.09	0.12	0.37	0.00	0.00	0.31	0.10
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) Without Project Conditions (Esperanza Alt 2)
PM Peak Hour

Level Of Service Computation Report

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

Intersection #9 Yorba Ranch Road / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.511

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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	0	1	1

Volume Module:

Base Vol:	87	5	40	2	6	4	19	1146	93	41	989	14
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	90	5	41	2	6	4	20	1181	96	42	1019	14
Added Vol:	7	0	0	0	0	0	0	88	4	0	143	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	5	41	2	6	4	20	1269	100	42	1162	14
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:	97	5	41	2	6	4	20	1269	100	42	1162	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	5	41	2	6	4	20	1269	100	42	1162	14
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:	97	5	41	2	6	4	20	1269	100	42	1162	14

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.60	0.40	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1020	680	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.06	0.00	0.02	0.00	0.01	0.01	0.01	0.37	0.06	0.02	0.34	0.01
Crit Moves:	****			****		****			****			

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) Without Project Conditions (Esperanza Alt 2)
PM Peak Hour

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
*****
Intersection #11 Yorba Linda Boulevard / Via del Agua
*****
Average Delay (sec/veh):      1.4      Worst Case Level Of Service: E[ 49.9]
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Stop Sign      Stop Sign      Uncontrolled      Uncontrolled
Rights:      Include      Include      Include      Include
Lanes:      0 0 0 0 0      0 0 1! 0 0      1 0 2 0 0      0 0 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      0      0      0      17      0      41      46 1142      0      0 1003      28
Growth Adj:      1.03 1.03      1.03 1.03 1.03 1.03 1.03 1.03 1.03      1.03 1.03 1.03
Initial Bse:      0      0      0      18      0      42      47 1177      0      0 1033      29
Added Vol:      0      0      0      0      0      0      0      88      0      0 143      0
PasserByVol:      0      0      0      0      0      0      0      0      0      0      0
Initial Fut:      0      0      0      18      0      42      47 1265      0      0 1176      29
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:      0.97 0.97      0.97 0.97 0.97 0.97 0.97 0.97 0.97      0.97 0.97 0.97
PHF Volume:      0      0      0      18      0      44      49 1306      0      0 1215      30
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0
FinalVolume:      0      0      0      18      0      44      49 1306      0      0 1215      30
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx      6.8 6.5 6.9      4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx      3.5 4.0 3.3      2.2 xxxx xxxxx xxxxx xxxx xxxxx
-----|-----|-----|-----|
Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx      1966 2620      608 1245 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx      56 24 444      566 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx      53 22 444      566 xxxx xxxxx xxxx xxxx xxxxx
Volume/Cap: xxxx xxxx xxxx      0.34 0.00 0.10      0.09 xxxx xxxx xxxx xxxx xxxx
-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx      0.3 xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx      12.0 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:      *      *      *      *      *      *      B      *      *      *      *      *
Movement:      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx 139 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx 2.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 49.9 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS:      *      *      *      *      E      *      *      *      *      *      *
ApproachDel:      xxxxxx      49.9      xxxxxx      xxxxxx
ApproachLOS:      *      E      *      *
*****
Note: Queue reported is the number of cars per lane.
*****

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APPENDIX 6.5

Opening Year (2015) With Project Conditions, with Access Alternative via Aspen Way
ICU and HCM Calculation Worksheets

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) With Project Conditions (Esperanza Alt 2)
AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 San Antonio Road / Aspen Way

Cycle (sec): 0 Critical Vol./Cap.(X): 0.508
Loss Time (sec): 0 Average Delay (sec/veh): 11.6
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	54	4	2	110	0	0	0	0	5	0	3
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	56	4	2	113	0	0	0	0	5	0	3
Added Vol:	0	0	75	0	0	0	0	0	0	222	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	56	79	2	113	0	0	0	0	227	0	3
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:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	0	75	107	3	153	0	0	0	0	306	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	75	107	3	153	0	0	0	0	306	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	75	107	3	153	0	0	0	0	306	0	4

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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	1.00	1.00	0.02	0.98	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	613	697	11	621	0	0	0	0	603	0	750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	xxxx	0.12	0.15	0.25	0.25	xxxx	xxxx	xxxx	xxxx	0.51	xxxx	0.01
Crit Moves:	****			****			****			****		
Delay/Veh:	0.0	9.0	8.4	10.1	10.1	0.0	0.0	0.0	0.0	14.1	0.0	7.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.0	8.4	10.1	10.1	0.0	0.0	0.0	0.0	14.1	0.0	7.4
LOS by Move:	*	A	A	B	B	*	*	*	*	B	*	A
ApproachDel:	8.7			10.1			xxxxxx			14.0		
Delay Adj:	1.00			1.00			xxxxxx			1.00		
ApprAdjDel:	8.7			10.1			xxxxxx			14.0		
LOS by Appr:	A			B			*			B		
AllWayAvgQ:	0.0	0.1	0.2	0.3	0.3	0.3	0.0	0.0	0.0	0.9	0.0	0.0

Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) With Project Conditions (Esperanza Alt 2)
AM Peak Hour

Level Of Service Computation Report

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

Intersection #8 San Antonio Road / Yorba linda Boulevard

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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	2	0	1	0

Volume Module:

Base Vol:	2	0	4	114	0	71	26	926	1	0	1132	52
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	2	0	4	117	0	73	27	954	1	0	1166	54
Added Vol:	0	0	0	91	0	131	44	56	0	0	54	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	4	208	0	204	71	1010	1	0	1220	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	4	208	0	204	71	1010	1	0	1220	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	4	208	0	204	71	1010	1	0	1220	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	0	4	208	0	204	71	1010	1	0	1220	85

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:	0.33	0.00	0.67	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	567	0	1133	1700	0	1700	1700	3400	1700	0	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.12	0.04	0.30	0.00	0.00	0.36	0.05
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) With Project Conditions (Esperanza Alt 2)
AM Peak Hour

Level Of Service Computation Report

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

Intersection #9 Yorba Ranch Road / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.459

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 22 Level Of Service: A

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

Volume Module:

Base Vol:	66	3	41	21	9	2	6	957	82	49	1107	10
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	68	3	42	22	9	2	6	986	84	50	1141	10
Added Vol:	2	0	0	0	0	0	0	140	7	1	83	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	3	42	22	9	2	6	1126	91	51	1224	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	3	42	22	9	2	6	1126	91	51	1224	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	3	42	22	9	2	6	1126	91	51	1224	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	3	42	22	9	2	6	1126	91	51	1224	10

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.82	0.18	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1391	309	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.02	0.01	0.01	0.01	0.00	0.33	0.05	0.03	0.36	0.01
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) With Project Conditions (Esperanza Alt 2)
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Street "A" / Via del Agua

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: A[9.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	0	1	0	0	0	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	14	0	0	57	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	0	0	0	0	14	0	0	59	0
Added Vol:	0	0	0	0	0	53	18	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	53	18	14	0	0	59	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
PHF Volume:	0	0	0	0	0	74	25	20	0	0	82	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	74	25	20	0	0	82	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	82	82	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	983	1528	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	983	1528	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	0.02	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.0	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			9.0			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) With Project Conditions (Esperanza Alt 2)
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 Yorba Linda Boulevard / Via del Agua

Average Delay (sec/veh): 16.3 Worst Case Level Of Service: F[273.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	0	1	0	2	0

Volume Module:

Base Vol:	0	0	0	29	0	65	19	1000	0	0	1101	11
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	30	0	67	20	1030	0	0	1134	11
Added Vol:	0	0	0	18	0	35	12	129	0	0	49	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	48	0	102	32	1159	0	0	1183	17
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	53	0	113	35	1285	0	0	1312	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	53	0	113	35	1285	0	0	1312	19

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	2025	2667	656	1331	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	51	23	413	525	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	49	21	413	525	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.09	0.00	0.27	0.07	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	122	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	11.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	273	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			273.3			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) With Project Conditions (Esperanza Alt 2)
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 San Antonio Road / Aspen Way

Cycle (sec): 0 Critical Vol./Cap.(X): 0.480
Loss Time (sec): 0 Average Delay (sec/veh): 11.2
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	0	0	0	0	1	0

Volume Module:

Base Vol:	0	81	13	0	107	0	0	0	0	7	0	7
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	83	13	0	110	0	0	0	0	7	0	7
Added Vol:	0	0	253	0	0	0	0	0	0	146	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	83	266	0	110	0	0	0	0	153	0	7
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:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	0	113	362	0	150	0	0	0	0	208	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	113	362	0	150	0	0	0	0	208	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	113	362	0	150	0	0	0	0	208	0	10

Saturation Flow Module:

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	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	655	755	0	631	0	0	0	0	540	0	652

Capacity Analysis Module:

Vol/Sat:	xxxx	0.17	0.48	xxxx	0.24	xxxx	xxxx	xxxx	xxxx	0.39	xxxx	0.02
Crit Moves:			****		****					****		
Delay/Veh:	0.0	9.1	11.4	0.0	10.1	0.0	0.0	0.0	0.0	12.7	0.0	7.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.1	11.4	0.0	10.1	0.0	0.0	0.0	0.0	12.7	0.0	7.9
LOS by Move:	*	A	B	*	B	*	*	*	*	B	*	A
ApproachDel:	10.9			10.1			xxxxxx			12.5		
Delay Adj:	1.00			1.00			xxxxxx			1.00		
ApprAdjDel:	10.9			10.1			xxxxxx			12.5		
LOS by Appr:	B			B			*			B		
AllWayAvgQ:	0.0	0.2	0.8	0.3	0.3	0.3	0.0	0.0	0.0	0.5	0.0	0.0

Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) With Project Conditions (Esperanza Alt 2)
PM Peak Hour

Level Of Service Computation Report

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

Intersection #8 San Antonio Road / Yorba linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.575

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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	1	0	2	0	1	0

Volume Module:

Base Vol:	0	0	2	71	0	60	54	1183	1	0	970	76
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	2	73	0	62	56	1219	1	0	999	78
Added Vol:	0	0	0	60	0	86	150	75	0	0	75	103
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	2	133	0	148	206	1294	1	0	1074	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	2	133	0	148	206	1294	1	0	1074	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	2	133	0	148	206	1294	1	0	1074	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	2	133	0	148	206	1294	1	0	1074	181

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	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	1700	1700	0	1700	1700	3400	1700	0	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.09	0.12	0.38	0.00	0.00	0.32	0.11
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) With Project Conditions (Esperanza Alt 2)
PM Peak Hour

Level Of Service Computation Report

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

Intersection #9 Yorba Ranch Road / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.524

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 25 Level Of Service: A

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

Volume Module:

Base Vol:	87	5	40	2	6	4	19	1146	93	41	989	14
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	90	5	41	2	6	4	20	1181	96	42	1019	14
Added Vol:	8	0	1	0	0	0	0	130	5	1	171	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	5	42	2	6	4	20	1311	101	43	1190	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	5	42	2	6	4	20	1311	101	43	1190	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	5	42	2	6	4	20	1311	101	43	1190	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	5	42	2	6	4	20	1311	101	43	1190	14

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.60	0.40	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1020	680	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.06	0.00	0.02	0.00	0.01	0.01	0.01	0.39	0.06	0.03	0.35	0.01
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) With Project Conditions (Esperanza Alt 2)
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Street "A" / Via del Agua

Average Delay (sec/veh): 4.5 Worst Case Level Of Service: A[8.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	0	1	0	0	0	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	44	0	0	26	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	0	0	0	0	45	0	0	27	0
Added Vol:	0	0	0	0	0	35	61	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	35	61	45	0	0	27	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	0	0	0	0	44	76	57	0	0	33	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	44	76	57	0	0	33	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	33	33	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1046	1591	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1046	1591	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.05	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.6	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			8.6			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Opening Year (2015) With Project Conditions (Esperanza Alt 2)
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 Yorba Linda Boulevard / Via del Agua

Average Delay (sec/veh): 4.7 Worst Case Level Of Service: F[122.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	2	0	0	0	2
Volume Module:												
Base Vol:	0	0	0	17	0	41	46	1142	0	0	1003	28
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	18	0	42	47	1177	0	0	1033	29
Added Vol:	0	0	0	12	0	23	40	91	0	0	149	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	30	0	65	87	1268	0	0	1182	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	30	0	67	90	1310	0	0	1221	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	30	0	67	90	1310	0	0	1221	51
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	2057	2712	611	1273	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	49	21	442	552	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	43	18	442	552	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.71	0.00	0.15	0.16	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	113	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	5.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	122	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			122.1			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

APPENDIX 6.6

Opening Year (2015) With Project Conditions, with Access Alternative via Aspen Way
ICU Calculation Worksheets, with Improvements

 CIELO VISTA (TTM No. 17341) TIA (JN 07146)
 Opening Year (2015) With Project Conditions (Esperanza Alt 2) WITH IMPROVEMENTS
 AM Peak Hour

Level Of Service Computation Report

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

Intersection #11 Yorba Linda Boulevard / Via del Agua

Cycle (sec): 100 Critical Vol./Cap.(X): 0.554

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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	0	1	0	2	0

Volume Module:

Base Vol:	0	0	0	29	0	65	19	1000	0	0	1101	11
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	30	0	67	20	1030	0	0	1134	11
Added Vol:	0	0	0	18	0	35	12	129	0	0	49	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	48	0	102	32	1159	0	0	1183	17
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	53	0	113	35	1285	0	0	1312	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	53	0	113	35	1285	0	0	1312	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	53	0	113	35	1285	0	0	1312	19

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.32	0.00	0.68	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	543	0	1157	1700	3400	0	0	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.10	0.02	0.38	0.00	0.00	0.39	0.01
Crit Moves:				****			****			****		

 CIELO VISTA (TTM No. 17341) TIA (JN 07146)
 Opening Year (2015) With Project Conditions (Esperanza Alt 2) WITH IMPROVEMENTS
 PM Peak Hour

Level Of Service Computation Report

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

Intersection #11 Yorba Linda Boulevard / Via del Agua

Cycle (sec): 100 Critical Vol./Cap.(X): 0.520

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 25 Level Of Service: A

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

Volume Module:

Base Vol:	0	0	0	17	0	41	46	1142	0	0	1003	28
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	18	0	42	47	1177	0	0	1033	29
Added Vol:	0	0	0	12	0	23	40	91	0	0	149	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	30	0	65	87	1268	0	0	1182	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	30	0	67	90	1310	0	0	1221	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	67	90	1310	0	0	1221	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	30	0	67	90	1310	0	0	1221	51

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.31	0.00	0.69	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	530	0	1170	1700	3400	0	0	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.05	0.39	0.00	0.00	0.36	0.03
Crit Moves:				****			****			****		

APPENDIX 7.1

Horizon Year (2035) Without Project Conditions
ICU and HCM Calculation Worksheets

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #1 Imperial Highway / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.807
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:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	2	1	0	2

Volume Module:

Base Vol:	353	1405	193	436	1255	45	41	396	262	238	649	747
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:	353	1405	193	436	1255	45	41	396	262	238	649	747
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:	353	1405	193	436	1255	45	41	396	262	238	649	747
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	1405	193	436	1255	45	41	396	262	238	649	747
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:	353	1405	193	436	1255	45	41	396	262	238	649	747
OvlAdjVol:												311

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.64	0.36	2.00	2.90	0.10	1.00	2.00	1.00	1.00	2.00	2.00
Final Sat.:	1700	4484	616	3400	4923	177	1700	3400	1700	1700	3400	3400

Capacity Analysis Module:

Vol/Sat:	0.21	0.31	0.31	0.13	0.25	0.25	0.02	0.12	0.15	0.14	0.19	0.22
OvlAdjV/S:												0.09
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
 Horizon Year (2035) Without Project Conditions
 AM Peak Hour - With Committed Improvements

Level Of Service Computation Report

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

Intersection #1 Imperial Highway / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 41 Level Of Service: C

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

Volume Module:

Base Vol:	353	1405	193	436	1255	45	41	396	262	238	649	747
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:	353	1405	193	436	1255	45	41	396	262	238	649	747
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:	353	1405	193	436	1255	45	41	396	262	238	649	747
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	1405	193	436	1255	45	41	396	262	238	649	747
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:	353	1405	193	436	1255	45	41	396	262	238	649	747
OvlAdjVol:												311

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Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.64	0.36	2.00	2.90	0.10	1.00	2.00	1.00	2.00	3.00	2.00
Final Sat.:	1700	4484	616	3400	4923	177	1700	3400	1700	3400	5100	3400

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Capacity Analysis Module:

Vol/Sat:	0.21	0.31	0.31	0.13	0.25	0.25	0.02	0.12	0.15	0.07	0.13	0.22
OvlAdjV/S:												0.09

Crit Moves: ****

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #2 Lakeview Avenue / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.869
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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	1	0	1	1	0	1	0	2	1	0	1

Volume Module:

Base Vol:	196	202	179	118	588	164	145	717	254	527	1253	111
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:	196	202	179	118	588	164	145	717	254	527	1253	111
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:	196	202	179	118	588	164	145	717	254	527	1253	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	202	179	118	588	164	145	717	254	527	1253	111
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:	196	202	179	118	588	164	145	717	254	527	1253	111
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.48	1.52	1.00	1.00	1.44	0.56	1.00	2.22	0.78	1.00	2.76	0.24
Final Sat.:	2512	2588	1700	1700	2444	956	1700	3766	1334	1700	4685	415

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.11	0.07	0.24	0.17	0.09	0.19	0.19	0.31	0.27	0.27
OvlAdjV/S:	0.00											
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
 Horizon Year (2035) Without Project Conditions
 AM Peak Hour - With Committed Improvements

Level Of Service Computation Report

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

Intersection #2 Lakeview Avenue / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.714
 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:	Split Phase			Split Phase			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	1	0	1	1	0	2	0	2	1	0	2

Volume Module:

Base Vol:	196	202	179	118	588	164	145	717	254	527	1253	111
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:	196	202	179	118	588	164	145	717	254	527	1253	111
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:	196	202	179	118	588	164	145	717	254	527	1253	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	202	179	118	588	164	145	717	254	527	1253	111
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:	196	202	179	118	588	164	145	717	254	527	1253	111
OvlAdjVol:	0											

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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:	1.48	1.52	1.00	1.00	1.44	0.56	2.00	2.22	0.78	2.00	2.76	0.24
Final Sat.:	2512	2588	1700	1700	2444	956	3400	3766	1334	3400	4685	415

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Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.11	0.07	0.24	0.17	0.04	0.19	0.19	0.16	0.27	0.27
OvlAdjV/S:	0.00											

Crit Moves: *****

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Kellogg Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			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	0	0	0	0	0	0	2	1	0	2
	0	0	1	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	117	0	266	0	0	0	0	701	78	416	1837	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:	117	0	266	0	0	0	0	701	78	416	1837	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	0	266	0	0	0	0	701	78	416	1837	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	0	266	0	0	0	0	701	78	416	1837	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	0	266	0	0	0	0	701	78	416	1837	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.70	0.30	2.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4319	481	3200	4800	0

Capacity Analysis Module:

Vol/Sat:	0.07	0.00	0.17	0.00	0.00	0.00	0.00	0.16	0.16	0.13	0.38	0.00
Crit Moves:	****									****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Kellogg Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			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	0	0	0	0	0	0	2	1	0	2
	0	0	1	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	117	0	266	0	0	0	0	701	78	416	1837	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:	117	0	266	0	0	0	0	701	78	416	1837	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	0	266	0	0	0	0	701	78	416	1837	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	0	266	0	0	0	0	701	78	416	1837	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	0	266	0	0	0	0	701	78	416	1837	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.70	0.30	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4589	511	3400	5100	0

Capacity Analysis Module:

Vol/Sat:	0.07	0.00	0.16	0.00	0.00	0.00	0.00	0.15	0.15	0.12	0.36	0.00
Crit Moves:	****									****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #4 Fairmont Boulevard / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 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			Ovl			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	2	0	1	1	0	2	1	0	3	0	1	1	0

Volume Module:

Base Vol:	423	253	70	104	291	488	217	544	267	148	1052	105
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:	423	253	70	104	291	488	217	544	267	148	1052	105
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:	423	253	70	104	291	488	217	544	267	148	1052	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	423	253	70	104	291	488	217	544	267	148	1052	105
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:	423	253	70	104	291	488	217	544	267	148	1052	105
OvlAdjVol:						54			56			

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.57	0.43	1.00	1.00	2.00	1.00	3.00	1.00	1.00	2.73	0.27
Final Sat.:	3400	2663	737	1700	1700	3400	1700	5100	1700	1700	4637	463

Capacity Analysis Module:

Vol/Sat:	0.12	0.10	0.09	0.06	0.17	0.14	0.13	0.11	0.16	0.09	0.23	0.23
OvlAdjV/S:						0.02			0.03			
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #5 Village Center Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.617
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:	1	0	2	0	1	1	0	1	0	2	0	1

Volume Module:

Base Vol:	92	151	88	413	161	141	88	540	59	165	1164	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	151	88	413	161	141	88	540	59	165	1164	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	151	88	413	161	141	88	540	59	165	1164	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	151	88	413	161	141	88	540	59	165	1164	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	151	88	413	161	141	88	540	59	165	1164	435

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.07	0.93	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	3400	1813	1587	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.05	0.04	0.05	0.12	0.09	0.09	0.05	0.16	0.03	0.10	0.34	0.26
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #6 Paseo del La Palomas / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.477
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

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

Volume Module:

Base Vol:	81	0	129	0	0	0	0	842	62	73	1194	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:	81	0	129	0	0	0	0	842	62	73	1194	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	0	129	0	0	0	0	842	62	73	1194	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	0	129	0	0	0	0	842	62	73	1194	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	0	129	0	0	0	0	842	62	73	1194	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	1700	3400	0

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.08	0.00	0.00	0.00	0.00	0.25	0.04	0.04	0.35	0.00
Crit Moves:	****									****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #7 San Antonio Road / Aspen Way

Cycle (sec): 0 Critical Vol./Cap.(X): 0.235
Loss Time (sec): 0 Average Delay (sec/veh): 8.5
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	68	5	3	138	0	0	0	0	5	0	4
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	68	5	3	138	0	0	0	0	5	0	4
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:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	0	92	7	4	186	0	0	0	0	7	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	92	7	4	186	0	0	0	0	7	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	92	7	4	186	0	0	0	0	7	0	5

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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	1.00	1.00	0.02	0.98	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	769	904	17	792	0	0	0	0	612	0	769

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	xxxx	0.12	0.01	0.23	0.23	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.01
Crit Moves:	****			****			****			****		
Delay/Veh:	0.0	8.0	6.7	8.8	8.8	0.0	0.0	0.0	0.0	8.4	0.0	7.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.0	6.7	8.8	8.8	0.0	0.0	0.0	0.0	8.4	0.0	7.2
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:	7.9			8.8			xxxxxx			7.8		
Delay Adj:	1.00			1.00			xxxxxx			1.00		
ApprAdjDel:	7.9			8.8			xxxxxx			7.8		
LOS by Appr:	A			A			*			A		
AllWayAvgQ:	0.0	0.1	0.0	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #8 San Antonio Road / Yorba linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.563
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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	1	0	2	0	1

Volume Module:

Base Vol:	5	0	5	117	0	72	27	1143	10	0	1435	54
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:	5	0	5	117	0	72	27	1143	10	0	1435	54
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:	5	0	5	117	0	72	27	1143	10	0	1435	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	5	117	0	72	27	1143	10	0	1435	54
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:	5	0	5	117	0	72	27	1143	10	0	1435	54

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.00	0.50	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	850	0	850	1700	0	1700	1700	3400	1700	0	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.01	0.07	0.00	0.04	0.02	0.34	0.01	0.00	0.42	0.03
Crit Moves:	****			****			****				****	

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #9 Yorba Ranch Road / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559
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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	0	1	1

Volume Module:

Base Vol:	81	4	54	26	11	3	8	1227	97	68	1524	13
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:	81	4	54	26	11	3	8	1227	97	68	1524	13
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:	81	4	54	26	11	3	8	1227	97	68	1524	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	4	54	26	11	3	8	1227	97	68	1524	13
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:	81	4	54	26	11	3	8	1227	97	68	1524	13

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1336	364	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.03	0.02	0.01	0.01	0.00	0.36	0.06	0.04	0.45	0.01
Crit Moves:	****				****		****				****	

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 Street "A" / Via del Agua

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	65	0	0	210	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	1.00	1.00	1.00	
Initial Bse:	0	0	0	0	0	0	0	0	65	0	0	210	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	
PHF Volume:	0	0	0	0	0	0	0	0	91	0	0	295	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	0	0	0	0	0	0	0	0	91	0	0	295	0	0	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Capacity Module:																
Cnflct Vol:	xxxx	xxxx	xxxxx		386	386	295	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx		621	551	749	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx		621	551	749	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx		0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*		*	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*		*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	*				*				*				*			

Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #11 Yorba Linda Boulevard / Via del Agua

Average Delay (sec/veh): 49.3 Worst Case Level Of Service: F[570.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	0	1	0	2	0
Volume Module:												
Base Vol:	0	0	0	44	0	211	68	1237	0	0	1394	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	44	0	211	68	1237	0	0	1394	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	46	0	222	72	1302	0	0	1467	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	46	0	222	72	1302	0	0	1467	17
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	2262	2913	734	1484	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	36	16	367	459	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	31	13	367	459	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.48	0.00	0.60	0.16	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	129	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	22.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	571	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			570.9			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #1 Imperial Highway / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.867
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: D

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

Volume Module:

Base Vol:	270	1127	206	803	1447	76	99	697	349	194	597	624
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:	270	1127	206	803	1447	76	99	697	349	194	597	624
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:	270	1127	206	803	1447	76	99	697	349	194	597	624
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	1127	206	803	1447	76	99	697	349	194	597	624
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:	270	1127	206	803	1447	76	99	697	349	194	597	624
OvlAdjVol:												0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.54	0.46	2.00	2.85	0.15	1.00	2.00	1.00	1.00	2.00	2.00
Final Sat.:	1700	4312	788	3400	4846	254	1700	3400	1700	1700	3400	3400

Capacity Analysis Module:

Vol/Sat:	0.16	0.26	0.26	0.24	0.30	0.30	0.06	0.21	0.21	0.11	0.18	0.18
OvlAdjV/S:												0.00
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
 Horizon Year (2035) Without Project Conditions
 PM Peak Hour - With Committed Improvements

Level Of Service Computation Report

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

Intersection #1 Imperial Highway / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.810
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 54 Level Of Service: D

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

Volume Module:

Base Vol:	270	1127	206	803	1447	76	99	697	349	194	597	624
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:	270	1127	206	803	1447	76	99	697	349	194	597	624
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:	270	1127	206	803	1447	76	99	697	349	194	597	624
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	1127	206	803	1447	76	99	697	349	194	597	624
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:	270	1127	206	803	1447	76	99	697	349	194	597	624
OvlAdjVol:	0											

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Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.54	0.46	2.00	2.85	0.15	1.00	2.00	1.00	2.00	3.00	2.00
Final Sat.:	1700	4312	788	3400	4846	254	1700	3400	1700	3400	5100	3400

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Capacity Analysis Module:

Vol/Sat:	0.16	0.26	0.26	0.24	0.30	0.30	0.06	0.21	0.21	0.06	0.12	0.18
OvlAdjV/S:	0.00											

Crit Moves: *****

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #2 Lakeview Avenue / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.736

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 41 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	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	1	0	1	1	0	1	0	2	1	0	2

Volume Module:

Base Vol:	229	557	393	184	243	144	170	1410	121	181	1042	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	557	393	184	243	144	170	1410	121	181	1042	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	557	393	184	243	144	170	1410	121	181	1042	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	557	393	184	243	144	170	1410	121	181	1042	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	229	557	393	184	243	144	170	1410	121	181	1042	81
OvlAdjVol:	212											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.24	0.76	1.00	2.76	0.24	1.00	2.78	0.22
Final Sat.:	1700	3400	1700	1700	2113	1287	1700	4697	403	1700	4732	368

Capacity Analysis Module:

Vol/Sat:	0.13	0.16	0.23	0.11	0.12	0.11	0.10	0.30	0.30	0.11	0.22	0.22
OvlAdjV/S:	0.12											
Crit Moves:	****				****				****			

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
 Horizon Year (2035) Without Project Conditions
 PM Peak Hour - With Committed Improvements

Level Of Service Computation Report

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

Intersection #2 Lakeview Avenue / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.696
 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:	Split Phase			Split Phase			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	1	1	0	1	0	1	1	0	2	0	2	1

Volume Module:

Base Vol:	229	557	393	184	243	144	170	1410	121	181	1042	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	557	393	184	243	144	170	1410	121	181	1042	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	557	393	184	243	144	170	1410	121	181	1042	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	557	393	184	243	144	170	1410	121	181	1042	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	229	557	393	184	243	144	170	1410	121	181	1042	81
OvlAdjVol:	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	2.00	1.00	1.00	1.24	0.76	2.00	2.76	0.24	2.00	2.78	0.22
Final Sat.:	1700	3400	1700	1700	2113	1287	3400	4697	403	3400	4732	368

Capacity Analysis Module:

Vol/Sat:	0.13	0.16	0.23	0.11	0.12	0.11	0.05	0.30	0.30	0.05	0.22	0.22
OvlAdjV/S:	0.18											
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Kellogg Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.738
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:	Split Phase			Split Phase			Permitted			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	0	0	0	0	0	0	2	1	0	0

Volume Module:

Base Vol:	66	0	441	0	0	0	0	1501	79	267	1007	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:	66	0	441	0	0	0	0	1501	79	267	1007	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	0	441	0	0	0	0	1501	79	267	1007	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	0	441	0	0	0	0	1501	79	267	1007	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	0	441	0	0	0	0	1501	79	267	1007	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.85	0.15	2.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4560	240	3200	4800	0

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.28	0.00	0.00	0.00	0.00	0.33	0.33	0.08	0.21	0.00
Crit Moves:	****						****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Kellogg Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.698
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:	Split Phase			Split Phase			Permitted			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	0	0	0	0	0	0	2	1	0	2
	0	0	1	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	66	0	441	0	0	0	0	1501	79	267	1007	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:	66	0	441	0	0	0	0	1501	79	267	1007	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	0	441	0	0	0	0	1501	79	267	1007	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	0	441	0	0	0	0	1501	79	267	1007	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	0	441	0	0	0	0	1501	79	267	1007	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.85	0.15	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4845	255	3400	5100	0

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.26	0.00	0.00	0.00	0.00	0.31	0.31	0.08	0.20	0.00
Crit Moves:	****						****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #4 Fairmont Boulevard / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.720

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:	Include			Ovl			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	2	0	1	1	0	2	1	0	3	0	1	1	0

Volume Module:

Base Vol:	216	157	84	145	188	263	582	1047	327	51	701	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	216	157	84	145	188	263	582	1047	327	51	701	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	216	157	84	145	188	263	582	1047	327	51	701	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	157	84	145	188	263	582	1047	327	51	701	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	216	157	84	145	188	263	582	1047	327	51	701	81
OvlAdjVol:						0			219			

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.30	0.70	1.00	1.00	2.00	1.00	3.00	1.00	1.00	2.69	0.31
Final Sat.:	3400	2215	1185	1700	1700	3400	1700	5100	1700	1700	4572	528

Capacity Analysis Module:

Vol/Sat:	0.06	0.07	0.07	0.09	0.11	0.08	0.34	0.21	0.19	0.03	0.15	0.15
OvlAdjV/S:						0.00			0.13			
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #5 Village Center Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.608
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	2	0	1

Volume Module:

Base Vol:	36	252	115	449	304	93	170	927	94	134	590	221
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:	36	252	115	449	304	93	170	927	94	134	590	221
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:	36	252	115	449	304	93	170	927	94	134	590	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	252	115	449	304	93	170	927	94	134	590	221
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:	36	252	115	449	304	93	170	927	94	134	590	221

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.53	0.47	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	3400	2604	796	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.07	0.07	0.13	0.12	0.12	0.10	0.27	0.06	0.08	0.17	0.13
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #6 Paseo del La Palomas / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.609
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:	Split Phase			Split Phase			Permitted			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0

Volume Module:

Base Vol:	64	0	151	0	0	0	0	1297	77	150	1121	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:	64	0	151	0	0	0	0	1297	77	150	1121	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	0	151	0	0	0	0	1297	77	150	1121	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	0	151	0	0	0	0	1297	77	150	1121	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	0	151	0	0	0	0	1297	77	150	1121	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	1700	3400	0

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.09	0.00	0.00	0.00	0.00	0.38	0.05	0.09	0.33	0.00
Crit Moves:	****						****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #7 San Antonio Road / Aspen Way

Cycle (sec): 0 Critical Vol./Cap.(X): 0.232
Loss Time (sec): 0 Average Delay (sec/veh): 8.5
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	0	0	0	0	1	0

Volume Module:

Base Vol:	0	102	16	0	135	0	0	0	0	8	0	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	102	16	0	135	0	0	0	0	8	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	0	139	22	0	183	0	0	0	0	11	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	139	22	0	183	0	0	0	0	11	0	12
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
Final Volume:	0	139	22	0	183	0	0	0	0	11	0	12

Saturation Flow Module:

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	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	765	896	0	792	0	0	0	0	596	0	744

Capacity Analysis Module:

Vol/Sat:	xxxx	0.18	0.02	xxxx	0.23	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.02
Crit Moves:	****			****			****			****		
Delay/Veh:	0.0	8.4	6.8	0.0	8.9	0.0	0.0	0.0	0.0	8.5	0.0	7.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.4	6.8	0.0	8.9	0.0	0.0	0.0	0.0	8.5	0.0	7.3
LOS by Move:	*	A	A	*	A	*	*	*	*	A	*	A
ApproachDel:	8.2			8.9			xxxxxx			7.9		
Delay Adj:	1.00			1.00			xxxxxx			1.00		
ApprAdjDel:	8.2			8.9			xxxxxx			7.9		
LOS by Appr:	A			A			*			A		
AllWayAvgQ:	0.0	0.2	0.0	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #8 San Antonio Road / Yorba linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.554
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

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

Volume Module:

Base Vol:	0	0	10	83	0	71	54	1529	10	0	1244	78
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	0	10	83	0	71	54	1529	10	0	1244	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	83	0	71	54	1529	10	0	1244	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	83	0	71	54	1529	10	0	1244	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	83	0	71	54	1529	10	0	1244	78

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	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	1700	1700	0	1700	1700	3400	1700	0	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.01	0.05	0.00	0.04	0.03	0.45	0.01	0.00	0.37	0.05
Crit Moves:	****			****			****					

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #9 Yorba Ranch Road / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.618
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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	0	1	1

Volume Module:

Base Vol:	103	6	58	3	8	5	24	1587	113	56	1308	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	6	58	3	8	5	24	1587	113	56	1308	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	6	58	3	8	5	24	1587	113	56	1308	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	6	58	3	8	5	24	1587	113	56	1308	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	6	58	3	8	5	24	1587	113	56	1308	18

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.62	0.38	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1046	654	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.06	0.00	0.03	0.00	0.01	0.01	0.01	0.47	0.07	0.03	0.38	0.01
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 Street "A" / Via del Agua

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	0	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	212	0	0	124	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	0	0	0	0	0	0	212	0	0	124	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	0	0	0	0	0	0	264	0	0	155	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	264	0	0	155	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	419	419	155	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	595	528	897	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	595	528	897	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #11 Yorba Linda Boulevard / Via del Agua

Average Delay (sec/veh): 29.1 Worst Case Level Of Service: F[528.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	2	0	0	0	2
Volume Module:												
Base Vol:	0	0	0	27	0	137	208	1439	0	0	1245	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	27	0	137	208	1439	0	0	1245	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	28	0	142	215	1487	0	0	1286	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	28	0	142	215	1487	0	0	1286	46
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	2459	3202	643	1333	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	26	10	421	524	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	18	6	421	524	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.58	0.00	0.34	0.41	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	16.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	89	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	14.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	529	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			528.8			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

APPENDIX 7.2

Horizon Year (2035) With Project Conditions
ICU and HCM Calculation Worksheets

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) With Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #1 Imperial Highway / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.807
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:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	2	1	0	2

Volume Module:

Base Vol:	353	1405	193	436	1255	45	41	396	262	238	649	747
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:	353	1405	193	436	1255	45	41	396	262	238	649	747
Added Vol:	0	0	0	2	0	0	0	1	0	0	3	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	353	1405	193	438	1255	45	41	397	262	238	652	753
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:	353	1405	193	438	1255	45	41	397	262	238	652	753
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	1405	193	438	1255	45	41	397	262	238	652	753
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:	353	1405	193	438	1255	45	41	397	262	238	652	753
OvlAdjVol:												315

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.64	0.36	2.00	2.90	0.10	1.00	2.00	1.00	1.00	2.00	2.00
Final Sat.:	1700	4484	616	3400	4923	177	1700	3400	1700	1700	3400	3400

Capacity Analysis Module:

Vol/Sat:	0.21	0.31	0.31	0.13	0.25	0.25	0.02	0.12	0.15	0.14	0.19	0.22
OvlAdjV/S:												0.09

Crit Moves: ****

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
 Horizon Year (2035) With Project Conditions
 AM Peak Hour - With Committed Improvements

Level Of Service Computation Report

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

Intersection #1 Imperial Highway / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 41 Level Of Service: C

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

Volume Module:

Base Vol:	353	1405	193	436	1255	45	41	396	262	238	649	747
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:	353	1405	193	436	1255	45	41	396	262	238	649	747
Added Vol:	0	0	0	2	0	0	0	1	0	0	3	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	353	1405	193	438	1255	45	41	397	262	238	652	753
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:	353	1405	193	438	1255	45	41	397	262	238	652	753
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	1405	193	438	1255	45	41	397	262	238	652	753
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:	353	1405	193	438	1255	45	41	397	262	238	652	753
OvlAdjVol:												315

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.64	0.36	2.00	2.90	0.10	1.00	2.00	1.00	2.00	3.00	2.00
Final Sat.:	1700	4484	616	3400	4923	177	1700	3400	1700	3400	5100	3400

Capacity Analysis Module:

Vol/Sat:	0.21	0.31	0.31	0.13	0.25	0.25	0.02	0.12	0.15	0.07	0.13	0.22
OvlAdjV/S:												0.09

Crit Moves: ****

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) With Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #2 Lakeview Avenue / Yorba Linda Boulevard

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:	Split Phase			Split Phase			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	1	0	1	1	0	1	0	2	1	0	1

Volume Module:

Base Vol:	196	202	179	118	588	164	145	717	254	527	1253	111
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:	196	202	179	118	588	164	145	717	254	527	1253	111
Added Vol:	0	0	2	0	0	0	0	3	0	5	9	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	202	181	118	588	164	145	720	254	532	1262	112
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:	196	202	181	118	588	164	145	720	254	532	1262	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	202	181	118	588	164	145	720	254	532	1262	112
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:	196	202	181	118	588	164	145	720	254	532	1262	112
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.48	1.52	1.00	1.00	1.44	0.56	1.00	2.22	0.78	1.00	2.76	0.24
Final Sat.:	2512	2588	1700	1700	2444	956	1700	3770	1330	1700	4684	416

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.11	0.07	0.24	0.17	0.09	0.19	0.19	0.31	0.27	0.27
OvlAdjV/S:	0.00											
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
 Horizon Year (2035) With Project Conditions
 AM Peak Hour - With Committed Improvements

Level Of Service Computation Report

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

Intersection #2 Lakeview Avenue / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.716

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:	Split Phase			Split Phase			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	1	0	1	1	0	2	0	2	1	0	2

Volume Module:

Base Vol:	196	202	179	118	588	164	145	717	254	527	1253	111
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:	196	202	179	118	588	164	145	717	254	527	1253	111
Added Vol:	0	0	2	0	0	0	0	3	0	5	9	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	202	181	118	588	164	145	720	254	532	1262	112
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:	196	202	181	118	588	164	145	720	254	532	1262	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	202	181	118	588	164	145	720	254	532	1262	112
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:	196	202	181	118	588	164	145	720	254	532	1262	112
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.48	1.52	1.00	1.00	1.44	0.56	2.00	2.22	0.78	2.00	2.76	0.24
Final Sat.:	2512	2588	1700	1700	2444	956	3400	3770	1330	3400	4684	416

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.11	0.07	0.24	0.17	0.04	0.19	0.19	0.16	0.27	0.27
OvlAdjV/S:	0.00											
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) With Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Kellogg Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.603
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			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	0	0	0	0	0	0	2	1	0	2
	0	0	1	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	117	0	266	0	0	0	0	701	78	416	1837	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:	117	0	266	0	0	0	0	701	78	416	1837	0
Added Vol:	0	0	1	0	0	0	0	5	0	2	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	0	267	0	0	0	0	706	78	418	1852	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	0	267	0	0	0	0	706	78	418	1852	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	0	267	0	0	0	0	706	78	418	1852	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	0	267	0	0	0	0	706	78	418	1852	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.70	0.30	2.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4322	478	3200	4800	0

Capacity Analysis Module:

Vol/Sat:	0.07	0.00	0.17	0.00	0.00	0.00	0.00	0.16	0.16	0.13	0.39	0.00
Crit Moves:	****									****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) With Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Kellogg Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.570

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			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	0	0	0	0	0	0	2	1	0	2
	0	0	1	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	117	0	266	0	0	0	0	701	78	416	1837	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:	117	0	266	0	0	0	0	701	78	416	1837	0
Added Vol:	0	0	1	0	0	0	0	5	0	2	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	0	267	0	0	0	0	706	78	418	1852	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	0	267	0	0	0	0	706	78	418	1852	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	0	267	0	0	0	0	706	78	418	1852	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	0	267	0	0	0	0	706	78	418	1852	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.70	0.30	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4593	507	3400	5100	0

Capacity Analysis Module:

Vol/Sat:	0.07	0.00	0.16	0.00	0.00	0.00	0.00	0.15	0.15	0.12	0.36	0.00
Crit Moves:	****									****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) With Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #4 Fairmont Boulevard / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704

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:	Include			Ovl			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	2	0	1	1	0	2	1	0	3	0	1	1	0

Volume Module:

Base Vol:	423	253	70	104	291	488	217	544	267	148	1052	105
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:	423	253	70	104	291	488	217	544	267	148	1052	105
Added Vol:	0	0	2	1	0	0	0	6	0	5	17	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	423	253	72	105	291	488	217	550	267	153	1069	108
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:	423	253	72	105	291	488	217	550	267	153	1069	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	423	253	72	105	291	488	217	550	267	153	1069	108
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:	423	253	72	105	291	488	217	550	267	153	1069	108
OvlAdjVol:	54						56					

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.56	0.44	1.00	1.00	2.00	1.00	3.00	1.00	1.00	2.72	0.28
Final Sat.:	3400	2647	753	1700	1700	3400	1700	5100	1700	1700	4632	468

Capacity Analysis Module:

Vol/Sat:	0.12	0.10	0.10	0.06	0.17	0.14	0.13	0.11	0.16	0.09	0.23	0.23
OvlAdjV/S:	0.02						0.03					
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) With Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #5 Village Center Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.626

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:	1	0	2	0	1	1	0	1	0	2	0	1

Volume Module:

Base Vol:	92	151	88	413	161	141	88	540	59	165	1164	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	151	88	413	161	141	88	540	59	165	1164	435
Added Vol:	0	0	2	1	0	0	0	9	0	5	26	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	151	90	414	161	141	88	549	59	170	1190	437
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	151	90	414	161	141	88	549	59	170	1190	437
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	151	90	414	161	141	88	549	59	170	1190	437
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	151	90	414	161	141	88	549	59	170	1190	437

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.07	0.93	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	3400	1813	1587	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.05	0.04	0.05	0.12	0.09	0.09	0.05	0.16	0.03	0.10	0.35	0.26
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) With Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #6 Paseo del La Palomas / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.488

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 42 Level Of Service: A

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

Volume Module:

Base Vol:	81	0	129	0	0	0	0	842	62	73	1194	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:	81	0	129	0	0	0	0	842	62	73	1194	0
Added Vol:	0	0	2	0	0	0	0	11	0	5	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	0	131	0	0	0	0	853	62	78	1227	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	0	131	0	0	0	0	853	62	78	1227	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	0	131	0	0	0	0	853	62	78	1227	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	0	131	0	0	0	0	853	62	78	1227	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	1700	3400	0

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.08	0.00	0.00	0.00	0.00	0.25	0.04	0.05	0.36	0.00
Crit Moves:	****									****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) With Project Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 San Antonio Road / Aspen Way

Cycle (sec): 0 Critical Vol./Cap.(X): 0.238
Loss Time (sec): 0 Average Delay (sec/veh): 8.5
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	68	5	3	138	0	0	0	0	5	0	4
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	68	5	3	138	0	0	0	0	5	0	4
Added Vol:	0	0	3	0	0	0	0	0	0	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	68	8	3	138	0	0	0	0	15	0	4
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:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	0	92	11	4	186	0	0	0	0	20	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	92	11	4	186	0	0	0	0	20	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	92	11	4	186	0	0	0	0	20	0	5

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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	1.00	1.00	0.02	0.98	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	761	893	17	782	0	0	0	0	611	0	767

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	xxxx	0.12	0.01	0.24	0.24	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	0.01
Crit Moves:	****			****			****			****		
Delay/Veh:	0.0	8.0	6.7	8.9	8.9	0.0	0.0	0.0	0.0	8.5	0.0	7.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.0	6.7	8.9	8.9	0.0	0.0	0.0	0.0	8.5	0.0	7.2
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:	7.9			8.9			xxxxxx			8.2		
Delay Adj:	1.00			1.00			xxxxxx			1.00		
ApprAdjDel:	7.9			8.9			xxxxxx			8.2		
LOS by Appr:	A			A			*			A		
AllWayAvgQ:	0.0	0.1	0.0	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) With Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #8 San Antonio Road / Yorba linda Boulevard

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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	1	0	2	0	1	0

Volume Module:

Base Vol:	5	0	5	117	0	72	27	1143	10	0	1435	54
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:	5	0	5	117	0	72	27	1143	10	0	1435	54
Added Vol:	0	0	0	6	0	4	1	11	0	0	34	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	5	123	0	76	28	1154	10	0	1469	56
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:	5	0	5	123	0	76	28	1154	10	0	1469	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	5	123	0	76	28	1154	10	0	1469	56
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:	5	0	5	123	0	76	28	1154	10	0	1469	56

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.00	0.50	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	850	0	850	1700	0	1700	1700	3400	1700	0	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.01	0.07	0.00	0.04	0.02	0.34	0.01	0.00	0.43	0.03
Crit Moves:	****			****			****				****	

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) With Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #9 Yorba Ranch Road / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.569

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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	0	1	1

Volume Module:

Base Vol:	81	4	54	26	11	3	8	1227	97	68	1524	13
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:	81	4	54	26	11	3	8	1227	97	68	1524	13
Added Vol:	0	0	0	0	0	0	0	16	1	1	36	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	4	54	26	11	3	8	1243	98	69	1560	13
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:	81	4	54	26	11	3	8	1243	98	69	1560	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	4	54	26	11	3	8	1243	98	69	1560	13
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:	81	4	54	26	11	3	8	1243	98	69	1560	13

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1336	364	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.03	0.02	0.01	0.01	0.00	0.37	0.06	0.04	0.46	0.01
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) With Project Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Street "A" / Via del Agua

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[10.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1	0	1	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	65	0	0	210	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	0	0	0	0	0	0	65	0	0	210	0
Added Vol:	0	0	0	0	0	53	18	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	53	18	65	0	0	210	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
PHF Volume:	0	0	0	0	0	74	25	91	0	0	295	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	74	25	91	0	0	295	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	295	295	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	749	1278	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	749	1278	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.3	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.3			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) With Project Conditions WITH IMPROVEMENTS
AM Peak Hour

Level Of Service Computation Report

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

Intersection #11 Yorba Linda Boulevard / Via del Agua

Cycle (sec): 100 Critical Vol./Cap.(X): 0.689

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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	0	1	0	2	0

Volume Module:

Base Vol:	0	0	0	44	0	211	68	1237	0	0	1394	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	44	0	211	68	1237	0	0	1394	16
Added Vol:	0	0	0	18	0	35	12	5	0	0	2	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	62	0	246	80	1242	0	0	1396	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	62	0	246	80	1242	0	0	1396	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	62	0	246	80	1242	0	0	1396	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	62	0	246	80	1242	0	0	1396	22

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.20	0.00	0.80	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	342	0	1358	1700	3400	0	0	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.18	0.05	0.37	0.00	0.00	0.41	0.01
Crit Moves:				****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) With Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #1 Imperial Highway / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.870
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: D

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

Volume Module:

Base Vol:	270	1127	206	803	1447	76	99	697	349	194	597	624
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:	270	1127	206	803	1447	76	99	697	349	194	597	624
Added Vol:	0	0	0	7	0	0	0	4	0	0	2	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	1127	206	810	1447	76	99	701	349	194	599	628
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:	270	1127	206	810	1447	76	99	701	349	194	599	628
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	1127	206	810	1447	76	99	701	349	194	599	628
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:	270	1127	206	810	1447	76	99	701	349	194	599	628
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.54	0.46	2.00	2.85	0.15	1.00	2.00	1.00	1.00	2.00	2.00
Final Sat.:	1700	4312	788	3400	4846	254	1700	3405	1695	1700	3400	3400

Capacity Analysis Module:

Vol/Sat:	0.16	0.26	0.26	0.24	0.30	0.30	0.06	0.21	0.21	0.11	0.18	0.18
OvlAdjV/S:	0.00											
Crit Moves:	****	****			****			****				

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) With Project Conditions
PM Peak Hour - With Committed Improvements

Level Of Service Computation Report

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

Intersection #1 Imperial Highway / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: D

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

Volume Module:

Base Vol:	270	1127	206	803	1447	76	99	697	349	194	597	624
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:	270	1127	206	803	1447	76	99	697	349	194	597	624
Added Vol:	0	0	0	7	0	0	0	4	0	0	2	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	1127	206	810	1447	76	99	701	349	194	599	628
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:	270	1127	206	810	1447	76	99	701	349	194	599	628
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	1127	206	810	1447	76	99	701	349	194	599	628
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:	270	1127	206	810	1447	76	99	701	349	194	599	628
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.54	0.46	2.00	2.85	0.15	1.00	2.00	1.00	2.00	3.00	2.00
Final Sat.:	1700	4312	788	3400	4846	254	1700	3405	1695	3400	5100	3400

Capacity Analysis Module:

Vol/Sat:	0.16	0.26	0.26	0.24	0.30	0.30	0.06	0.21	0.21	0.06	0.12	0.18
OvlAdjV/S:	0.00											
Crit Moves:	****	****					****	****				

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) With Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #2 Lakeview Avenue / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.739
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:	Split Phase			Split Phase			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	1	0	1	1	0	1	0	2	1	0	1

Volume Module:

Base Vol:	229	557	393	184	243	144	170	1410	121	181	1042	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	557	393	184	243	144	170	1410	121	181	1042	81
Added Vol:	0	0	6	1	0	0	0	11	0	3	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	557	399	185	243	144	170	1421	121	184	1048	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	557	399	185	243	144	170	1421	121	184	1048	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	557	399	185	243	144	170	1421	121	184	1048	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	229	557	399	185	243	144	170	1421	121	184	1048	81
OvlAdjVol:	215											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.24	0.76	1.00	2.76	0.24	1.00	2.78	0.22
Final Sat.:	1700	3400	1700	1700	2113	1287	1700	4700	400	1700	4734	366

Capacity Analysis Module:

Vol/Sat:	0.13	0.16	0.23	0.11	0.12	0.11	0.10	0.30	0.30	0.11	0.22	0.22
OvlAdjV/S:	0.13											
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
 Horizon Year (2035) With Project Conditions
 PM Peak Hour - With Committed Improvements

Level Of Service Computation Report

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

Intersection #2 Lakeview Avenue / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.702
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 37 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	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	1	0	1	1	0	2	0	2	1	0	2

Volume Module:

Base Vol:	229	557	393	184	243	144	170	1410	121	181	1042	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	557	393	184	243	144	170	1410	121	181	1042	81
Added Vol:	0	0	6	1	0	0	0	11	0	3	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	557	399	185	243	144	170	1421	121	184	1048	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	557	399	185	243	144	170	1421	121	184	1048	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	557	399	185	243	144	170	1421	121	184	1048	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	229	557	399	185	243	144	170	1421	121	184	1048	81
OvlAdjVol:	307											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.24	0.76	2.00	2.76	0.24	2.00	2.78	0.22
Final Sat.:	1700	3400	1700	1700	2113	1287	3400	4700	400	3400	4734	366

Capacity Analysis Module:

Vol/Sat:	0.13	0.16	0.23	0.11	0.12	0.11	0.05	0.30	0.30	0.05	0.22	0.22
OvlAdjV/S:	0.18											
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) With Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Kellogg Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.743
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:	Split Phase			Split Phase			Permitted			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	0	0	0	0	0	0	2	1	0	2
	0	0	1	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	66	0	441	0	0	0	0	1501	79	267	1007	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:	66	0	441	0	0	0	0	1501	79	267	1007	0
Added Vol:	0	0	2	0	0	0	0	17	0	1	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	0	443	0	0	0	0	1518	79	268	1017	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	0	443	0	0	0	0	1518	79	268	1017	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	0	443	0	0	0	0	1518	79	268	1017	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	0	443	0	0	0	0	1518	79	268	1017	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.85	0.15	2.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4563	237	3200	4800	0

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.28	0.00	0.00	0.00	0.00	0.33	0.33	0.08	0.21	0.00
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) With Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Kellogg Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			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	0	0	0	0	0	0	2	1	0	2
	0	0	1	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	66	0	441	0	0	0	0	1501	79	267	1007	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:	66	0	441	0	0	0	0	1501	79	267	1007	0
Added Vol:	0	0	2	0	0	0	0	17	0	1	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	0	443	0	0	0	0	1518	79	268	1017	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	0	443	0	0	0	0	1518	79	268	1017	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	0	443	0	0	0	0	1518	79	268	1017	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	0	443	0	0	0	0	1518	79	268	1017	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.85	0.15	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4848	252	3400	5100	0

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.26	0.00	0.00	0.00	0.00	0.31	0.31	0.08	0.20	0.00
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) With Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #4 Fairmont Boulevard / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 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			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	2	1	0	3	0	1	1

Volume Module:

Base Vol:	216	157	84	145	188	263	582	1047	327	51	701	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	216	157	84	145	188	263	582	1047	327	51	701	81
Added Vol:	0	0	6	3	0	0	0	19	0	3	11	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	216	157	90	148	188	263	582	1066	327	54	712	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	216	157	90	148	188	263	582	1066	327	54	712	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	157	90	148	188	263	582	1066	327	54	712	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	216	157	90	148	188	263	582	1066	327	54	712	83
OvlAdjVol:	0						219					

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.27	0.73	1.00	1.00	2.00	1.00	3.00	1.00	1.00	2.69	0.31
Final Sat.:	3400	2161	1239	1700	1700	3400	1700	5100	1700	1700	4568	532

Capacity Analysis Module:

Vol/Sat:	0.06	0.07	0.07	0.09	0.11	0.08	0.34	0.21	0.19	0.03	0.16	0.16
OvlAdjV/S:	0.00						0.13					
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) With Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #5 Village Center Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.619

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:	1	0	2	0	1	1	0	1	0	2	0	1

Volume Module:

Base Vol:	36	252	115	449	304	93	170	927	94	134	590	221
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:	36	252	115	449	304	93	170	927	94	134	590	221
Added Vol:	0	0	6	2	0	0	0	30	0	3	17	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	252	121	451	304	93	170	957	94	137	607	222
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:	36	252	121	451	304	93	170	957	94	137	607	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	252	121	451	304	93	170	957	94	137	607	222
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:	36	252	121	451	304	93	170	957	94	137	607	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:	1.00	2.00	1.00	2.00	1.53	0.47	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	3400	2604	796	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.07	0.07	0.13	0.12	0.12	0.10	0.28	0.06	0.08	0.18	0.13
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) With Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #6 Paseo del La Palomas / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625

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:	Split Phase			Split Phase			Permitted			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0

Volume Module:

Base Vol:	64	0	151	0	0	0	0	1297	77	150	1121	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:	64	0	151	0	0	0	0	1297	77	150	1121	0
Added Vol:	0	0	6	0	0	0	0	37	0	3	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	0	157	0	0	0	0	1334	77	153	1142	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	0	157	0	0	0	0	1334	77	153	1142	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	0	157	0	0	0	0	1334	77	153	1142	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	0	157	0	0	0	0	1334	77	153	1142	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	1700	3400	0

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.09	0.00	0.00	0.00	0.00	0.39	0.05	0.09	0.34	0.00
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) With Project Conditions
PM Peak Hour

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                        Level Of Service Computation Report
                    2000 HCM 4-Way Stop Method (Future Volume Alternative)
*****
Intersection #7 San Antonio Road / Aspen Way
*****
Cycle (sec):           0                      Critical Vol./Cap.(X):           0.234
Loss Time (sec):       0                      Average Delay (sec/veh):         8.5
Optimal Cycle:         0                      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:               Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 0  0  1  0  1      0  0  1  0  0      0  0  0  0  0      1  0  0  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              0  102   16        0  135   0          0    0    0          8    0    9
Growth Adj:            1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Initial Bse:           0  102   16        0  135   0          0    0    0          8    0    9
Added Vol:             0    0   11        0    0    0          0    0    0          6    0    0
PasserByVol:          0    0    0          0    0    0          0    0    0          0    0    0
Initial Fut:          0  102   27        0  135   0          0    0    0          14   0    9
User Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Adj:               0.74 0.74  0.74      0.74 0.74  0.74      0.74 0.74  0.74      0.74 0.74  0.74
PHF Volume:            0  139   37        0  183   0          0    0    0          19   0   12
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           0  139   37        0  183   0          0    0    0          19   0   12
PCE Adj:               1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
FinalVolume:           0  139   37        0  183   0          0    0    0          19   0   12
-----|-----|-----|-----|
Saturation Flow Module:
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 1.00  1.00      0.00 1.00  0.00      0.00 0.00  0.00      1.00 0.00  1.00
Final Sat.:            0  759   889        0  784   0          0    0    0          594   0  738
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               xxxx 0.18  0.04      xxxx 0.23  xxxx      xxxx xxxx  xxxx      0.03 xxxx  0.02
Crit Moves:            ****              ****              ****
Delay/Veh:             0.0  8.4   6.9        0.0  8.9   0.0        0.0  0.0   0.0        8.6  0.0   7.3
Delay Adj:             1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
AdjDel/Veh:            0.0  8.4   6.9        0.0  8.9   0.0        0.0  0.0   0.0        8.6  0.0   7.3
LOS by Move:           *    A    A          *    A    *          *    *    *          A    *    A
ApproachDel:           8.1                8.9                xxxxxx                8.1
Delay Adj:             1.00                1.00                xxxxxx                1.00
ApprAdjDel:            8.1                8.9                xxxxxx                8.1
LOS by Appr:           A                  A                  *                  A
AllWayAvgQ:            0.0  0.2   0.0        0.3  0.3   0.3        0.0  0.0   0.0        0.0  0.0   0.0
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Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) With Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #8 San Antonio Road / Yorba linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.568

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 119 Level Of Service: A

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

Volume Module:

Base Vol:	0	0	10	83	0	71	54	1529	10	0	1244	78
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	0	10	83	0	71	54	1529	10	0	1244	78
Added Vol:	0	0	0	4	0	2	4	39	0	0	22	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	87	0	73	58	1568	10	0	1266	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	87	0	73	58	1568	10	0	1266	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	87	0	73	58	1568	10	0	1266	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	87	0	73	58	1568	10	0	1266	85

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	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	1700	1700	0	1700	1700	3400	1700	0	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.01	0.05	0.00	0.04	0.03	0.46	0.01	0.00	0.37	0.05
Crit Moves:	****			****			****					

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) With Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #9 Yorba Ranch Road / Yorba Linda Boulevard

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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	0	1	1

Volume Module:

Base Vol:	103	6	58	3	8	5	24	1587	113	56	1308	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	6	58	3	8	5	24	1587	113	56	1308	18
Added Vol:	1	0	1	0	0	0	0	42	0	1	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	6	59	3	8	5	24	1629	113	57	1336	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	6	59	3	8	5	24	1629	113	57	1336	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	6	59	3	8	5	24	1629	113	57	1336	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	6	59	3	8	5	24	1629	113	57	1336	18

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.62	0.38	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1046	654	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.06	0.00	0.03	0.00	0.01	0.01	0.01	0.48	0.07	0.03	0.39	0.01
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) With Project Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Street "A" / Via del Agua

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: A[9.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	212	0	0	124	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	0	0	0	0	0	0	212	0	0	124	0
Added Vol:	0	0	0	0	0	35	61	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	35	61	212	0	0	124	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	0	0	0	0	44	76	264	0	0	155	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	44	76	264	0	0	155	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	155	155	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	897	1438	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	897	1438	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.2	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			9.2			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) With Project Conditions WITH IMPROVEMENTS
PM Peak Hour

Level Of Service Computation Report

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

Intersection #11 Yorba Linda Boulevard / Via del Agua

Cycle (sec): 100 Critical Vol./Cap.(X): 0.681

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 35 Level Of Service: B

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

Volume Module:

Base Vol:	0	0	0	27	0	137	208	1439	0	0	1245	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	27	0	137	208	1439	0	0	1245	45
Added Vol:	0	0	0	12	0	23	40	3	0	0	6	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	39	0	160	248	1442	0	0	1251	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	39	0	160	248	1442	0	0	1251	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	39	0	160	248	1442	0	0	1251	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	39	0	160	248	1442	0	0	1251	66

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	0.00	0.00	0.20	0.00	0.80	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	333	0	1367	1700	3400	0	0	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.12	0.15	0.42	0.00	0.00	0.37	0.04
Crit Moves:				****		****				****		

APPENDIX 7.3

Horizon Year (2035) Without Project Conditions, with Access Alternative via Aspen Way
ICU and HCM Calculation Worksheets

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions (Esperanza Alt 2)
AM Peak Hour

Level Of Service Computation Report

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

Intersection #1 Imperial Highway / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.807

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:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	2	1	0	2

Volume Module:

Base Vol:	353	1405	193	436	1255	45	41	396	262	238	649	747
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:	353	1405	193	436	1255	45	41	396	262	238	649	747
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:	353	1405	193	436	1255	45	41	396	262	238	649	747
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	1405	193	436	1255	45	41	396	262	238	649	747
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:	353	1405	193	436	1255	45	41	396	262	238	649	747
OvlAdjVol:												311

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.64	0.36	2.00	2.90	0.10	1.00	2.00	1.00	1.00	2.00	2.00
Final Sat.:	1700	4484	616	3400	4923	177	1700	3400	1700	1700	3400	3400

Capacity Analysis Module:

Vol/Sat:	0.21	0.31	0.31	0.13	0.25	0.25	0.02	0.12	0.15	0.14	0.19	0.22
OvlAdjV/S:												0.09
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
 Horizon Year (2035) Without Project Conditions (Esperanza Alt 2)
 AM Peak Hour - With Committed Improvements

Level Of Service Computation Report

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

Intersection #1 Imperial Highway / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 41 Level Of Service: C

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

Volume Module:

Base Vol:	353	1405	193	436	1255	45	41	396	262	238	649	747
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:	353	1405	193	436	1255	45	41	396	262	238	649	747
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:	353	1405	193	436	1255	45	41	396	262	238	649	747
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	1405	193	436	1255	45	41	396	262	238	649	747
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
Final Volume:	353	1405	193	436	1255	45	41	396	262	238	649	747
OvlAdjVol:												311

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Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.64	0.36	2.00	2.90	0.10	1.00	2.00	1.00	2.00	3.00	2.00
Final Sat.:	1700	4484	616	3400	4923	177	1700	3400	1700	3400	5100	3400

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Capacity Analysis Module:

Vol/Sat:	0.21	0.31	0.31	0.13	0.25	0.25	0.02	0.12	0.15	0.07	0.13	0.22
OvlAdjV/S:												0.09

Crit Moves: ****

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions (Esperanza Alt 2)
AM Peak Hour

Level Of Service Computation Report

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

Intersection #2 Lakeview Avenue / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.869
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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	1	0	1	1	0	1	0	2	1	0	2

Volume Module:

Base Vol:	196	202	179	118	588	164	145	717	254	527	1253	111
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:	196	202	179	118	588	164	145	717	254	527	1253	111
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:	196	202	179	118	588	164	145	717	254	527	1253	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	202	179	118	588	164	145	717	254	527	1253	111
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:	196	202	179	118	588	164	145	717	254	527	1253	111
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.48	1.52	1.00	1.00	1.44	0.56	1.00	2.22	0.78	1.00	2.76	0.24
Final Sat.:	2512	2588	1700	1700	2444	956	1700	3766	1334	1700	4685	415

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.11	0.07	0.24	0.17	0.09	0.19	0.19	0.31	0.27	0.27
OvlAdjV/S:	0.00											
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
 Horizon Year (2035) Without Project Conditions (Esperanza Alt 2)
 AM Peak Hour - With Committed Improvements

Level Of Service Computation Report

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

Intersection #2 Lakeview Avenue / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.714
 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:	Split Phase			Split Phase			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	1	0	1	1	0	2	0	2	1	0	2

Volume Module:

Base Vol:	196	202	179	118	588	164	145	717	254	527	1253	111
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:	196	202	179	118	588	164	145	717	254	527	1253	111
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:	196	202	179	118	588	164	145	717	254	527	1253	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	202	179	118	588	164	145	717	254	527	1253	111
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:	196	202	179	118	588	164	145	717	254	527	1253	111
OvlAdjVol:	0											

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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:	1.48	1.52	1.00	1.00	1.44	0.56	2.00	2.22	0.78	2.00	2.76	0.24
Final Sat.:	2512	2588	1700	1700	2444	956	3400	3766	1334	3400	4685	415

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Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.11	0.07	0.24	0.17	0.04	0.19	0.19	0.16	0.27	0.27
OvlAdjV/S:	0.00											

Crit Moves: *****

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions (Esperanza Alt 2)
AM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Kellogg Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			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	0	0	0	0	0	0	2	1	0	2
	0	0	1	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	117	0	266	0	0	0	0	701	78	416	1837	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:	117	0	266	0	0	0	0	701	78	416	1837	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	0	266	0	0	0	0	701	78	416	1837	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	0	266	0	0	0	0	701	78	416	1837	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	0	266	0	0	0	0	701	78	416	1837	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.70	0.30	2.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4319	481	3200	4800	0

Capacity Analysis Module:

Vol/Sat:	0.07	0.00	0.17	0.00	0.00	0.00	0.00	0.16	0.16	0.13	0.38	0.00
Crit Moves:	****									****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions (Esperanza Alt 2)
AM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Kellogg Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			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	0	0	0	0	0	0	2	1	0	2

Volume Module:

Base Vol:	117	0	266	0	0	0	0	701	78	416	1837	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:	117	0	266	0	0	0	0	701	78	416	1837	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	0	266	0	0	0	0	701	78	416	1837	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	0	266	0	0	0	0	701	78	416	1837	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	0	266	0	0	0	0	701	78	416	1837	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.70	0.30	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4589	511	3400	5100	0

Capacity Analysis Module:

Vol/Sat:	0.07	0.00	0.16	0.00	0.00	0.00	0.00	0.15	0.15	0.12	0.36	0.00
Crit Moves:	****									****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions (Esperanza Alt 2)
AM Peak Hour

Level Of Service Computation Report

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

Intersection #4 Fairmont Boulevard / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.700

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 37 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			Ovl			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	2	0	1	1	0	2	1	0	3	0	1	1	0

Volume Module:

Base Vol:	423	253	70	104	291	488	217	544	267	148	1052	105
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:	423	253	70	104	291	488	217	544	267	148	1052	105
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:	423	253	70	104	291	488	217	544	267	148	1052	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	423	253	70	104	291	488	217	544	267	148	1052	105
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:	423	253	70	104	291	488	217	544	267	148	1052	105
OvlAdjVol:						54			56			

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.57	0.43	1.00	1.00	2.00	1.00	3.00	1.00	1.00	2.73	0.27
Final Sat.:	3400	2663	737	1700	1700	3400	1700	5100	1700	1700	4637	463

Capacity Analysis Module:

Vol/Sat:	0.12	0.10	0.09	0.06	0.17	0.14	0.13	0.11	0.16	0.09	0.23	0.23
OvlAdjV/S:						0.02			0.03			
Crit Moves:	****				****		****				****	

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions (Esperanza Alt 2)
AM Peak Hour

Level Of Service Computation Report

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

Intersection #5 Village Center Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.617

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:	1	0	2	0	1	1	0	1	0	2	0	1

Volume Module:

Base Vol:	92	151	88	413	161	141	88	540	59	165	1164	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	151	88	413	161	141	88	540	59	165	1164	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	151	88	413	161	141	88	540	59	165	1164	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	151	88	413	161	141	88	540	59	165	1164	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	151	88	413	161	141	88	540	59	165	1164	435

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.07	0.93	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	3400	1813	1587	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.05	0.04	0.05	0.12	0.09	0.09	0.05	0.16	0.03	0.10	0.34	0.26
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions (Esperanza Alt 2)
AM Peak Hour

Level Of Service Computation Report

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

Intersection #6 Paseo del La Palomas / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.477
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

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

Volume Module:

Base Vol:	81	0	129	0	0	0	0	842	62	73	1194	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:	81	0	129	0	0	0	0	842	62	73	1194	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	0	129	0	0	0	0	842	62	73	1194	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	0	129	0	0	0	0	842	62	73	1194	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	0	129	0	0	0	0	842	62	73	1194	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	1700	3400	0

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.08	0.00	0.00	0.00	0.00	0.25	0.04	0.04	0.35	0.00
Crit Moves:	****									****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions (Esperanza Alt 2)
AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #7 San Antonio Road / Aspen Way

Cycle (sec): 0 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 0 Average Delay (sec/veh): 11.6
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	68	77	3	138	0	0	0	0	217	0	4
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	68	77	3	138	0	0	0	0	217	0	4
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:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	0	92	104	4	186	0	0	0	0	292	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	92	104	4	186	0	0	0	0	292	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	92	104	4	186	0	0	0	0	292	0	5

Saturation Flow Module:

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	1.00	1.00	0.02	0.98	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	612	696	13	621	0	0	0	0	589	0	729

Capacity Analysis Module:

Vol/Sat:	xxxx	0.15	0.15	0.30	0.30	xxxx	xxxx	xxxx	xxxx	0.50	xxxx	0.01
Crit Moves:		****			****					****		
Delay/Veh:	0.0	9.3	8.4	10.6	10.6	0.0	0.0	0.0	0.0	14.1	0.0	7.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.3	8.4	10.6	10.6	0.0	0.0	0.0	0.0	14.1	0.0	7.5
LOS by Move:	*	A	A	B	B	*	*	*	*	B	*	A
ApproachDel:		8.8			10.6		xxxxxx				13.9	
Delay Adj:		1.00			1.00		xxxxxx				1.00	
ApprAdjDel:		8.8			10.6		xxxxxx				13.9	
LOS by Appr:		A			B		*				B	
AllWayAvgQ:	0.0	0.2	0.2	0.4	0.4	0.4	0.0	0.0	0.0	0.9	0.0	0.0

Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
 Horizon Year (2035) Without Project Conditions (Esperanza Alt 2)
 AM Peak Hour

Level Of Service Computation Report

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

Intersection #8 San Antonio Road / Yorba linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.601
 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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	2	0	1	0

Volume Module:

Base Vol:	5	0	5	202	0	199	70	1100	10	0	1308	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	5	202	0	199	70	1100	10	0	1308	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	5	202	0	199	70	1100	10	0	1308	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	5	202	0	199	70	1100	10	0	1308	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	5	202	0	199	70	1100	10	0	1308	83

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.00	0.50	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	850	0	850	1700	0	1700	1700	3400	1700	0	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.01	0.12	0.00	0.12	0.04	0.32	0.01	0.00	0.38	0.05
Crit Moves:	****			****			****				****	

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions (Esperanza Alt 2)
AM Peak Hour

Level Of Service Computation Report

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

Intersection #9 Yorba Ranch Road / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.531
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

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

Volume Module:

Base Vol:	83	4	52	26	11	3	8	1262	103	62	1424	13
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:	83	4	52	26	11	3	8	1262	103	62	1424	13
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:	83	4	52	26	11	3	8	1262	103	62	1424	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	4	52	26	11	3	8	1262	103	62	1424	13
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:	83	4	52	26	11	3	8	1262	103	62	1424	13

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1336	364	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.03	0.02	0.01	0.01	0.00	0.37	0.06	0.04	0.42	0.01
Crit Moves:	****				****		****				****	

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions (Esperanza Alt 2)
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 Street "A" / Via del Agua

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	0	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	18	0	0	72	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	0	0	0	0	0	0	18	0	0	72	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
PHF Volume:	0	0	0	0	0	0	0	25	0	0	101	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	25	0	0	101	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	126	126	101	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	873	768	960	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	873	768	960	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions (Esperanza Alt 2)
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #11 Yorba Linda Boulevard / Via del Agua

Average Delay (sec/veh): 13.3 Worst Case Level Of Service: F[326.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	2	0	0	2	0
Volume Module:												
Base Vol:	0	0	0	40	0	77	23	1315	0	0	1421	15
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	0	0	40	0	77	23	1315	0	0	1421	15
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	42	0	81	24	1384	0	0	1496	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	42	0	81	24	1384	0	0	1496	16
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	2236	2928	748	1512	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	37	15	359	448	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	35	15	359	448	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.19	0.00	0.23	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	87	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	9.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	327	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			326.8			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions (Esperanza Alt 2)
PM Peak Hour

Level Of Service Computation Report

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

Intersection #1 Imperial Highway / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.867
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: D

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

Volume Module:

Base Vol:	270	1127	206	803	1447	76	99	697	349	194	597	624
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:	270	1127	206	803	1447	76	99	697	349	194	597	624
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:	270	1127	206	803	1447	76	99	697	349	194	597	624
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	1127	206	803	1447	76	99	697	349	194	597	624
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:	270	1127	206	803	1447	76	99	697	349	194	597	624
OvlAdjVol:												0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.54	0.46	2.00	2.85	0.15	1.00	2.00	1.00	1.00	2.00	2.00
Final Sat.:	1700	4312	788	3400	4846	254	1700	3400	1700	1700	3400	3400

Capacity Analysis Module:

Vol/Sat:	0.16	0.26	0.26	0.24	0.30	0.30	0.06	0.21	0.21	0.11	0.18	0.18
OvlAdjV/S:												0.00
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
 Horizon Year (2035) Without Project Conditions (Esperanza Alt 2)
 PM Peak Hour - With Committed Improvements

Level Of Service Computation Report

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

Intersection #1 Imperial Highway / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.810
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 54 Level Of Service: D

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

Volume Module:

Base Vol:	270	1127	206	803	1447	76	99	697	349	194	597	624
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:	270	1127	206	803	1447	76	99	697	349	194	597	624
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:	270	1127	206	803	1447	76	99	697	349	194	597	624
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	1127	206	803	1447	76	99	697	349	194	597	624
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:	270	1127	206	803	1447	76	99	697	349	194	597	624
OvlAdjVol:												0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.54	0.46	2.00	2.85	0.15	1.00	2.00	1.00	2.00	3.00	2.00
Final Sat.:	1700	4312	788	3400	4846	254	1700	3400	1700	3400	5100	3400

Capacity Analysis Module:

Vol/Sat:	0.16	0.26	0.26	0.24	0.30	0.30	0.06	0.21	0.21	0.06	0.12	0.18
OvlAdjV/S:												0.00
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions (Esperanza Alt 2)
PM Peak Hour

Level Of Service Computation Report

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

Intersection #2 Lakeview Avenue / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.736
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			Protected			Protected			
Rights:	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	1	1	0	1	0	1	0	2	1	0	1	0

Volume Module:

Base Vol:	229	557	393	184	243	144	170	1410	121	181	1042	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	557	393	184	243	144	170	1410	121	181	1042	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	557	393	184	243	144	170	1410	121	181	1042	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	557	393	184	243	144	170	1410	121	181	1042	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	229	557	393	184	243	144	170	1410	121	181	1042	81
OvlAdjVol:	212											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.24	0.76	1.00	2.76	0.24	1.00	2.78	0.22
Final Sat.:	1700	3400	1700	1700	2113	1287	1700	4697	403	1700	4732	368

Capacity Analysis Module:

Vol/Sat:	0.13	0.16	0.23	0.11	0.12	0.11	0.10	0.30	0.30	0.11	0.22	0.22
OvlAdjV/S:	0.12											
Crit Moves:	****				****				****			

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
 Horizon Year (2035) Without Project Conditions (Esperanza Alt 2)
 PM Peak Hour - With Committed Improvements

Level Of Service Computation Report

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

Intersection #2 Lakeview Avenue / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.696
 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:	Split Phase			Split Phase			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	1	0	1	1	0	2	0	2	1	0	2

Volume Module:

Base Vol:	229	557	393	184	243	144	170	1410	121	181	1042	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	557	393	184	243	144	170	1410	121	181	1042	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	557	393	184	243	144	170	1410	121	181	1042	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	557	393	184	243	144	170	1410	121	181	1042	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	229	557	393	184	243	144	170	1410	121	181	1042	81
OvlAdjVol:	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	2.00	1.00	1.00	1.24	0.76	2.00	2.76	0.24	2.00	2.78	0.22
Final Sat.:	1700	3400	1700	1700	2113	1287	3400	4697	403	3400	4732	368

Capacity Analysis Module:

Vol/Sat:	0.13	0.16	0.23	0.11	0.12	0.11	0.05	0.30	0.30	0.05	0.22	0.22
OvlAdjV/S:	0.18											
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions (Esperanza Alt 2)
PM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Kellogg Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.738
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:	Split Phase			Split Phase			Permitted			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	0	0	0	0	0	0	2	1	0	2
	0	0	1	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	66	0	441	0	0	0	0	1501	79	267	1007	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:	66	0	441	0	0	0	0	1501	79	267	1007	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	0	441	0	0	0	0	1501	79	267	1007	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	0	441	0	0	0	0	1501	79	267	1007	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	0	441	0	0	0	0	1501	79	267	1007	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.85	0.15	2.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4560	240	3200	4800	0

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.28	0.00	0.00	0.00	0.00	0.33	0.33	0.08	0.21	0.00
Crit Moves:	****						****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions (Esperanza Alt 2)
PM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Kellogg Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.698

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:	Split Phase			Split Phase			Permitted			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	0	0	0	0	0	0	2	1	0	2
	0	0	1	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	66	0	441	0	0	0	0	1501	79	267	1007	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:	66	0	441	0	0	0	0	1501	79	267	1007	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	0	441	0	0	0	0	1501	79	267	1007	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	0	441	0	0	0	0	1501	79	267	1007	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	0	441	0	0	0	0	1501	79	267	1007	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.85	0.15	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4845	255	3400	5100	0

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.26	0.00	0.00	0.00	0.00	0.31	0.31	0.08	0.20	0.00
Crit Moves:	****						****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions (Esperanza Alt 2)
PM Peak Hour

Level Of Service Computation Report

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

Intersection #4 Fairmont Boulevard / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.720

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:	Include			Ovl			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	2	0	1	1	0	2	1	0	3	0	1	1	0

Volume Module:

Base Vol:	216	157	84	145	188	263	582	1047	327	51	701	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	216	157	84	145	188	263	582	1047	327	51	701	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	216	157	84	145	188	263	582	1047	327	51	701	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	157	84	145	188	263	582	1047	327	51	701	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	216	157	84	145	188	263	582	1047	327	51	701	81
OvlAdjVol:						0			219			

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.30	0.70	1.00	1.00	2.00	1.00	3.00	1.00	1.00	2.69	0.31
Final Sat.:	3400	2215	1185	1700	1700	3400	1700	5100	1700	1700	4572	528

Capacity Analysis Module:

Vol/Sat:	0.06	0.07	0.07	0.09	0.11	0.08	0.34	0.21	0.19	0.03	0.15	0.15
OvlAdjV/S:						0.00			0.13			
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions (Esperanza Alt 2)
PM Peak Hour

Level Of Service Computation Report

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

Intersection #5 Village Center Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.608
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	2	0	1	0

Volume Module:

Base Vol:	36	252	115	449	304	93	170	927	94	134	590	221
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:	36	252	115	449	304	93	170	927	94	134	590	221
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:	36	252	115	449	304	93	170	927	94	134	590	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	252	115	449	304	93	170	927	94	134	590	221
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:	36	252	115	449	304	93	170	927	94	134	590	221

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.53	0.47	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	3400	2604	796	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.07	0.07	0.13	0.12	0.12	0.10	0.27	0.06	0.08	0.17	0.13
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions (Esperanza Alt 2)
PM Peak Hour

Level Of Service Computation Report

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

Intersection #6 Paseo del La Palomas / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.609

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:	Split Phase			Split Phase			Permitted			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0

Volume Module:

Base Vol:	64	0	151	0	0	0	0	1297	77	150	1121	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:	64	0	151	0	0	0	0	1297	77	150	1121	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	0	151	0	0	0	0	1297	77	150	1121	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	0	151	0	0	0	0	1297	77	150	1121	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	0	151	0	0	0	0	1297	77	150	1121	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	1700	3400	0

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.09	0.00	0.00	0.00	0.00	0.38	0.05	0.09	0.33	0.00
Crit Moves:	****						****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions (Esperanza Alt 2)
PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #7 San Antonio Road / Aspen Way

Cycle (sec): 0 Critical Vol./Cap.(X): 0.467
Loss Time (sec): 0 Average Delay (sec/veh): 11.2
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	1	0	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	102	258	0	135	0	0	0	0	148	0	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	102	258	0	135	0	0	0	0	148	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	0	139	351	0	183	0	0	0	0	201	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	139	351	0	183	0	0	0	0	201	0	12
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
Final Volume:	0	139	351	0	183	0	0	0	0	201	0	12

Saturation Flow Module:

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	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	652	750	0	634	0	0	0	0	531	0	640

Capacity Analysis Module:

Vol/Sat:	xxxx	0.21	0.47	xxxx	0.29	xxxx	xxxx	xxxx	xxxx	0.38	xxxx	0.02
Crit Moves:			****		****					****		
Delay/Veh:	0.0	9.5	11.3	0.0	10.6	0.0	0.0	0.0	0.0	12.8	0.0	8.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.5	11.3	0.0	10.6	0.0	0.0	0.0	0.0	12.8	0.0	8.1
LOS by Move:	*	A	B	*	B	*	*	*	*	B	*	A
ApproachDel:	10.8			10.6			xxxxxx			12.5		
Delay Adj:	1.00			1.00			xxxxxx			1.00		
ApprAdjDel:	10.8			10.6			xxxxxx			12.5		
LOS by Appr:	B			B			*			B		
AllWayAvgQ:	0.0	0.3	0.8	0.4	0.4	0.4	0.0	0.0	0.0	0.5	0.0	0.0

Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions (Esperanza Alt 2)
PM Peak Hour

Level Of Service Computation Report

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

Intersection #8 San Antonio Road / Yorba linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.605
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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	1	0	2	0	1	0

Volume Module:

Base Vol:	0	0	10	139	0	155	199	1384	10	0	1160	175
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	0	10	139	0	155	199	1384	10	0	1160	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	139	0	155	199	1384	10	0	1160	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	139	0	155	199	1384	10	0	1160	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	139	0	155	199	1384	10	0	1160	175

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	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	1700	1700	0	1700	1700	3400	1700	0	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.01	0.08	0.00	0.09	0.12	0.41	0.01	0.00	0.34	0.10
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions (Esperanza Alt 2)
PM Peak Hour

Level Of Service Computation Report

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

Intersection #9 Yorba Ranch Road / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.592
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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	0	1	1

Volume Module:

Base Vol:	110	6	51	3	8	5	24	1494	117	52	1314	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	6	51	3	8	5	24	1494	117	52	1314	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	6	51	3	8	5	24	1494	117	52	1314	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	6	51	3	8	5	24	1494	117	52	1314	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	6	51	3	8	5	24	1494	117	52	1314	18

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.62	0.38	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1046	654	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.06	0.00	0.03	0.00	0.01	0.01	0.01	0.44	0.07	0.03	0.39	0.01
Crit Moves:	****				****			****		****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) Without Project Conditions (Esperanza Alt 2)
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 Street "A" / Via del Agua

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	0	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	55	0	0	33	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	0	0	0	0	0	0	55	0	0	33	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	0	0	0	0	0	0	69	0	0	41	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	69	0	0	41	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	110	110	41	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	892	784	1036	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	892	784	1036	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
 Horizon Year (2035) Without Project Conditions (Esperanza Alt 2)
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #11 Yorba Linda Boulevard / Via del Agua

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: F[159.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	0	1	0	2	0
Volume Module:												
Base Vol:	0	0	0	24	0	49	56	1491	0	0	1335	40
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	0	0	24	0	49	56	1491	0	0	1335	40
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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	25	0	51	58	1540	0	0	1379	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	25	0	51	58	1540	0	0	1379	41

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	2265	3035	690	1420	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	35	13	393	486	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	32	12	393	486	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.77	0.00	0.13	0.12	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	84	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	4.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	160	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			159.9			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

 Note: Queue reported is the number of cars per lane.

APPENDIX 7.4

Horizon Year (2035) With Project Conditions, with Access Alternative via Aspen Way
ICU and HCM Calculation Worksheets

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) With Project Conditions (Esperanza Alt 2)
AM Peak Hour

Level Of Service Computation Report

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

Intersection #1 Imperial Highway / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.807

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:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	2	1	0	2

Volume Module:

Base Vol:	353	1405	193	436	1255	45	41	396	262	238	649	747
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:	353	1405	193	436	1255	45	41	396	262	238	649	747
Added Vol:	0	0	0	2	0	0	0	1	0	0	3	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	353	1405	193	438	1255	45	41	397	262	238	652	753
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:	353	1405	193	438	1255	45	41	397	262	238	652	753
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	1405	193	438	1255	45	41	397	262	238	652	753
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:	353	1405	193	438	1255	45	41	397	262	238	652	753
OvlAdjVol:												315

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.64	0.36	2.00	2.90	0.10	1.00	2.00	1.00	1.00	2.00	2.00
Final Sat.:	1700	4484	616	3400	4923	177	1700	3400	1700	1700	3400	3400

Capacity Analysis Module:

Vol/Sat:	0.21	0.31	0.31	0.13	0.25	0.25	0.02	0.12	0.15	0.14	0.19	0.22
OvlAdjV/S:												0.09

Crit Moves: ****

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
 Horizon Year (2035) With Project Conditions (Esperanza Alt 2)
 AM Peak Hour - With Committed Improvements

Level Of Service Computation Report

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

Intersection #1 Imperial Highway / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 41 Level Of Service: C

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

Volume Module:

Base Vol:	353	1405	193	436	1255	45	41	396	262	238	649	747
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:	353	1405	193	436	1255	45	41	396	262	238	649	747
Added Vol:	0	0	0	2	0	0	0	1	0	0	3	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	353	1405	193	438	1255	45	41	397	262	238	652	753
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:	353	1405	193	438	1255	45	41	397	262	238	652	753
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	1405	193	438	1255	45	41	397	262	238	652	753
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:	353	1405	193	438	1255	45	41	397	262	238	652	753
OvlAdjVol:												315

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.64	0.36	2.00	2.90	0.10	1.00	2.00	1.00	2.00	3.00	2.00
Final Sat.:	1700	4484	616	3400	4923	177	1700	3400	1700	3400	5100	3400

Capacity Analysis Module:

Vol/Sat:	0.21	0.31	0.31	0.13	0.25	0.25	0.02	0.12	0.15	0.07	0.13	0.22
OvlAdjV/S:												0.09

Crit Moves: ****

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
 Horizon Year (2035) With Project Conditions (Esperanza Alt 2)
 AM Peak Hour

Level Of Service Computation Report

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

Intersection #2 Lakeview Avenue / Yorba Linda Boulevard

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	L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0	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	4.0	4.0	4.0	
Lanes:	1	1	1	0	1	1	1	0	1	0	1	0	2	1	0	

Volume Module:

Base Vol:	196	202	179	118	588	164	145	717	254	527	1253	111
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:	196	202	179	118	588	164	145	717	254	527	1253	111
Added Vol:	0	0	2	0	0	0	0	3	0	5	9	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	202	181	118	588	164	145	720	254	532	1262	112
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:	196	202	181	118	588	164	145	720	254	532	1262	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	202	181	118	588	164	145	720	254	532	1262	112
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:	196	202	181	118	588	164	145	720	254	532	1262	112
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.48	1.52	1.00	1.00	1.44	0.56	1.00	2.22	0.78	1.00	2.76	0.24
Final Sat.:	2512	2588	1700	1700	2444	956	1700	3770	1330	1700	4684	416

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.11	0.07	0.24	0.17	0.09	0.19	0.19	0.31	0.27	0.27
OvlAdjV/S:	0.00											
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
 Horizon Year (2035) With Project Conditions (Esperanza Alt 2)
 AM Peak Hour - With Committed Improvements

Level Of Service Computation Report

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

Intersection #2 Lakeview Avenue / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.716

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:	Split Phase			Split Phase			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	1	0	1	1	0	2	0	2	1	0	2

Volume Module:

Base Vol:	196	202	179	118	588	164	145	717	254	527	1253	111
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:	196	202	179	118	588	164	145	717	254	527	1253	111
Added Vol:	0	0	2	0	0	0	0	3	0	5	9	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	202	181	118	588	164	145	720	254	532	1262	112
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:	196	202	181	118	588	164	145	720	254	532	1262	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	202	181	118	588	164	145	720	254	532	1262	112
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:	196	202	181	118	588	164	145	720	254	532	1262	112
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.48	1.52	1.00	1.00	1.44	0.56	2.00	2.22	0.78	2.00	2.76	0.24
Final Sat.:	2512	2588	1700	1700	2444	956	3400	3770	1330	3400	4684	416

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.11	0.07	0.24	0.17	0.04	0.19	0.19	0.16	0.27	0.27
OvlAdjV/S:	0.00											
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) With Project Conditions (Esperanza Alt 2)
AM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Kellogg Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.603
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			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	0	0	0	0	0	0	2	1	0	2
	0	0	1	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	117	0	266	0	0	0	0	701	78	416	1837	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:	117	0	266	0	0	0	0	701	78	416	1837	0
Added Vol:	0	0	1	0	0	0	0	5	0	2	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	0	267	0	0	0	0	706	78	418	1852	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	0	267	0	0	0	0	706	78	418	1852	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	0	267	0	0	0	0	706	78	418	1852	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	0	267	0	0	0	0	706	78	418	1852	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.70	0.30	2.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4322	478	3200	4800	0

Capacity Analysis Module:

Vol/Sat:	0.07	0.00	0.17	0.00	0.00	0.00	0.00	0.16	0.16	0.13	0.39	0.00
Crit Moves:	****									****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
 Horizon Year (2035) With Project Conditions (Esperanza Alt 2)
 AM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Kellogg Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.570

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			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	0	0	0	0	0	0	2	1	0	2
	0	0	1	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	117	0	266	0	0	0	0	701	78	416	1837	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:	117	0	266	0	0	0	0	701	78	416	1837	0
Added Vol:	0	0	1	0	0	0	0	5	0	2	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	0	267	0	0	0	0	706	78	418	1852	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	0	267	0	0	0	0	706	78	418	1852	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	0	267	0	0	0	0	706	78	418	1852	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	0	267	0	0	0	0	706	78	418	1852	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.70	0.30	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4593	507	3400	5100	0

Capacity Analysis Module:

Vol/Sat:	0.07	0.00	0.16	0.00	0.00	0.00	0.00	0.15	0.15	0.12	0.36	0.00
Crit Moves:	****									****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) With Project Conditions (Esperanza Alt 2)
AM Peak Hour

Level Of Service Computation Report

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

Intersection #4 Fairmont Boulevard / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704
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:	Include			Ovl			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	2	0	1	1	0	2	1	0	3	0	1	1	0

Volume Module:

Base Vol:	423	253	70	104	291	488	217	544	267	148	1052	105
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:	423	253	70	104	291	488	217	544	267	148	1052	105
Added Vol:	0	0	2	1	0	0	0	6	0	5	17	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	423	253	72	105	291	488	217	550	267	153	1069	108
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:	423	253	72	105	291	488	217	550	267	153	1069	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	423	253	72	105	291	488	217	550	267	153	1069	108
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:	423	253	72	105	291	488	217	550	267	153	1069	108
OvlAdjVol:	54						56					

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.56	0.44	1.00	1.00	2.00	1.00	3.00	1.00	1.00	2.72	0.28
Final Sat.:	3400	2647	753	1700	1700	3400	1700	5100	1700	1700	4632	468

Capacity Analysis Module:

Vol/Sat:	0.12	0.10	0.10	0.06	0.17	0.14	0.13	0.11	0.16	0.09	0.23	0.23
OvlAdjV/S:	0.02						0.03					
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
 Horizon Year (2035) With Project Conditions (Esperanza Alt 2)
 AM Peak Hour

Level Of Service Computation Report

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

Intersection #5 Village Center Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.626

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:	1	0	2	0	1	1	0	1	0	2	0	1

Volume Module:

Base Vol:	92	151	88	413	161	141	88	540	59	165	1164	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	151	88	413	161	141	88	540	59	165	1164	435
Added Vol:	0	0	2	1	0	0	0	9	0	5	26	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	151	90	414	161	141	88	549	59	170	1190	437
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	151	90	414	161	141	88	549	59	170	1190	437
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	151	90	414	161	141	88	549	59	170	1190	437
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	151	90	414	161	141	88	549	59	170	1190	437

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.07	0.93	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	3400	1813	1587	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.05	0.04	0.05	0.12	0.09	0.09	0.05	0.16	0.03	0.10	0.35	0.26
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
 Horizon Year (2035) With Project Conditions (Esperanza Alt 2)
 AM Peak Hour

Level Of Service Computation Report

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

Intersection #6 Paseo del La Palomas / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.488

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 42 Level Of Service: A

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

Volume Module:

Base Vol:	81	0	129	0	0	0	0	842	62	73	1194	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:	81	0	129	0	0	0	0	842	62	73	1194	0
Added Vol:	0	0	2	0	0	0	0	11	0	5	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	0	131	0	0	0	0	853	62	78	1227	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	0	131	0	0	0	0	853	62	78	1227	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	0	131	0	0	0	0	853	62	78	1227	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	0	131	0	0	0	0	853	62	78	1227	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	1700	3400	0

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.08	0.00	0.00	0.00	0.00	0.25	0.04	0.05	0.36	0.00
Crit Moves:	****									****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
 Horizon Year (2035) With Project Conditions (Esperanza Alt 2)
 AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 San Antonio Road / Aspen Way

Cycle (sec): 0 Critical Vol./Cap.(X): 0.520
 Loss Time (sec): 0 Average Delay (sec/veh): 11.9
 Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	68	77	3	138	0	0	0	0	217	0	4
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	68	77	3	138	0	0	0	0	217	0	4
Added Vol:	0	0	3	0	0	0	0	0	0	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	68	80	3	138	0	0	0	0	227	0	4
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:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	0	92	108	4	186	0	0	0	0	306	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	92	108	4	186	0	0	0	0	306	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	92	108	4	186	0	0	0	0	306	0	5

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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	1.00	1.00	0.02	0.98	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	607	688	13	615	0	0	0	0	588	0	726

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	xxxx	0.15	0.16	0.30	0.30	xxxx	xxxx	xxxx	xxxx	0.52	xxxx	0.01
Crit Moves:	****			****			****			****		
Delay/Veh:	0.0	9.3	8.5	10.7	10.7	0.0	0.0	0.0	0.0	14.6	0.0	7.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.3	8.5	10.7	10.7	0.0	0.0	0.0	0.0	14.6	0.0	7.5
LOS by Move:	*	A	A	B	B	*	*	*	*	B	*	A
ApproachDel:	8.9			10.7			xxxxxx			14.5		
Delay Adj:	1.00			1.00			xxxxxx			1.00		
ApprAdjDel:	8.9			10.7			xxxxxx			14.5		
LOS by Appr:	A			B			*			B		
AllWayAvgQ:	0.0	0.2	0.2	0.4	0.4	0.4	0.0	0.0	0.0	1.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) With Project Conditions (Esperanza Alt 2)
AM Peak Hour

Level Of Service Computation Report

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

Intersection #8 San Antonio Road / Yorba linda Boulevard

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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	2	0	1	0

Volume Module:

Base Vol:	5	0	5	202	0	199	70	1100	10	0	1308	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	5	202	0	199	70	1100	10	0	1308	83
Added Vol:	0	0	0	6	0	4	1	11	0	0	34	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	5	208	0	203	71	1111	10	0	1342	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	5	208	0	203	71	1111	10	0	1342	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	5	208	0	203	71	1111	10	0	1342	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	5	208	0	203	71	1111	10	0	1342	85

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.00	0.50	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	850	0	850	1700	0	1700	1700	3400	1700	0	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.01	0.12	0.00	0.12	0.04	0.33	0.01	0.00	0.39	0.05
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
 Horizon Year (2035) With Project Conditions (Esperanza Alt 2)
 AM Peak Hour

Level Of Service Computation Report

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

Intersection #9 Yorba Ranch Road / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.541

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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	0	1	1

Volume Module:

Base Vol:	83	4	52	26	11	3	8	1262	103	62	1424	13
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:	83	4	52	26	11	3	8	1262	103	62	1424	13
Added Vol:	0	0	0	0	0	0	0	16	1	1	36	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	4	52	26	11	3	8	1278	104	63	1460	13
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:	83	4	52	26	11	3	8	1278	104	63	1460	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	4	52	26	11	3	8	1278	104	63	1460	13
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:	83	4	52	26	11	3	8	1278	104	63	1460	13

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1336	364	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.03	0.02	0.01	0.01	0.00	0.38	0.06	0.04	0.43	0.01
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
 Horizon Year (2035) With Project Conditions (Esperanza Alt 2)
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Street "A" / Via del Agua

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: A[9.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	0	1	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	18	0	0	72	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	0	0	0	0	0	0	18	0	0	72	0
Added Vol:	0	0	0	0	0	53	18	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	53	18	18	0	0	72	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
PHF Volume:	0	0	0	0	0	74	25	25	0	0	101	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	74	25	25	0	0	101	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	101	101	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	960	1504	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	960	1504	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.1	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			9.1			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

Note: Queue reported is the number of cars per lane.

 CIELO VISTA (TTM No. 17341) TIA (JN 07146)
 Horizon Year (2035) With Project Conditions (Esperanza Alt 2) WITH IMPROVEMENTS
 AM Peak Hour

Level Of Service Computation Report

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

Intersection #11 Yorba Linda Boulevard / Via del Agua

Cycle (sec): 100 Critical Vol./Cap.(X): 0.589

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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	0	1	0	2	0

Volume Module:

Base Vol:	0	0	0	40	0	77	23	1315	0	0	1421	15
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	0	0	40	0	77	23	1315	0	0	1421	15
Added Vol:	0	0	0	18	0	35	12	5	0	0	2	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	58	0	112	35	1320	0	0	1423	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	58	0	112	35	1320	0	0	1423	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	58	0	112	35	1320	0	0	1423	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	58	0	112	35	1320	0	0	1423	21

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	0.00	0.00	0.34	0.00	0.66	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	580	0	1120	1700	3400	0	0	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.10	0.02	0.39	0.00	0.00	0.42	0.01
Crit Moves:				****				****				****

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
 Horizon Year (2035) With Project Conditions (Esperanza Alt 2)
 PM Peak Hour

Level Of Service Computation Report

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

Intersection #1 Imperial Highway / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.870

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 72 Level Of Service: D

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

Volume Module:

Base Vol:	270	1127	206	803	1447	76	99	697	349	194	597	624
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:	270	1127	206	803	1447	76	99	697	349	194	597	624
Added Vol:	0	0	0	7	0	0	0	4	0	0	2	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	1127	206	810	1447	76	99	701	349	194	599	628
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:	270	1127	206	810	1447	76	99	701	349	194	599	628
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	1127	206	810	1447	76	99	701	349	194	599	628
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:	270	1127	206	810	1447	76	99	701	349	194	599	628
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.54	0.46	2.00	2.85	0.15	1.00	2.00	1.00	1.00	2.00	2.00
Final Sat.:	1700	4312	788	3400	4846	254	1700	3405	1695	1700	3400	3400

Capacity Analysis Module:

Vol/Sat:	0.16	0.26	0.26	0.24	0.30	0.30	0.06	0.21	0.21	0.11	0.18	0.18
OvlAdjV/S:	0.00											

Crit Moves: *****

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
 Horizon Year (2035) With Project Conditions (Esperanza Alt 2)
 PM Peak Hour - With Committed Improvements

Level Of Service Computation Report

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

Intersection #1 Imperial Highway / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.813
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 55 Level Of Service: D

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

Volume Module:

Base Vol:	270	1127	206	803	1447	76	99	697	349	194	597	624
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:	270	1127	206	803	1447	76	99	697	349	194	597	624
Added Vol:	0	0	0	7	0	0	0	4	0	0	2	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	1127	206	810	1447	76	99	701	349	194	599	628
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:	270	1127	206	810	1447	76	99	701	349	194	599	628
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	1127	206	810	1447	76	99	701	349	194	599	628
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:	270	1127	206	810	1447	76	99	701	349	194	599	628
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.54	0.46	2.00	2.85	0.15	1.00	2.00	1.00	2.00	3.00	2.00
Final Sat.:	1700	4312	788	3400	4846	254	1700	3405	1695	3400	5100	3400

Capacity Analysis Module:

Vol/Sat:	0.16	0.26	0.26	0.24	0.30	0.30	0.06	0.21	0.21	0.06	0.12	0.18
OvlAdjV/S:	0.00											

Crit Moves:

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) With Project Conditions (Esperanza Alt 2)
PM Peak Hour

Level Of Service Computation Report

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

Intersection #2 Lakeview Avenue / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.739
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:	Split Phase			Split Phase			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	1	0	1	1	0	1	0	2	1	0	1

Volume Module:

Base Vol:	229	557	393	184	243	144	170	1410	121	181	1042	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	557	393	184	243	144	170	1410	121	181	1042	81
Added Vol:	0	0	6	1	0	0	0	11	0	3	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	557	399	185	243	144	170	1421	121	184	1048	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	557	399	185	243	144	170	1421	121	184	1048	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	557	399	185	243	144	170	1421	121	184	1048	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	229	557	399	185	243	144	170	1421	121	184	1048	81
OvlAdjVol:	215											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.24	0.76	1.00	2.76	0.24	1.00	2.78	0.22
Final Sat.:	1700	3400	1700	1700	2113	1287	1700	4700	400	1700	4734	366

Capacity Analysis Module:

Vol/Sat:	0.13	0.16	0.23	0.11	0.12	0.11	0.10	0.30	0.30	0.11	0.22	0.22
OvlAdjV/S:	0.13											
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
 Horizon Year (2035) With Project Conditions (Esperanza Alt 2)
 PM Peak Hour - With Committed Improvements

Level Of Service Computation Report

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

Intersection #2 Lakeview Avenue / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.702

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 37 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	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	1	0	1	1	0	2	0	2	1	0	2

Volume Module:

Base Vol:	229	557	393	184	243	144	170	1410	121	181	1042	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	557	393	184	243	144	170	1410	121	181	1042	81
Added Vol:	0	0	6	1	0	0	0	11	0	3	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	557	399	185	243	144	170	1421	121	184	1048	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	557	399	185	243	144	170	1421	121	184	1048	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	557	399	185	243	144	170	1421	121	184	1048	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	229	557	399	185	243	144	170	1421	121	184	1048	81
OvlAdjVol:	307											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.24	0.76	2.00	2.76	0.24	2.00	2.78	0.22
Final Sat.:	1700	3400	1700	1700	2113	1287	3400	4700	400	3400	4734	366

Capacity Analysis Module:

Vol/Sat:	0.13	0.16	0.23	0.11	0.12	0.11	0.05	0.30	0.30	0.05	0.22	0.22
OvlAdjV/S:	0.18											
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
 Horizon Year (2035) With Project Conditions (Esperanza Alt 2)
 PM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Kellogg Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.743
 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:	Split Phase			Split Phase			Permitted			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	0	0	0	0	0	0	2	1	0	2
	0	0	1	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	66	0	441	0	0	0	0	1501	79	267	1007	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:	66	0	441	0	0	0	0	1501	79	267	1007	0
Added Vol:	0	0	2	0	0	0	0	17	0	1	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	0	443	0	0	0	0	1518	79	268	1017	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	0	443	0	0	0	0	1518	79	268	1017	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	0	443	0	0	0	0	1518	79	268	1017	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	0	443	0	0	0	0	1518	79	268	1017	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.85	0.15	2.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4563	237	3200	4800	0

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.28	0.00	0.00	0.00	0.00	0.33	0.33	0.08	0.21	0.00
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) With Project Conditions (Esperanza Alt 2)
PM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Kellogg Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.703

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 37 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			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	0	0	0	0	0	0	2	1	0	2
	0	0	1	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	66	0	441	0	0	0	0	1501	79	267	1007	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:	66	0	441	0	0	0	0	1501	79	267	1007	0
Added Vol:	0	0	2	0	0	0	0	17	0	1	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	0	443	0	0	0	0	1518	79	268	1017	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	0	443	0	0	0	0	1518	79	268	1017	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	0	443	0	0	0	0	1518	79	268	1017	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	0	443	0	0	0	0	1518	79	268	1017	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.85	0.15	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4848	252	3400	5100	0

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.26	0.00	0.00	0.00	0.00	0.31	0.31	0.08	0.20	0.00
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) With Project Conditions (Esperanza Alt 2)
PM Peak Hour

Level Of Service Computation Report

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

Intersection #4 Fairmont Boulevard / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 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			Ovl			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	2	0	1	1	0	2	1	0	3	0	1	1	0

Volume Module:

Base Vol:	216	157	84	145	188	263	582	1047	327	51	701	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	216	157	84	145	188	263	582	1047	327	51	701	81
Added Vol:	0	0	6	3	0	0	0	19	0	3	11	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	216	157	90	148	188	263	582	1066	327	54	712	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	216	157	90	148	188	263	582	1066	327	54	712	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	157	90	148	188	263	582	1066	327	54	712	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	216	157	90	148	188	263	582	1066	327	54	712	83
OvlAdjVol:	0						219					

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.27	0.73	1.00	1.00	2.00	1.00	3.00	1.00	1.00	2.69	0.31
Final Sat.:	3400	2161	1239	1700	1700	3400	1700	5100	1700	1700	4568	532

Capacity Analysis Module:

Vol/Sat:	0.06	0.07	0.07	0.09	0.11	0.08	0.34	0.21	0.19	0.03	0.16	0.16
OvlAdjV/S:	0.00						0.13					
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) With Project Conditions (Esperanza Alt 2)
PM Peak Hour

Level Of Service Computation Report

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

Intersection #5 Village Center Drive / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.619

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:	1	0	2	0	1	1	0	1	0	2	0	1

Volume Module:

Base Vol:	36	252	115	449	304	93	170	927	94	134	590	221
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:	36	252	115	449	304	93	170	927	94	134	590	221
Added Vol:	0	0	6	2	0	0	0	30	0	3	17	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	252	121	451	304	93	170	957	94	137	607	222
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:	36	252	121	451	304	93	170	957	94	137	607	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	252	121	451	304	93	170	957	94	137	607	222
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:	36	252	121	451	304	93	170	957	94	137	607	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:	1.00	2.00	1.00	2.00	1.53	0.47	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	3400	2604	796	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.07	0.07	0.13	0.12	0.12	0.10	0.28	0.06	0.08	0.18	0.13
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) With Project Conditions (Esperanza Alt 2)
PM Peak Hour

Level Of Service Computation Report

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

Intersection #6 Paseo del La Palomas / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625

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:	Split Phase			Split Phase			Permitted			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0

Volume Module:

Base Vol:	64	0	151	0	0	0	0	1297	77	150	1121	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:	64	0	151	0	0	0	0	1297	77	150	1121	0
Added Vol:	0	0	6	0	0	0	0	37	0	3	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	0	157	0	0	0	0	1334	77	153	1142	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	0	157	0	0	0	0	1334	77	153	1142	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	0	157	0	0	0	0	1334	77	153	1142	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	0	157	0	0	0	0	1334	77	153	1142	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	1700	3400	0

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.09	0.00	0.00	0.00	0.00	0.39	0.05	0.09	0.34	0.00
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
 Horizon Year (2035) With Project Conditions (Esperanza Alt 2)
 PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 San Antonio Road / Aspen Way

Cycle (sec): 0 Critical Vol./Cap.(X): 0.491
 Loss Time (sec): 0 Average Delay (sec/veh): 11.4
 Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	0	0	0	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	102	258	0	135	0	0	0	0	148	0	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	102	258	0	135	0	0	0	0	148	0	9
Added Vol:	0	0	11	0	0	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	102	269	0	135	0	0	0	0	154	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	0	139	365	0	183	0	0	0	0	209	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	139	365	0	183	0	0	0	0	209	0	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	139	365	0	183	0	0	0	0	209	0	12

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	648	745	0	628	0	0	0	0	529	0	635

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	xxxx	0.21	0.49	xxxx	0.29	xxxx	xxxx	xxxx	xxxx	0.40	xxxx	0.02
Crit Moves:	****			****			****			****		
Delay/Veh:	0.0	9.6	11.7	0.0	10.7	0.0	0.0	0.0	0.0	13.1	0.0	8.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.6	11.7	0.0	10.7	0.0	0.0	0.0	0.0	13.1	0.0	8.1
LOS by Move:	*	A	B	*	B	*	*	*	*	B	*	A
ApproachDel:	11.1			10.7			xxxxxx			12.8		
Delay Adj:	1.00			1.00			xxxxxx			1.00		
ApprAdjDel:	11.1			10.7			xxxxxx			12.8		
LOS by Appr:	B			B			*			B		
AllWayAvgQ:	0.0	0.3	0.9	0.4	0.4	0.4	0.0	0.0	0.0	0.6	0.0	0.0

Note: Queue reported is the number of cars per lane.

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
 Horizon Year (2035) With Project Conditions (Esperanza Alt 2)
 PM Peak Hour

Level Of Service Computation Report

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

Intersection #8 San Antonio Road / Yorba linda Boulevard

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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	1	0	2	0	1	0

Volume Module:

Base Vol:	0	0	10	139	0	155	199	1384	10	0	1160	175
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	0	10	139	0	155	199	1384	10	0	1160	175
Added Vol:	0	0	0	4	0	2	4	39	0	0	22	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	143	0	157	203	1423	10	0	1182	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	143	0	157	203	1423	10	0	1182	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	143	0	157	203	1423	10	0	1182	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	143	0	157	203	1423	10	0	1182	182

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	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	1700	1700	0	1700	1700	3400	1700	0	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.01	0.08	0.00	0.09	0.12	0.42	0.01	0.00	0.35	0.11
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
Horizon Year (2035) With Project Conditions (Esperanza Alt 2)
PM Peak Hour

Level Of Service Computation Report

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

Intersection #9 Yorba Ranch Road / Yorba Linda Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606

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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	0	1	1

Volume Module:

Base Vol:	110	6	51	3	8	5	24	1494	117	52	1314	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	6	51	3	8	5	24	1494	117	52	1314	18
Added Vol:	1	0	1	0	0	0	0	42	0	1	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	6	52	3	8	5	24	1536	117	53	1342	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	6	52	3	8	5	24	1536	117	53	1342	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	6	52	3	8	5	24	1536	117	53	1342	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	6	52	3	8	5	24	1536	117	53	1342	18

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.62	0.38	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1046	654	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.07	0.00	0.03	0.00	0.01	0.01	0.01	0.45	0.07	0.03	0.39	0.01
Crit Moves:	****			****			****			****		

CIELO VISTA (TTM No. 17341) TIA (JN 07146)
 Horizon Year (2035) With Project Conditions (Esperanza Alt 2)
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Street "A" / Via del Agua

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: A[8.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	0	1	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	55	0	0	33	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	0	0	0	0	0	0	55	0	0	33	0
Added Vol:	0	0	0	0	0	35	61	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	35	61	55	0	0	33	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	0	0	0	0	44	76	69	0	0	41	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	44	76	69	0	0	41	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	41	41	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1036	1581	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1036	1581	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.6	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx	8.6					xxxxxx	xxxxxx				
ApproachLOS:	*	A					*	*				

Note: Queue reported is the number of cars per lane.

 CIELO VISTA (TTM No. 17341) TIA (JN 07146)
 Horizon Year (2035) With Project Conditions (Esperanza Alt 2) WITH IMPROVEMENTS
 PM Peak Hour

Level Of Service Computation Report

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

Intersection #11 Yorba Linda Boulevard / Via del Agua

Cycle (sec): 100 Critical Vol./Cap.(X): 0.564

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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	0	1	0	2	0

Volume Module:

Base Vol:	0	0	0	24	0	49	56	1491	0	0	1335	40
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	0	0	24	0	49	56	1491	0	0	1335	40
Added Vol:	0	0	0	12	0	23	40	3	0	0	6	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	36	0	72	96	1494	0	0	1341	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	36	0	72	96	1494	0	0	1341	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	36	0	72	96	1494	0	0	1341	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	36	0	72	96	1494	0	0	1341	61

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	0.00	0.00	0.33	0.00	0.67	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	567	0	1133	1700	3400	0	0	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.06	0.44	0.00	0.00	0.39	0.04
Crit Moves:				****			****			****		
