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Agoura Business Center West LLC
Development Agreement
Traffic Impact Analysis

This report contains the traffic impact analysis for the development agreement between the City of Agoura Hills and Agoura Business Center West LLC. The Agoura Business Center North LLC center is owned by a separate corporate entity (but have the same representative). Agoura Business Center North (28721 Canwood Street) was formerly the Agoura Hills Business Park project. Both the "North" and "West" (28631 Canwood Street) projects were granted a CUP (2008 and 2009, respectively), which is set to expire in 2012 (after already being granted the extensions allowed by the Municipal Code). The purpose of the development agreement is to allow for a 10-year time extension for the entitlements, and for Agoura Business Center West LLC/Agoura Business Center North LLC to construct additional Canwood Street roadway improvements in front of their properties and just to the west of the "North" parcel, as well as the City's vacant property (28661 Canwood Street), which is in between the 2 properties, which were not analyzed in the prior MNDs for the 2 properties.

The Agoura Business Center West project consists of 20,661 square feet of specialty retail[1].

The traffic report contains documentation of existing traffic conditions, traffic generated by the project, distribution of the project traffic to roads outside the project, an analysis of Opening Year (2022) traffic conditions without and with the project, and an analysis of Cumulative traffic conditions without and with the project.

Each of these topics is contained in a separate section of the report. The first section is "Findings", and subsequent sections expand upon the findings. In this way, information on any particular aspect of the study can be easily located by the reader. Although this is a technical report, every effort has been made to write the report clearly and concisely. To assist the reader with those terms unique to transportation engineering, a glossary of terms is provided within Appendix A.

[1] The Agoura Business Center West project description is based upon the Derry Avenue/Canwood Street Retail Project Traffic Impact Analysis (Revised) prepared by Kunzman Associates, Inc. (May 18, 2009).

I. Findings

This section summarizes the existing traffic conditions, project traffic impacts, and the proposed mitigation measures.

A. Existing Traffic Conditions

1. The project site is currently vacant and not generating significant traffic.

2. The study area includes the following intersections:

Kanan Road (NS) at:
- Thousand Oaks Boulevard (EW) - #1
- Canwood Street (EW) - #2
- SR-101 Freeway NB Ramps/Canwood Street (EW) - #3
- SR-101 Freeway SB Ramps/Roadside Drive (EW) - #4
- Agoura Road (EW) - #5

Clareton Drive (NS) at:
- Canwood Street (EW) - #6

Agoura Business Center West Driveway (NS) at:
- Canwood Street (EW) - #8

Derry Avenue (NS) at:
- Agoura Business Center West Driveway (EW) - #9
- Canwood Street (EW) - #10

Colodny Drive (NS) at:
- Canwood Street (EW) - #11

Chesebro Road/Canwood Street (NS) at:
- Driver Avenue/Palo Comado Canyon Road (EW) - #12

Palo Comado Canyon Road (NS) at:
- SR-101 Freeway NB Ramps (EW) - #13
- Chesebro Road (EW) - #14

SR-101 Freeway SB Ramps (NS) at:
- Dorothy Drive (EW) - #15

3. The study area intersections currently operate within acceptable Levels of Service during the peak hours for existing traffic conditions, except for the following study area intersections that operate at unacceptable Levels of Service during the evening peak hour (see Table 1):

Kanan Road (NS) at:
SR-101 Freeway NB Ramps/Canwood Street (EW) - #3

Palo Comado Canyon Road (NS) at:
SR-101 Freeway NB Ramps (EW) - #13

4. Based upon discussions with City of Agoura Hills staff, a traffic signal is programmed for installation at the following study area intersection:

Palo Comado Canyon Road (NS) at:
SR-101 Freeway NB Ramps (EW) - #13

B. <u>Traffic Impacts</u>

1. The Agoura Business Center West project consists of 20,661 square feet of specialty retail. The project site will have access to Derry Avenue and Canwood Street.

2. The Agoura Business Center West project is projected to generate approximately 916 daily vehicle trips, 28 of which will occur during the morning peak hour and 56 of which will occur during the evening peak hour.

3. The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for <u>Opening Year (2022) Without Project</u> traffic conditions, except for the following study area intersections that are projected to operate at unacceptable Levels of Service during the evening peak hour (see Table 3):

Kanan Road (NS) at:
SR-101 Freeway NB Ramps/Canwood Street (EW) - #3
SR-101 Freeway SB Ramps/Roadside Drive (EW) - #4

Palo Comado Canyon Road (NS) at:
SR-101 Freeway NB Ramps (EW) - #13

4. The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for <u>Opening Year (2022) With "West" Project</u> traffic conditions, except for the following study area intersections that are projected to operate at unacceptable Levels of Service during the evening peak hour (see Table 4):

Kanan Road (NS) at:
SR-101 Freeway NB Ramps/Canwood Street (EW) - #3
SR-101 Freeway SB Ramps/Roadside Drive (EW) - #4

Clareton Drive (NS) at:
Canwood Street (EW) - #6

Palo Comado Canyon Road (NS) at:
SR-101 Freeway NB Ramps (EW) - #13

5. The project traffic does not significantly impact the study area intersections for Opening Year (2022) traffic conditions, with traffic signal improvements (see Table 5).

6. The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Cumulative Without Project traffic conditions, except for the following study area intersections that are projected to operate at unacceptable Levels of Service during the peak hours (see Table 7):

    Kanan Road (NS) at:
        Thousand Oaks Boulevard (EW) - #1
        Canwood Street (EW) - #2
        SR-101 Freeway NB Ramps/Canwood Street (EW) - #3
        SR-101 Freeway SB Ramps/Roadside Drive (EW) - #4

    Clareton Drive (NS) at:
        Canwood Street (EW) - #6

    Palo Comado Canyon Road (NS) at:
        SR-101 Freeway NB Ramps (EW) - #13

    SR-101 Freeway SB Ramps (NS) at:
        Dorothy Drive (EW) - #15

7. The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Cumulative With "West" Project traffic conditions, except for the following study area intersections that are projected to operate at unacceptable Levels of Service during the peak hours (see Table 8):

    Kanan Road (NS) at:
        Thousand Oaks Boulevard (EW) - #1
        Canwood Street (EW) - #2
        SR-101 Freeway NB Ramps/Canwood Street (EW) - #3
        SR-101 Freeway SB Ramps/Roadside Drive (EW) - #4

    Clareton Drive (NS) at:
        Canwood Street (EW) - #6

    Palo Comado Canyon Road (NS) at:
        SR-101 Freeway NB Ramps (EW) - #13

    SR-101 Freeway SB Ramps (NS) at:
        Dorothy Drive (EW) - #15

8. The project traffic does not significantly impact the study area intersections for Cumulative traffic conditions, with traffic signal improvements (see Table 9).

C. Recommendations

The following measures are recommended traffic conditions for the project:

1. Site-specific circulation and access recommendations are depicted on Figure 28.

2. The Agoura Business Center West LLC/Agoura Business Center North LLC shall construct additional Canwood Street roadway improvements in front of their properties and just to the west of the "North" parcel, as well as the City's vacant property (28661 Canwood Street), which is in between the two properties (see Appendix D).

3. Sufficient on-site parking shall be provided to meet City of Agoura Hills parking code requirements.

4. Sight distance at the project access should be reviewed with respect to California Department of Transportation/City of Agoura Hills standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.

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

6. As is the case for any roadway design, the City of Agoura Hills should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.

II. Congestion Management Program Methodology

This section discusses the County Congestion Management Program. The purpose, prescribed methodology, and definition of a significant traffic impact are discussed.

A. County Congestion Management Program

The Congestion Management Program is a result of Proposition 111 which was a statewide initiative approved by the voters in June 1990. The proposition allowed for a nine cent per gallon state gasoline tax increase over a five-year period.

Proposition 111 explicitly stated that the new gas tax revenues were to be used to fix existing traffic problems and was not to be used to promote future development. For a city to get its share of the Proposition 111 gas tax, it has to follow certain procedures specified by the State Legislature. The legislation requires that a Traffic Impact Analysis be prepared for new development. The traffic impact analysis is prepared to monitor and fix traffic problems caused by new development.

The Legislature requires that adjacent jurisdictions use a standard methodology for conducting a traffic impact analysis. To assure that adjacent jurisdictions use a standard methodology in preparing traffic impact analyses, one common procedure is that all cities within a county, and the county agency itself, adopt and use one standard methodology for conducting traffic impact analyses.

Although each county has developed standards for preparing traffic impact analyses, traffic impact analysis requirements do vary in detail from one county to another, but not in overall intent or concept. The general approach selected by each county for conducting traffic impact analyses has common elements.

The general approach for conducting a traffic impact analysis is that existing weekday peak hour traffic is counted and the percent of roadway capacity currently used is determined. Then growth in traffic is accounted for and added to existing traffic and the percent of roadway capacity used is again determined. Then the project traffic is added and the percent of roadway capacity used is again determined. If the new project adds traffic to an overcrowded facility, then the new project has to mitigate the traffic impact so that the facility operates at a level that is no worse than before the project traffic was added.

If the project size is below a certain minimum threshold level, then a project does not have to have a traffic impact analysis prepared, once it is shown or agreed that the project is below the minimum threshold. If a project is bigger than the minimum threshold size, then a traffic impact analysis is required.

B. Prescribed Methodology for a Traffic Impact Analysis

The traffic impact analysis must include all monitored intersections to which the project adds traffic above a certain minimum amount. In Los Angeles County, the monitored

intersections are contained in Appendix A of the Congestion Management Program for the County of Los Angeles.

The City of Agoura Hills maintains a LOS C standard on most roadways within the City. A reduced LOS standard of D, E, or F is considered acceptable on the following roadways in the study area:

- Kanan Road, due to heavy existing and projected existing and projected volumes and desire to maintain the existing 4-lane cross-section with sidewalks, bicycle lanes, and landscaped median islands.

- Dorothy Drive between Lewis Road and US-101 ramps, due to the projected volumes and direct access to/from the southbound US-101 ramps.

- Canwood Street east of Kanan Road, due to the heavy projected volumes under future conditions with development under the General Plan. Further widening beyond the prop0sed General Plan improvement (three-lane cross section with a continuous left-turn lane), is not feasible within the available right-of-way.

If a project adds more traffic than the minimum threshold amount to an intersection, then that intersection has to be analyzed for deficiencies.

If the intersection has to be analyzed for deficiencies, then mitigation is required if the existing traffic plus anticipated traffic growth plus project traffic does cause the Intersection Capacity Utilization/Delay to go above a certain point.

In the City of Agoura Hills, a proposed project is considered to result in a significant impact if, prior to mitigation, the proposed project:

i. Degrades operations at a signalized intersection as follows:

Study Intersections		
Pre-Project		Increase in V/C
LOS	V/C	
C	0.71 – 0.80	0.04 or more
D	0.81 – 0.90	0.02 or more
E/F	0.91 or more	0.01 or more

or

ii. Degrades the Level of Service (LOS) at an unsignalized intersection to an unacceptable level of LOS D or worse; or

iii. Increases delay at an unsignalized intersection operating at an unacceptable level by five or more seconds; or

iv. Results in satisfying the most recent California Manual on Uniform Traffic Control Devices (CAMUTCD) peak hour volume warrant or other warrants for traffic signal installation at the intersection; or

v. Increases the volume to capacity (v/c) ratio on a roadway segment operating at an unacceptable level (LOS D, E or F) by 0.05 or more.

In the City of Agoura Hills, the signalized intersection analysis technique used to calculate Intersection Capacity Utilization is as follows. Lane capacity is 1,600 vehicles per lane per hour for all through and turn lanes and 2,880 total for dual turn lanes. A total yellow clearance time of 0.05 is added.

The technique used to assess the operation of a signalized intersection is known as Intersection Capacity Utilization, as described in Appendix C. To calculate an Intersection Capacity Utilization value, the volume of traffic using the intersection is compared with the capacity of the intersection. The Intersection Capacity Utilization represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The technique used to assess the capacity needs of an unsignalized intersection is known as the Intersection Delay Method (see Appendix C). To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

Project traffic is generated using rates and procedures contained in the Institute of Transportation Engineers, Trip Generation, 8th Edition, 2008. The project traffic distribution is provided by the reviewing agency or is agreed to in advance of the traffic impact analysis being prepared. The traffic impact analysis has to be prepared by a licensed Traffic Engineer.

This traffic analysis has been prepared in accordance with the traffic impact analysis requirements except as noted. The traffic impact analysis not only examined the Congestion Management Program system of roads and intersections, but also other roads and intersections.

The project-generated traffic was added to intersections, and a full intersection analysis was conducted, even when the project added traffic failed to meet the minimum thresholds that require an intersection analysis.

C. Mitigation Measures

If a project is large enough to require that a traffic impact analysis be prepared, and if the project adds traffic to an intersection above a minimum threshold, and if the intersection is operating at above an acceptable level of operation, then the project must mitigate its traffic impact.

Traffic mitigation can be in many forms including adding lanes. Lanes can sometimes be obtained through restriping or elimination of parking, and sometimes require spot roadway widening.

III. Project Description

This section discusses each of the project's location and proposed development. Figure 1 shows the project location map. Figure 2 illustrates the site plan.

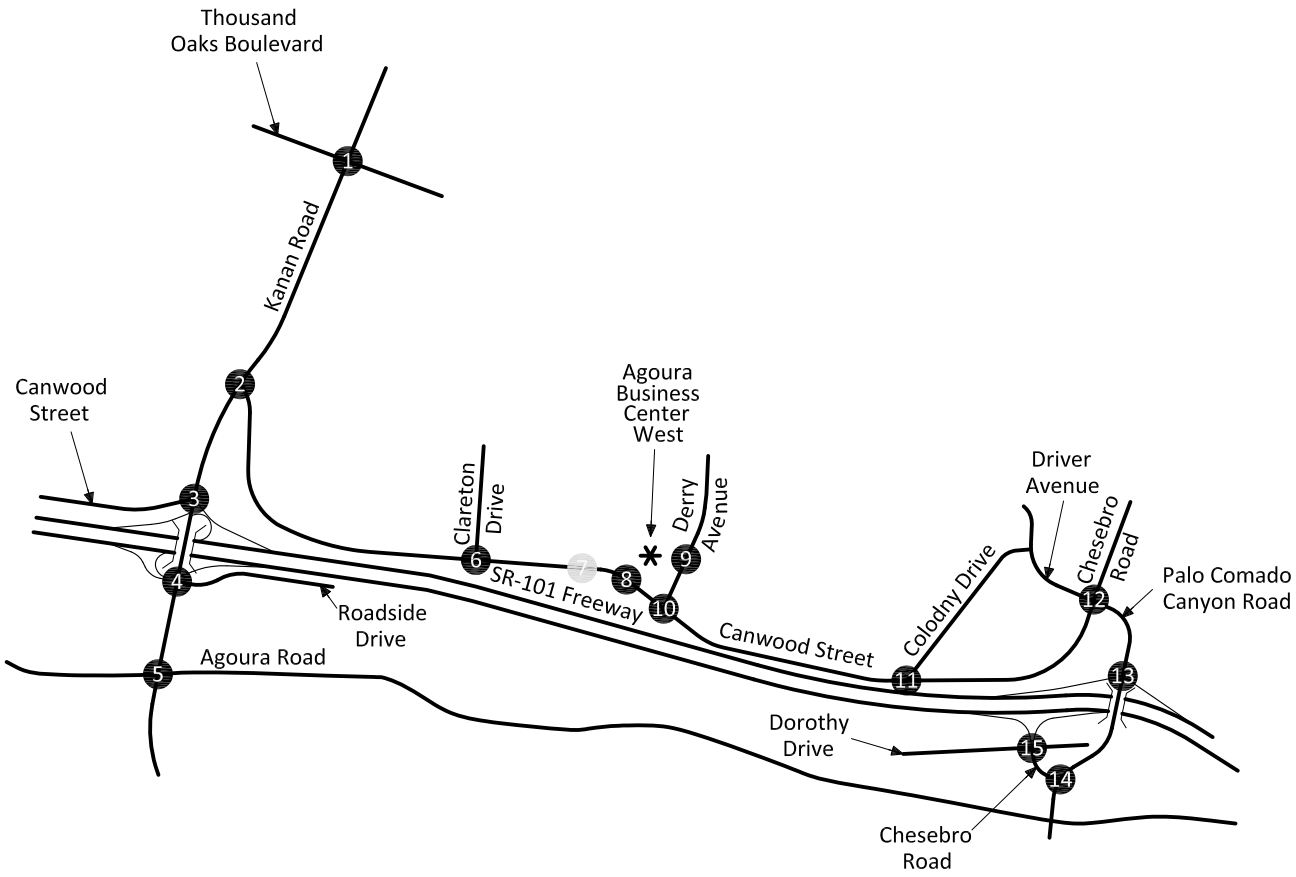
A. Development Description

This report contains the traffic impact analysis for the development agreement between the City of Agoura Hills and Agoura Business Center North LLC. The Agoura Business Center West LLC center is owned by a separate corporate entity (but have the same representative). Agoura Business Center North (28721 Canwood Street) was formerly the Agoura Hills Business Park project. Both the "North" and "West" (28631 Canwood Street) projects were granted a CUP (2008 and 2009, respectively), which is set to expire in 2012 (after already being granted the extensions allowed by the Municipal Code). The purpose of the development agreement is to allow for a 10-year time extension for the entitlements, and for Agoura Business Center West LLC/Agoura Business Center North LLC to construct additional Canwood Street roadway improvements in front of their properties and just to the west of the "North" parcel, as well as the City's vacant property (28661 Canwood Street), which is in between the 2 properties, which were not analyzed in the prior MNDs for the 2 properties.

B. Proposed Development

The Agoura Business Center West project consists of 20,661 square feet of specialty retail. The project site will have access to Derry Avenue and Canwood Street.

Figure 1
Project Location Map



Legend

1 = Intersection Reference Number

Note: Intersection 7 is for Agoura Business Center North Project

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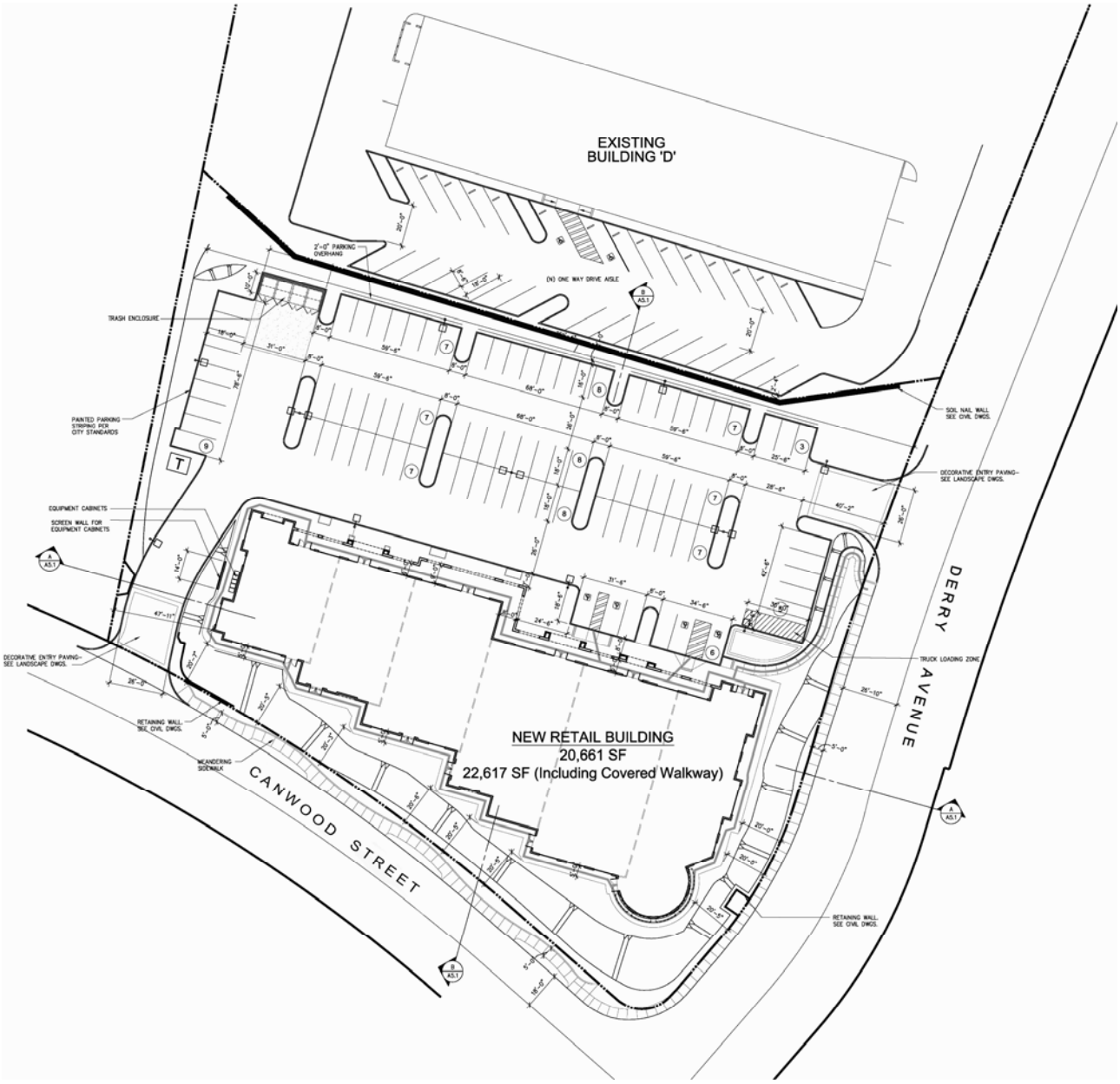
Figure 2
"West" Project Site Plan



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IV. Existing Traffic Conditions

The traffic conditions as they exist today are discussed below and illustrated on Figures 3 to 6.

A. Surrounding Street System

Study area roadways that will be utilized by the development include Thousand Oaks Boulevard, Driver Avenue, Canwood Street, Roadside Drive, Agoura Road, Kanan Road, Clareton Drive, Derry Avenue, Colodny Drive, Chesebro Road, and Palo Comado Canyon Road.

Thousand Oaks Boulevard: This east-west roadway currently is four lanes divided in the study area. It is classified as an Arterial on the City of Agoura Hills General Plan Circulation Element. Thousand Oaks Boulevard currently carries approximately 11,800 to 14,500 vehicles per day in the study area.

Driver Avenue: This east-west roadway currently is two lanes undivided in the study area. It is classified as a Collector on the City of Agoura Hills General Plan Circulation Element. Driver Avenue currently carries approximately 6,700 vehicles per day in the study area.

Canwood Street: This east-west roadway currently is two lanes undivided to three lanes divided in the study area. It is classified as an Arterial on the City of Agoura Hills General Plan Circulation Element. Canwood Street currently carries approximately 4,700 to 9,000 vehicles per day in the study area.

Roadside Drive: This east-west roadway currently is two lanes undivided in the study area. It is not classified on the City of Agoura Hills General Plan Circulation Element. Roadside Drive currently carries approximately 6,500 vehicles per day in the study area.

Agoura Road: This east-west roadway currently is two lanes undivided in the study area. It is classified as an Arterial on the City of Agoura Hills General Plan Circulation Element. Agoura Road currently carries approximately 6,800 to 7,900 vehicles per day in the study area.

Kanan Road: This north-south roadway currently is four lanes divided to five lanes divided in the study area. It is classified as an Arterial on the City of Agoura Hills General Plan Circulation Element. Kanan Road currently carries approximately 14,400 to 38,600 vehicles per day in the study area.

Clareton Drive: This north-south roadway currently is two lanes undivided in the study area. It is not classified on the City of Agoura Hills General Plan Circulation Element. Clareton Drive currently carries approximately 6,300 vehicles per day in the study area.

Derry Avenue: This north-south roadway currently is two lanes undivided in the study area. It is not classified on the City of Agoura Hills General Plan Circulation Element. Derry Avenue currently carries approximately 4,600 vehicles per day in the study area.

Colodny Drive: This north-south roadway currently is two lanes undivided in the study area. It is not classified on the City of Agoura Hills General Plan Circulation Element. Colodny Drive currently carries approximately 1,000 vehicles per day in the study area.

Chesebro Road: This north-south roadway currently is two lanes undivided in the study area. It is classified as an Arterial on the City of Agoura Hills General Plan Circulation Element. Chesebro Road currently carries approximately 1,200 to 7,000 vehicles per day in the study area.

Palo Comado Canyon Road: This north-south roadway currently is two lanes undivided in the study area. It is classified as an Arterial on the City of Agoura Hills General Plan Circulation Element. Palo Comado Canyon Road currently carries approximately 11,300 to 12,300 vehicles per day in the study area.

B. Existing Travel Lanes and Intersection Controls

Figure 3 identifies the existing roadway conditions for study area roadways. The number of through lanes for existing roadways and the existing intersection controls are identified.

C. Existing Average Daily Traffic Volumes

Figure 4 depicts the existing average daily traffic volumes. The existing average daily traffic volumes have been obtained from the 2011 Traffic Volumes on California State Highways by the California Department of Transportation and factored[1] to Year 2012 from Year 2007 peak hour counts using the following formula for each intersection leg:

PM Peak Hour (Approach Volume + Exit Volume) x 10 = Leg Volume.

D. Existing Levels of Service

The technique used to assess the operation of a signalized intersection is known as Intersection Capacity Utilization, as described in Appendix C. To calculate an Intersection Capacity Utilization value, the volume of traffic using the intersection is compared with the capacity of the intersection. The Intersection Capacity Utilization represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The technique used to assess the capacity needs of an unsignalized intersection is known as the Intersection Delay Method (see Appendix C). To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

The Intersection Capacity Utilization/Delay for the existing traffic conditions have been calculated and are shown in Table 1. Existing Intersection Capacity Utilization/Delay are based upon manual morning and evening peak hour intersection turning movement counts

[1] To account for areawide growth on roadways, existing traffic volumes have been calculated based on a 0.75 percent annual growth rate. The areawide growth rate has been obtained from previous traffic studies conducted in the City of Agoura Hills.

factored[1] to Year 2012 from Year 2007 peak hour counts (see Figures 5 and 6). Traffic count worksheets are provided in Appendix B.

There are two peak hours in a weekday. The morning peak hour is between 7:00 AM and 9:00 AM, and the evening peak hour is between 4:00 PM and 6:00 PM. The actual peak hour within the two-hour interval is the four consecutive 15-minute periods with the highest total volume when all movements are added together. Thus, the evening peak hour at one intersection may be 4:45 PM to 5:45 PM if those four consecutive 15-minute periods have the highest combined volume.

The study area intersections currently operate within acceptable Levels of Service during the peak hours for existing traffic conditions, except for the following study area intersections that operate at unacceptable Levels of Service during the evening peak hour (see Table 1).

Kanan Road (NS) at:
SR-101 Freeway NB Ramps/Canwood Street (EW) - #3

Palo Comado Canyon Road (NS) at:
SR-101 Freeway NB Ramps (EW) - #13

Existing Intersection Capacity Utilization/Delay worksheets are provided in Appendix C.

E. Existing Traffic Signal Warrant Analysis

Based upon discussions with City of Agoura Hills staff, a traffic signal is programmed for installation at the following study area intersection:

Palo Comado Canyon Road (NS) at:
SR-101 Freeway NB Ramps (EW) - #13

[1] To account for areawide growth on roadways, existing traffic volumes have been calculated based on a 0.75 percent annual growth rate. The areawide growth rate has been obtained from previous traffic studies conducted in the City of Agoura Hills.

Table 1

Existing Levels of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour V/C or Delay[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Kanan Road (NS) at:															
Thousand Oaks Boulevard (EW) - #1	TS	1	2	d	1	2	d	2	2	d	1	2	d	0.725-C	0.732-C
Canwood Street (EW) - #2	TS	0	2	1	2	3	0	0	0	0	2	0	1>	0.523-A	0.706-C
SR-101 Freeway NB Ramps/Canwood Street (EW) - #3	TS	1	2	1>	0	3	1	1	0	1	1.5	0.5	2	0.673-B	0.801-D
SR-101 Freeway SB Ramps/Roadside Drive (EW) - #4	TS	0	2.5	0.5	1	2	1>	1.3	0.4	1.3	1	0	1	0.727-C	0.786-C
Agoura Road (EW) - #5	TS	1	1.5	0.5	1	1	1	1	0.5	0.5	1	1	1	0.686-B	0.640-B
Clareton Drive (NS) at:															
Canwood Street (EW) - #6	CSS	0	0	0	0	1	0	0	1	0	0	1	0	13.4-B	19.4-C
Derry Avenue (NS) at:															
Canwood Street (EW) - #10	CSS	0	0	0	1	0	d	1	1	0	0	0.5	0.5	11.4-B	12.1-B
Colodny Drive (NS) at:															
Canwood Street (EW) - #11	CSS	0	0	0	0	1	0	1	1	0	0	0.5	0.5	11.2-B	10.4-B
Chesebro Road/Canwood Street (NS) at:															
Driver Avenue/Palo Comado Canyon Road (EW) - #12	AWS	0.5	0.5	1	0	1	0	0.5	0.5	d	1	0.5	0.5	10.7-B	15.7-C
Palo Comado Canyon Road (NS) at:															
SR-101 Freeway NB Ramps (EW) - #13	CSS	0.5	0.5	0	0	1	1	0	0	0	1	0	1	17.6-C	99.9-F[4]
Chesebro Road (EW) - #14	CSS	0.5	0.5	0	0	1	1	1	0	d	0	0	0	10.8-B	14.0-B
SR-101 Freeway SB Ramps (NS) at:															
Dorothy Drive (EW) - #15	AWS	0	1	0	0.5	0.5	1	0.5	0.5	d	0	1	0	17.1-C	16.0-C

[1] When a right turn lane 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.

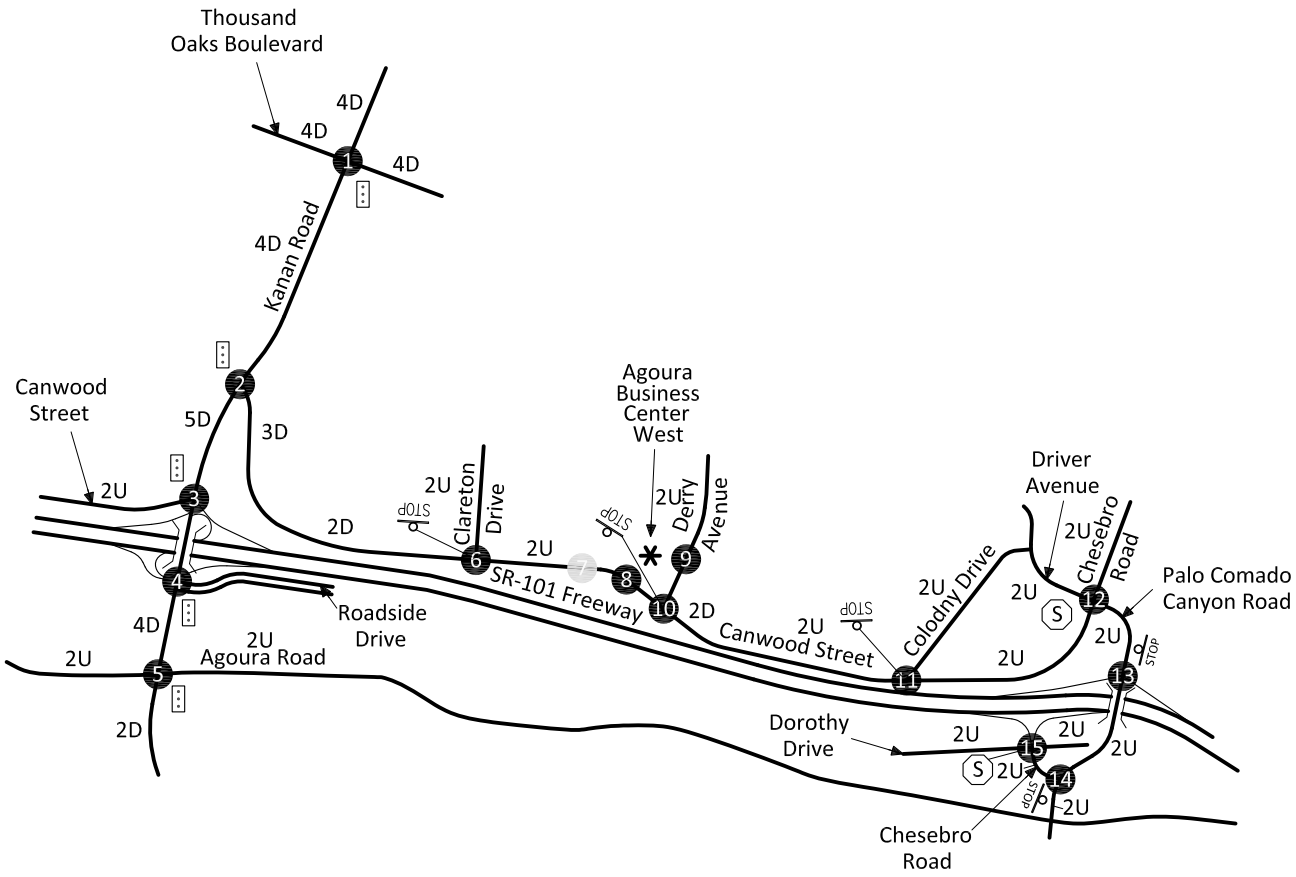
L = Left; T = Through; R = Right; d = Defacto Right Turn; > = Right Turn Overlap

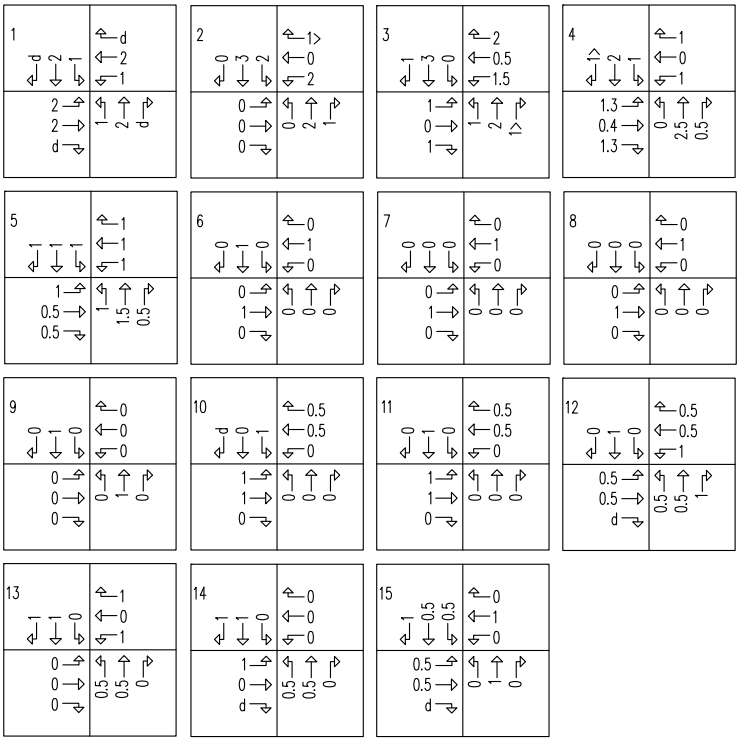
[2] V/C or Delay has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, for intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

Figure 3
Existing Through Travel Lanes and Intersection Controls





Legend

- = Traffic Signal
- S = All Way Stop
- STOP = Stop Sign
- 4 = Through Travel Lanes
- D = Divided
- U = Undivided
- d = Defacto Right Turn
- > = Right Turn Overlap

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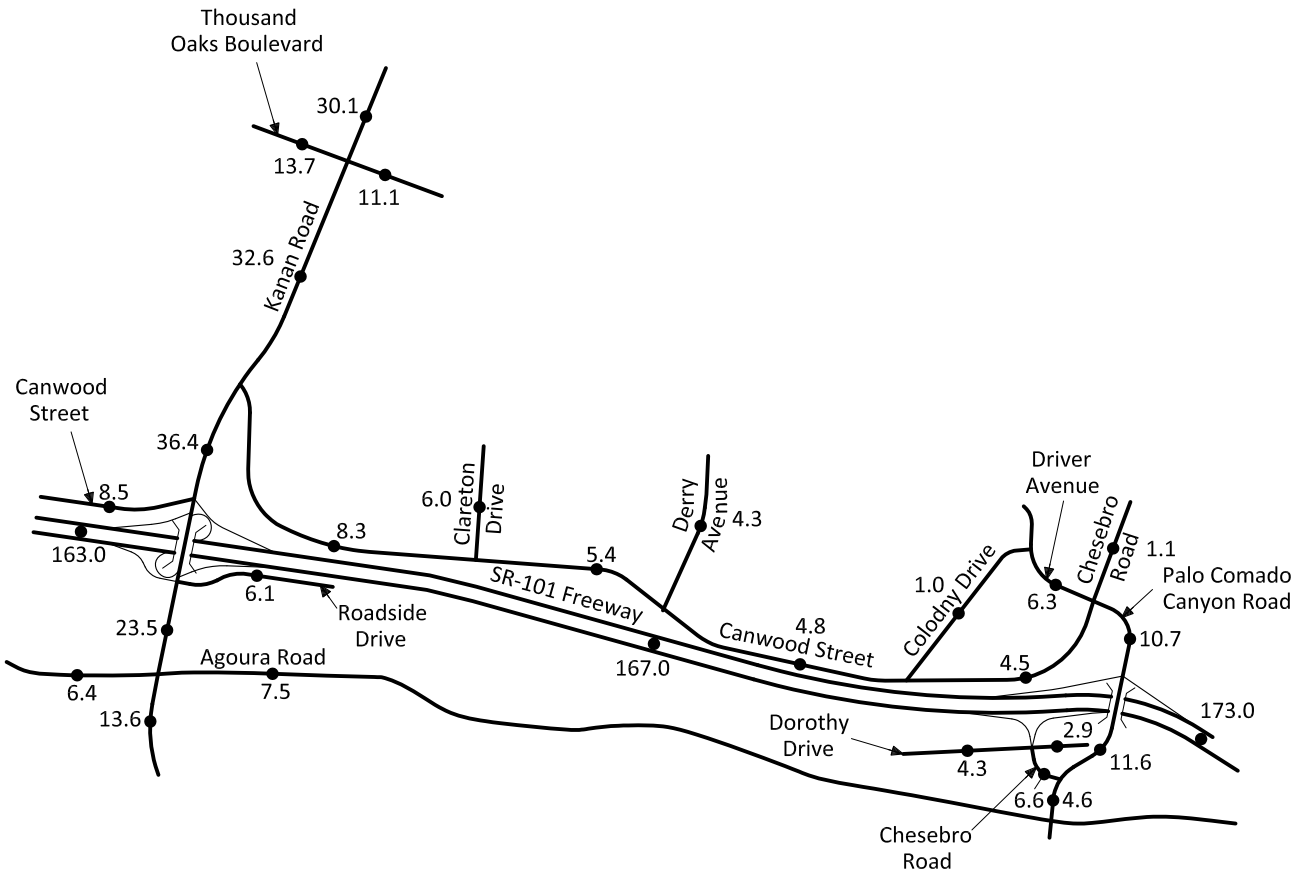
Intersection reference numbers are in upper left corner of turning movement boxes.

Figure 4
Existing Average Daily Traffic Volumes



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13.6 = Vehicles Per Day (1,000's)

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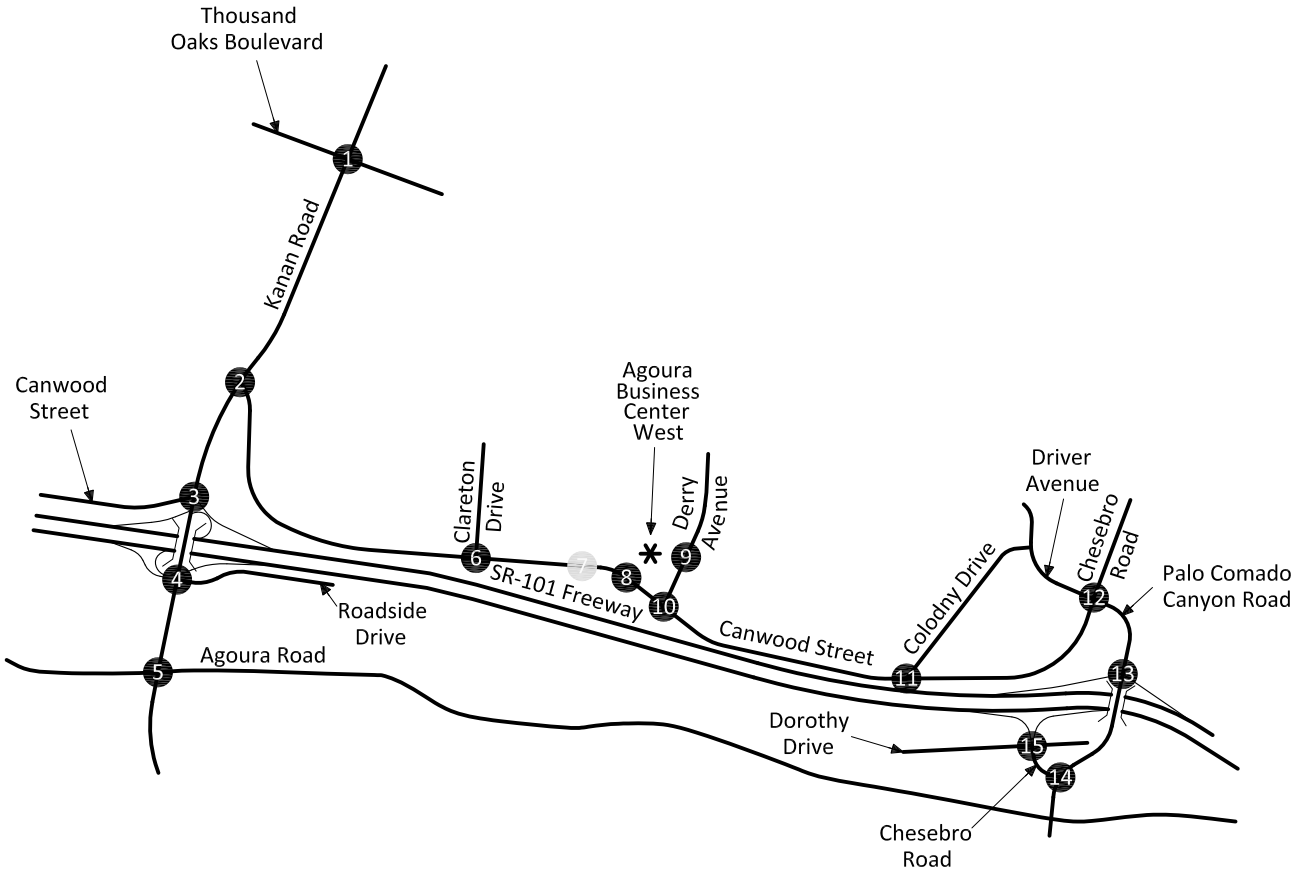
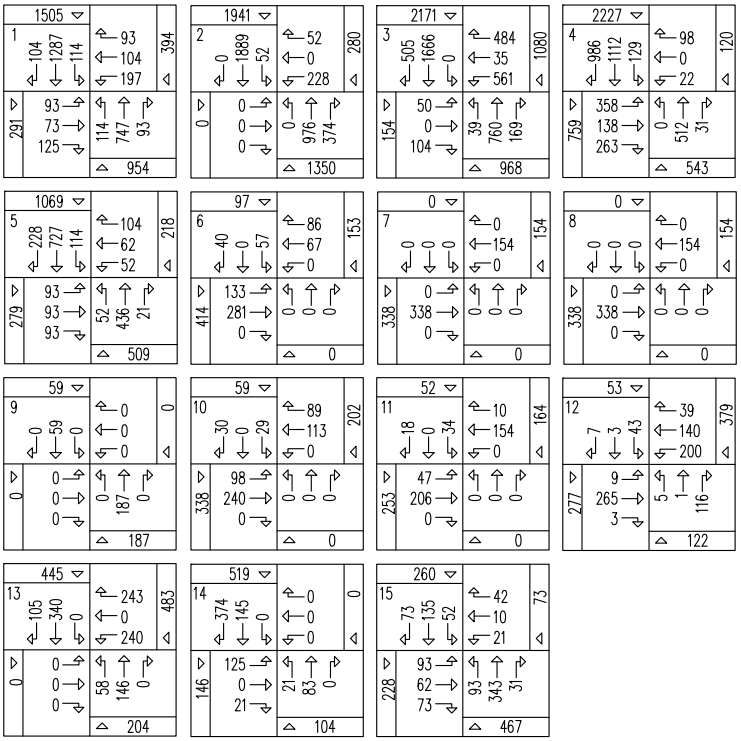
Figure 5
Existing Morning Peak Hour Intersection Turning Movement Volumes





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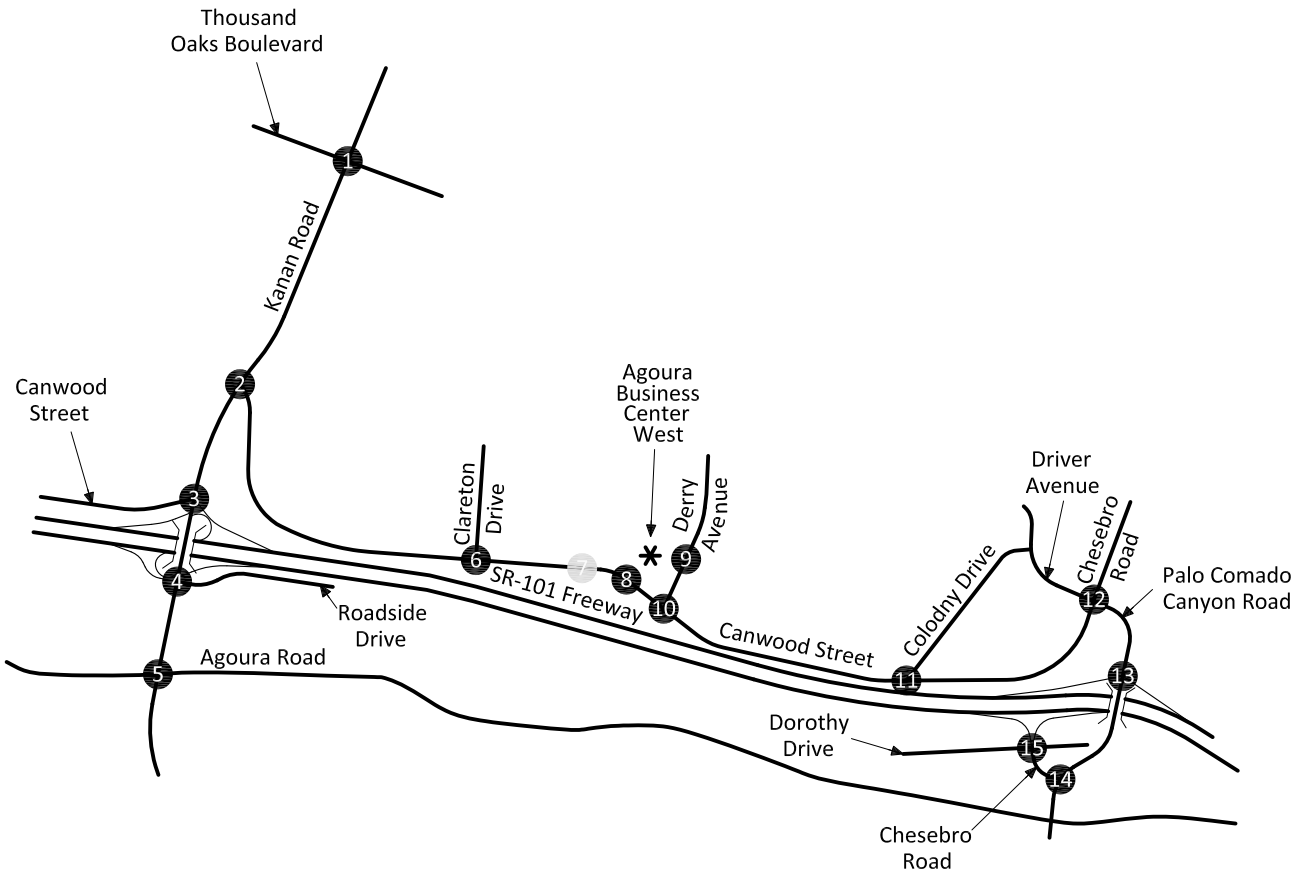
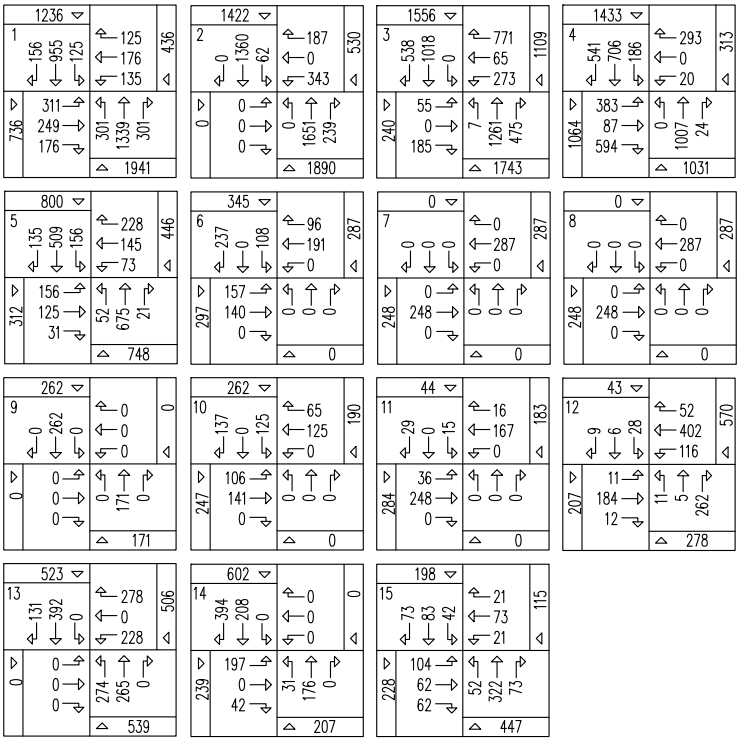
Intersection reference numbers are in upper left corner of turning movement boxes.

Figure 6
Existing Evening Peak Hour Intersection Turning Movement Volumes





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Intersection reference numbers are in upper left corner of turning movement boxes.

V. Project Traffic

The Agoura Business Center West project consists of 20,661 square feet of specialty retail. The project site will have access to Derry Avenue and Canwood Street.

A. Trip Generation

The traffic generated by the project is determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates are predicated on the assumption that energy costs, the availability of roadway capacity, the availability of vehicles to drive, and our life styles remain similar to what we know today. A major change in these variables may affect trip generation rates.

Trip generation rates were determined for daily traffic, morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic for the proposed land use. By multiplying the traffic generation rates by the land use quantity, the traffic volumes are determined. Table 2 exhibits the traffic generation rates and peak hour volumes and project daily traffic volumes. The traffic generation rates are from the Institute of Transportation Engineers, Trip Generation, 8th Edition, 2008.

The Agoura Business Center West project is projected to generate approximately 916 daily vehicle trips, 28 of which will occur during the morning peak hour and 56 of which will occur during the evening peak hour.

B. Trip Distribution

Figures 7 and 8 contain the directional distributions of the "West" project traffic for the proposed land use.

To determine the traffic distributions for the proposed project, peak hour traffic counts of the existing directional distribution of traffic for existing areas in the vicinity of the site, and other additional information on future development and traffic impacts in the area were reviewed.

C. Trip Assignment

Based on the identified traffic generation and distributions, "West" project average daily traffic volumes have been calculated and shown on Figure 9. Morning and evening peak hour intersection turning movement volumes expected from the "West" project are shown on Figures 10 and 11, respectively.

Table 2

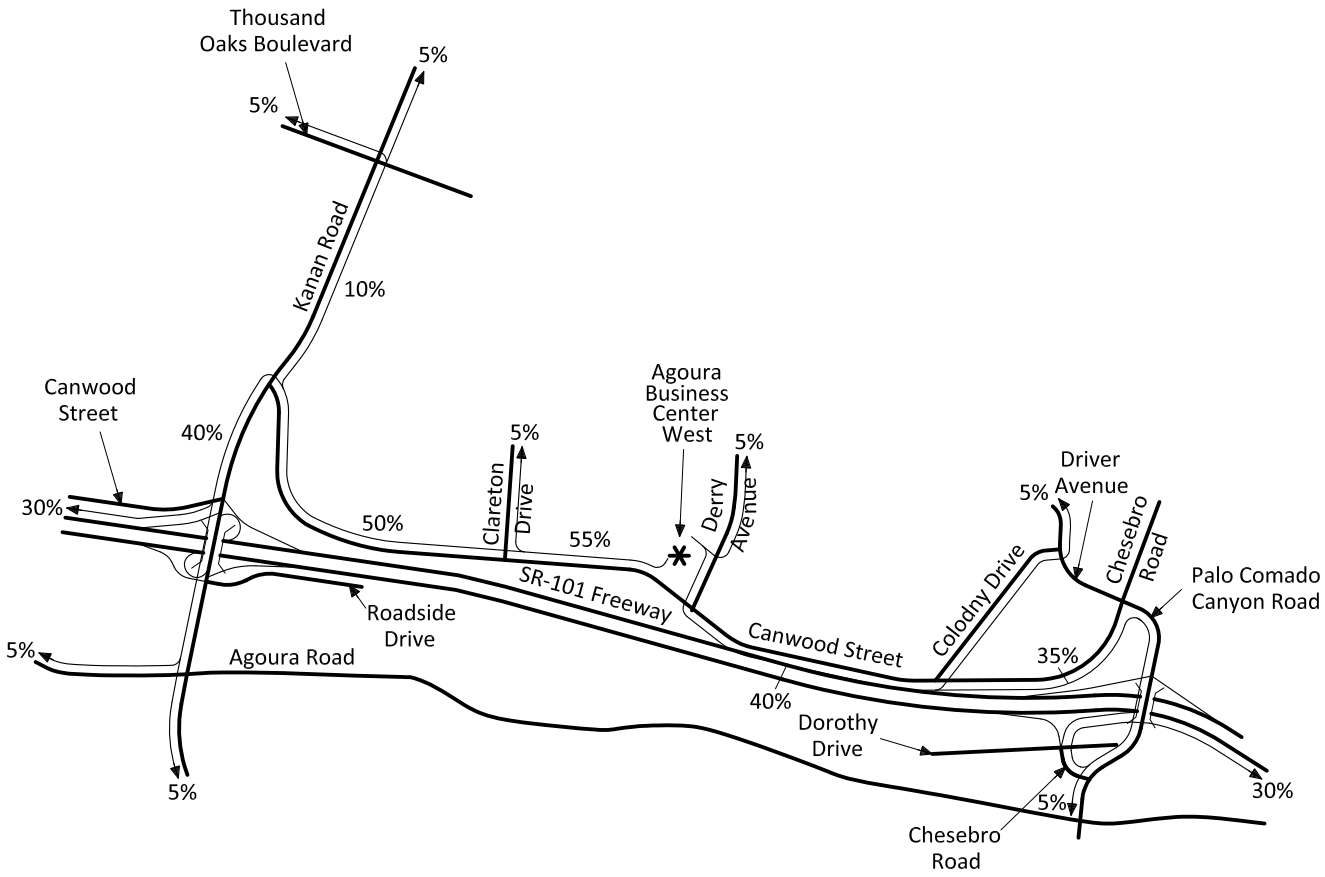
Project Traffic Generation[1]

Project	Land Use	Quantity	Units[2]	Peak Hour						Daily
				Morning			Evening			
				Inbound	Outbound	Total	Inbound	Outbound	Total	
Trip Generation Rates										
Agoura Business Center West	Specialty Retail	20.661	TSF	0.80	0.53	1.33	1.19	1.52	2.71	44.32
Trips Generated										
Agoura Business Center West	Specialty Retail	20.661	TSF	17	11	28	25	31	56	916

[1] Source: Institute of Transportation Engineers, Trip Generation, 8th Edition, 2008, Land Use Category 814.

[2] TSF = Thousand Square Feet

Figure 7
"West" Project Outbound Traffic Distribution



Legend

10% = Percent From Project

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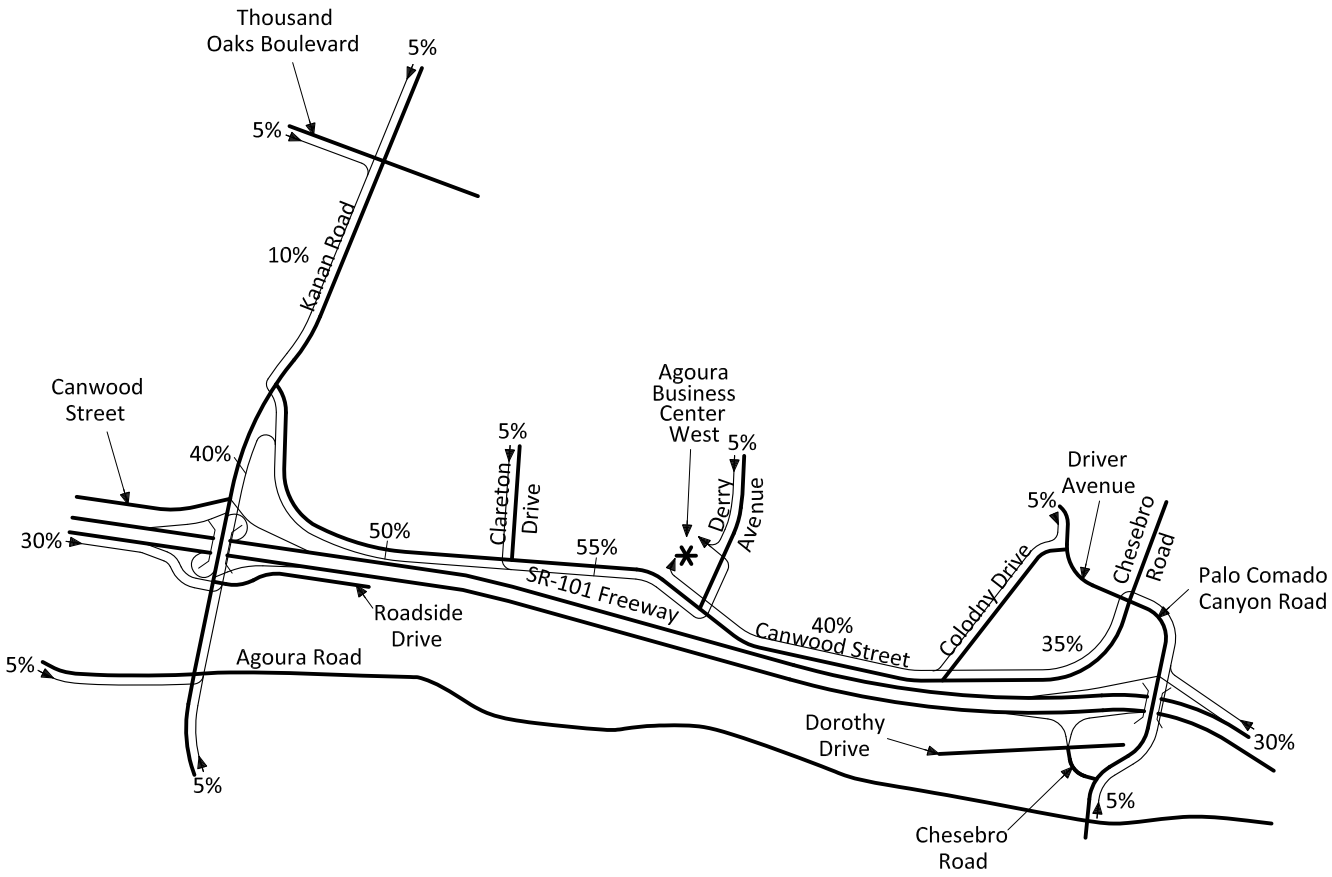
Figure 8
"West" Project Inbound Traffic Distribution



Legend

10% = Percent To Project

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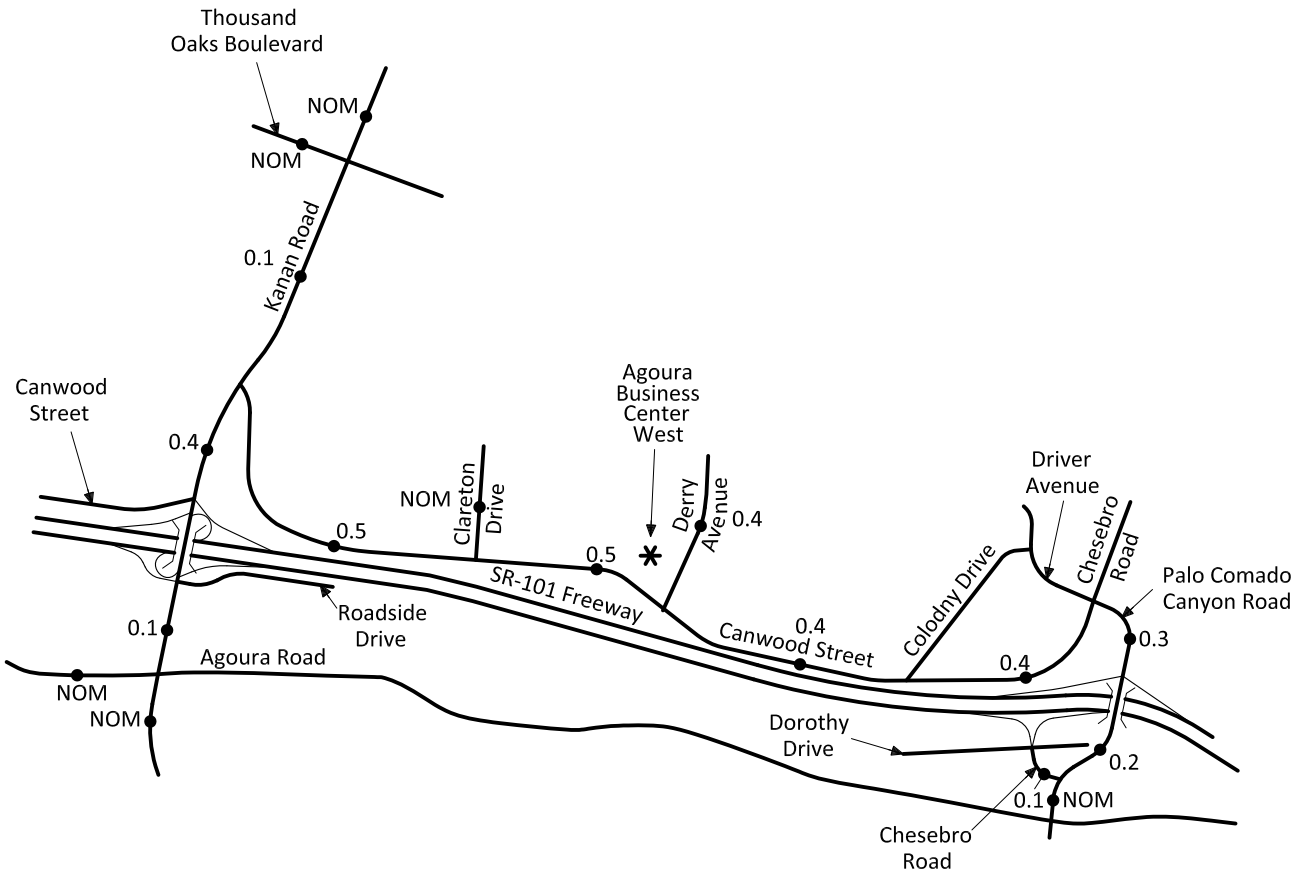
Figure 9
"West" Project Average Daily Traffic Volumes



Legend

0.1 = Vehicles Per Day (1,000's)
NOM = Nominal, Less Than 50 Vehicles Per Day

N

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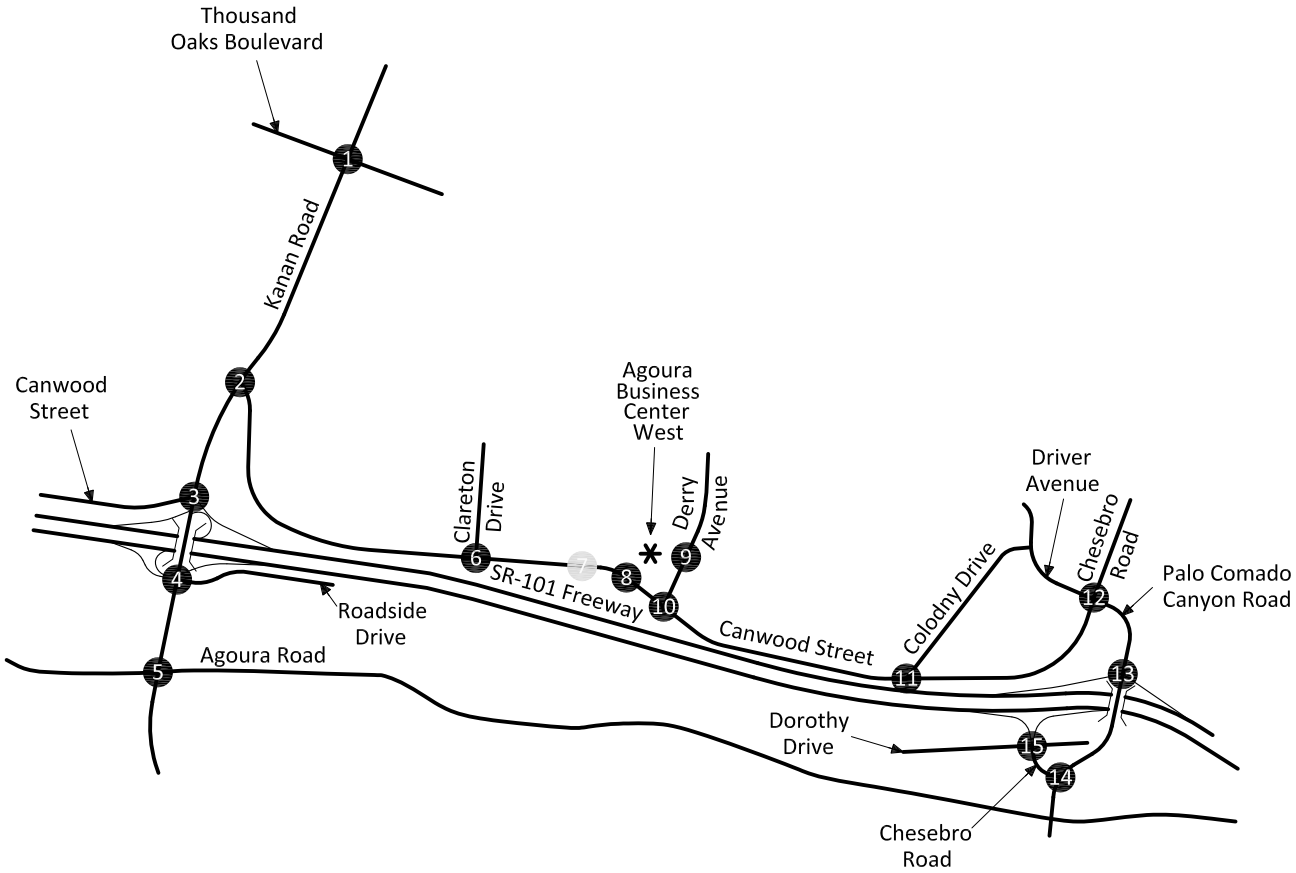
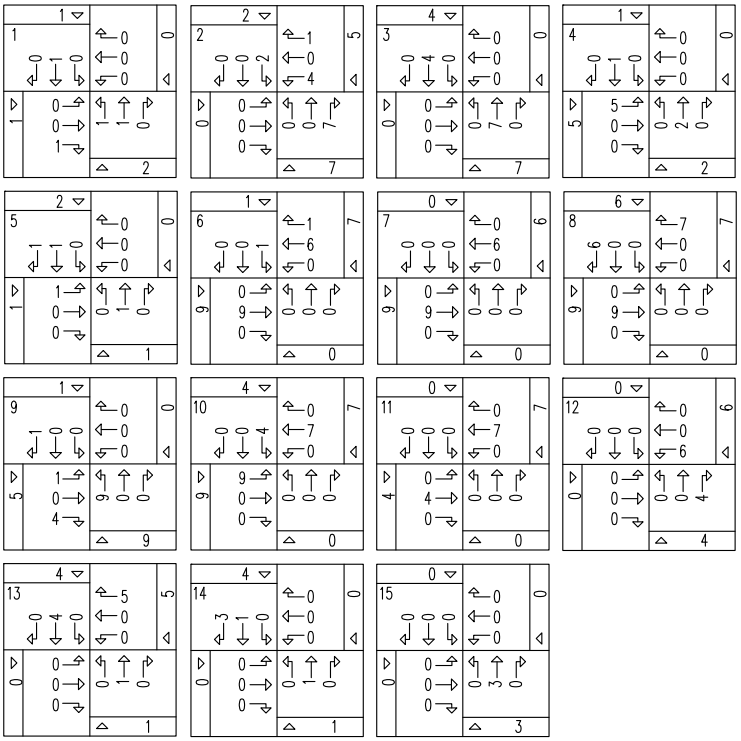
Figure 10
"West" Project Morning Peak Hour Intersection Turning Movement Volumes





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KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

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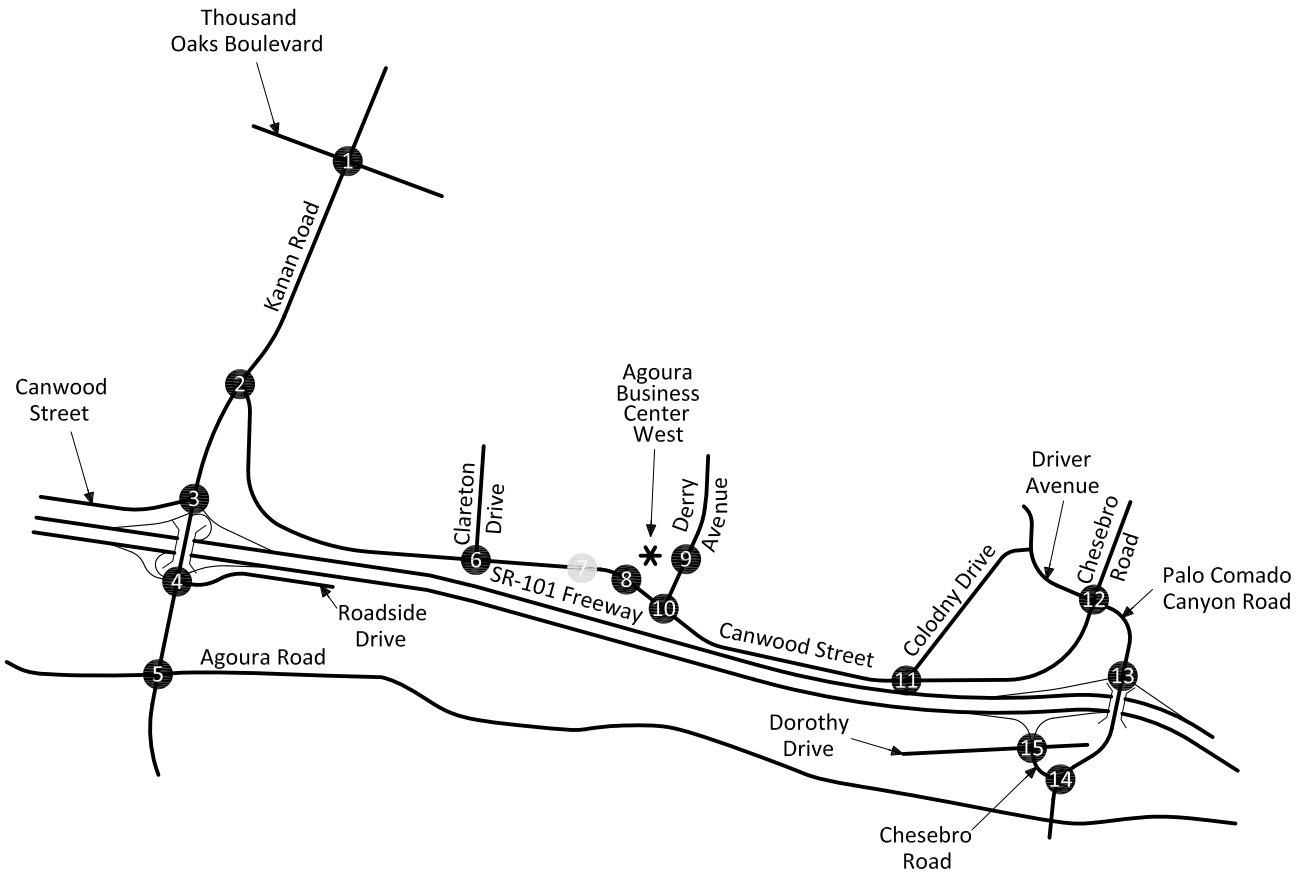
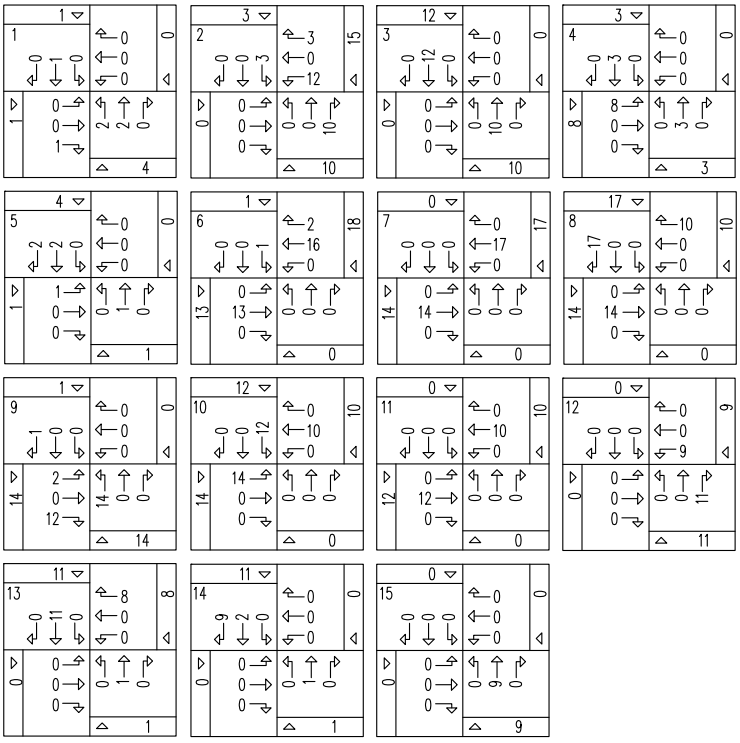
Figure 11
"West" Project Evening Peak Hour Intersection Turning Movement Volumes





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KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

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VI. Opening Year (2022) Traffic Conditions

In this section, Opening Year (2022) traffic conditions without and with the project are discussed. Figures 12 to 17 depict the Opening Year (2022) traffic conditions.

A. Method of Projection

To account for areawide growth on roadways, Opening Year (2022) traffic volumes have been calculated based on a 0.75 percent annual growth rate of existing traffic volumes over a ten (10) year period. The areawide growth rate has been obtained from previous traffic studies conducted in the City of Agoura Hills.

Areawide growth has been added to daily and peak hour traffic volumes on surrounding roadways, in addition to traffic generated by the project.

B. Opening Year (2022) Average Daily Traffic Volumes

Opening Year (2022) Without Project average daily traffic volumes are as illustrated on Figure 12. The Opening Year (2022) With "West" Project average daily traffic volumes are as illustrated on Figure 13.

C. Opening Year (2022) Levels of Service

The technique used to assess the operation of a signalized intersection is known as Intersection Capacity Utilization, as described in Appendix C. To calculate an Intersection Capacity Utilization value, the volume of traffic using the intersection is compared with the capacity of the intersection. The Intersection Capacity Utilization represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The technique used to assess the capacity needs of an unsignalized intersection is known as the Intersection Delay Method (see Appendix C). To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

The Intersection Capacity Utilization/Delay for the Opening Year (2022) Without Project traffic conditions have been calculated and are shown in Table 3. Opening Year (2022) Without Project morning and evening peak hour intersection turning movement volumes are shown on Figures 14 and 15, respectively.

The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Opening Year (2022) Without Project traffic conditions, except for the following study area intersections that are projected to operate at unacceptable Levels of Service during the evening peak hour (see Table 3):

Kanan Road (NS) at:
- SR-101 Freeway NB Ramps/Canwood Street (EW) - #3
- SR-101 Freeway SB Ramps/Roadside Drive (EW) - #4

Palo Comado Canyon Road (NS) at:
SR-101 Freeway NB Ramps (EW) - #13

Opening Year (2022) Without Project Intersection Capacity Utilization/Delay worksheets are provided in Appendix C.

The Intersection Capacity Utilization/Delay for the Opening Year (2022) With "West" Project traffic conditions have been calculated and are shown in Table 4. Opening Year (2022) With "West" Project morning and evening peak hour intersection turning movement volumes are shown on Figures 16 and 17, respectively.

The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Opening Year (2022) With "West" Project traffic conditions, except for the following study area intersections that are projected to operate at unacceptable Levels of Service during the evening peak hour (see Table 4):

Kanan Road (NS) at:
SR-101 Freeway NB Ramps/Canwood Street (EW) - #3
SR-101 Freeway SB Ramps/Roadside Drive (EW) - #4

Clareton Drive (NS) at:
Canwood Street (EW) - #6

Palo Comado Canyon Road (NS) at:
SR-101 Freeway NB Ramps (EW) - #13

Opening Year (2022) With "West" Project Intersection Capacity Utilization/Delay worksheets are provided in Appendix C.

D. <u>Significant Transportation Impact</u>

In the City of Agoura Hills, a proposed project is considered to result in a significant impact if, prior to mitigation, the proposed project:

i. Degrades operations at a signalized intersection as follows:

Study Intersections		
Pre-Project		Increase in V/C
LOS	V/C	
C	0.71 – 0.80	0.04 or more
D	0.81 – 0.90	0.02 or more
E/F	0.91 or more	0.01 or more

or

ii. Degrades the Level of Service (LOS) at an unsignalized intersection to an unacceptable level of LOS D or worse; or

iii. Increases delay at an unsignalized intersection operating at an unacceptable level by five or more seconds; or
iv. Results in satisfying the most recent California Manual on Uniform Traffic Control Devices (CAMUTCD) peak hour volume warrant or other warrants for traffic signal installation at the intersection; or
v. Increases the volume to capacity (v/c) ratio on a roadway segment operating at an unacceptable level (LOS D, E or F) by 0.05 or more.

The project traffic does not significantly impact the study area intersections for Opening Year (2022) traffic conditions, with traffic signal improvements (see Table 5).

Table 3

Opening Year (2022) Without Project Levels of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour V/C or Delay[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Kanan Road (NS) at:															
Thousand Oaks Boulevard (EW) - #1	TS	1	2	d	1	2	d	2	2	d	1	2	d	0.777-C	0.795-C
Canwood Street (EW) - #2	TS	0	2	1	2	3	0	0	0	0	2	0	1>	0.560-A	0.757-C
SR-101 Freeway NB Ramps/Canwood Street (EW) - #3	TS	1	2	1>	0	3	1	1	0	1	1.5	0.5	2	0.721-C	0.859-D
SR-101 Freeway SB Ramps/Roadside Drive (EW) - #4	TS	0	2.5	0.5	1	2	1>	1.3	0.4	1.3	1	0	1	0.780-C	0.843-D
Agoura Road (EW) - #5	TS	1	1.5	0.5	1	1	1	1	0.5	0.5	1	1	1	0.735-C	0.686-B
Clareton Drive (NS) at:															
Canwood Street (EW) - #6															
- Without Improvements	CSS	0	0	0	0	1	0	0	1	0	0	1	0	14.2-B	23.4-C
- With Improvements	**TS**	0	0	0	0	1	0	**1**	1	0	0	1	0	0.309-A	0.581-A
Derry Avenue (NS) at:															
Canwood Street (EW) - #10	CSS	0	0	0	1	0	d	1	1	0	0	0.5	0.5	11.7-B	12.7-B
Colodny Drive (NS) at:															
Canwood Street (EW) - #11	CSS	0	0	0	0	1	0	1	1	0	0	0.5	0.5	11.5-B	10.6-B
Chesebro Road/Canwood Street (NS) at:															
Driver Avenue/Palo Comado Canyon Road (EW) - #12	AWS	0.5	0.5	1	0	1	0	0.5	0.5	d	1	0.5	0.5	11.2-B	18.5-C
Palo Comado Canyon Road (NS) at:															
SR-101 Freeway NB Ramps (EW) - #13															
- Without Improvements	CSS	0.5	0.5	0	0	1	1	0	0	0	1	0	1	20.9-C	262.7-F
- With Improvements	**TS**	**1**	1	0	0	1	1	0	0	0	1	0	1	0.480-A	0.686-B
Chesebro Road (EW) - #14	CSS	0.5	0.5	0	0	1	1	1	0	d	0	0	0	11.1-B	15.0-C
SR-101 Freeway SB Ramps (NS) at:															
Dorothy Drive (EW) - #15	AWS	0	1	0	0.5	0.5	1	0.5	0.5	d	0	1	0	20.7-C	18.9-C

[1] When a right turn lane 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.

L = Left; T = Through; R = Right; d = Defacto Right Turn; > = Right Turn Overlap; **1** = Improvement

[2] V/C or Delay has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, 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.

[3] TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

Table 4

Opening Year (2022) With "West" Project Levels of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour V/C or Delay[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Kanan Road (NS) at:															
Thousand Oaks Boulevard (EW) - #1	TS	1	2	d	1	2	d	2	2	d	1	2	d	0.779-C	0.796-C
Canwood Street (EW) - #2	TS	0	2	1	2	3	0	0	0	0	2	0	1>	0.561-A	0.762-C
SR-101 Freeway NB Ramps/Canwood Street (EW) - #3	TS	1	2	1>	0	3	1	1	0	1	1.5	0.5	2	0.722-C	0.862-D
SR-101 Freeway SB Ramps/Roadside Drive (EW) - #4	TS	0	2.5	0.5	1	2	1>	1.3	0.4	1.3	1	0	1	0.780-C	0.845-D
Agoura Road (EW) - #5	TS	1	1.5	0.5	1	1	1	1	0.5	0.5	1	1	1	0.736-C	0.688-B
Clareton Drive (NS) at:															
Canwood Street (EW) - #6															
- Without Improvements	CSS	0	0	0	0	1	0	0	1	0	0	1	0	14.5-B	25.3-D
- With Improvements	**TS**	0	0	0	0	1	0	**1**	1	0	0	1	0	0.314-A	0.593-A
Agoura Business Center West Driveway (NS) at:															
Canwood Street (EW) - #8	**CSS**	0	0	0	0	0	**1**	0	1	0	0	0.5	0.5	9.1-A	10.0-B
Derry Avenue (NS) at:															
Agoura Business Center West Driveway (EW) - #9	**CSS**	0.5	0.5	0	0	0.5	0.5	0	**1**	0	0	0.5	0.5	8.9-A	10.1-B
Canwood Street (EW) - #10	CSS	0	0	0	1	0	d	1	1	0	0	0.5	0.5	12.2-B	13.6-B
Colodny Drive (NS) at:															
Canwood Street (EW) - #11	CSS	0	0	0	0	1	0	1	1	0	0	0.5	0.5	11.6-B	10.7-B
Chesebro Road/Canwood Street (NS) at:															
Driver Avenue/Palo Comado Canyon Road (EW) - #12	AWS	0.5	0.5	1	0	1	0	0.5	0.5	d	1	0.5	0.5	11.3-B	18.8-C
Palo Comado Canyon Road (NS) at:															
SR-101 Freeway NB Ramps (EW) - #13															
- Without Improvements	CSS	0.5	0.5	0	0	1	1	0	0	0	1	0	1	21.0-C	268.1-F
- With Improvements	**TS**	**1**	1	0	0	1	1	0	0	0	1	0	1	0.488-A	0.698-B
Chesebro Road (EW) - #14	CSS	0.5	0.5	0	0	1	1	1	0	d	0	0	0	11.1-B	15.1-C
SR-101 Freeway SB Ramps (NS) at:															
Dorothy Drive (EW) - #15	AWS	0	1	0	0.5	0.5	1	0.5	0.5	d	0	1	0	21.0-C	19.6-C

[1] When a right turn lane 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.

L = Left; T = Through; R = Right; d = Defacto Right Turn; > = Right Turn Overlap; **1** = Improvement

[2] V/C or Delay has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, 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.

[3] TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

Table 5

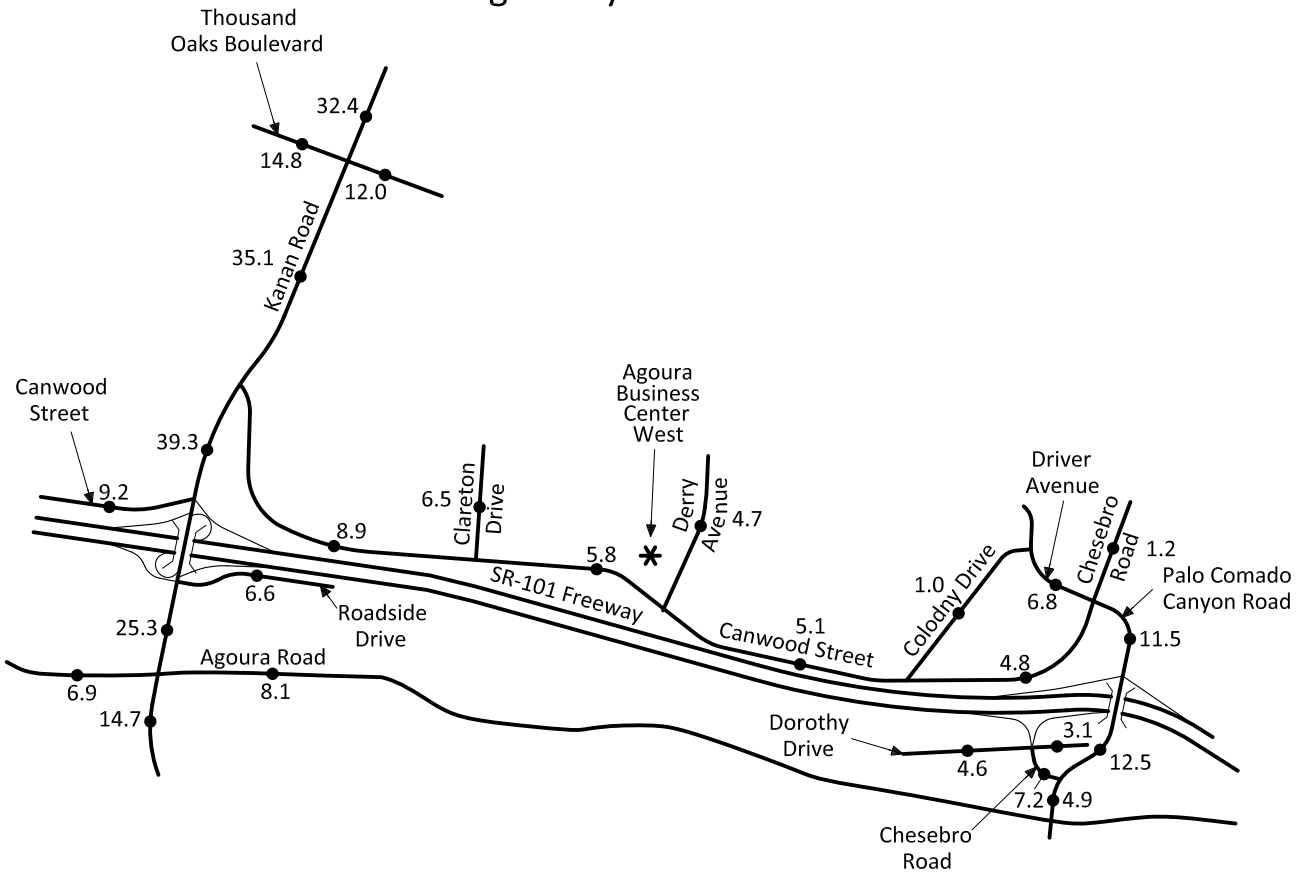
Opening Year (2022) Project Traffic Contribution

Intersection	Peak Hour	Opening Year (2022) Without Project V/C or Delay	Without Project Level of Service	With Project V/C or Delay	With Project Level of Service	V/C or Delay Increase	Significant Impact?
Kanan Road (NS) at:							
Thousand Oaks Boulevard (EW) - #1	Morning	0.777	C	0.779	C	0.002	No
	Evening	0.795	C	0.796	C	0.001	No
Canwood Street (EW) - #2	Morning	0.560	A	0.561	A	0.001	No
	Evening	0.757	C	0.762	C	0.005	No
SR-101 Freeway NB Ramps/Canwood Street (EW) - #3	Morning	0.721	C	0.722	C	0.001	No
	Evening	0.859	D	0.862	D	0.003	No
SR-101 Freeway SB Ramps/Roadside Drive (EW) - #4	Morning	0.780	C	0.780	C	0.000	No
	Evening	0.843	D	0.845	D	0.002	No
Agoura Road (EW) - #5	Morning	0.735	C	0.736	C	0.001	No
	Evening	0.686	B	0.688	B	0.002	No
Clareton Drive (NS) at:							
Canwood Street (EW) - #6							
- Without Improvements	Morning	14.2	B	14.5	B	0.3	No
	Evening	23.4	C	25.3	D	1.9	No
- With Improvements[1]	Morning	0.309	A	0.314	A	0.005	No
	Evening	0.581	A	0.593	A	0.012	No
Agoura Business Center West Driveway (NS) at:							
Canwood Street (EW) - #8	Morning	N/A	N/A	9.1	A	N/A	N/A
	Evening	N/A	N/A	10.0	B	N/A	N/A
Derry Avenue (NS) at:							
Agoura Business Center West Driveway (EW) - #9	Morning	N/A	N/A	8.9	A	N/A	N/A
	Evening	N/A	N/A	10.1	B	N/A	N/A
Canwood Street (EW) - #10	Morning	11.7	B	12.2	B	0.5	No
	Evening	12.7	B	13.6	B	0.9	No
Colodny Drive (NS) at:							
Canwood Street (EW) - #11	Morning	11.5	B	11.6	B	0.1	No
	Evening	10.6	B	10.7	B	0.1	No
Chesebro Road/Canwood Street (NS) at:							
Driver Avenue/Palo Comado Canyon Road (EW) - #12	Morning	11.2	B	11.3	B	0.1	No
	Evening	18.5	C	18.8	C	0.3	No
Palo Comado Canyon Road (NS) at:							
SR-101 Freeway NB Ramps (EW) - #13							
- Without Improvements	Morning	20.9	C	21.0	C	0.1	No
	Evening	262.7	F	268.1	F	5.4	Yes
- With Improvements[2]	Morning	0.480	A	0.488	A	0.008	No
	Evening	0.686	B	0.698	B	0.012	No
Chesebro Road (EW) - #14	Morning	11.1	B	11.1	B	0.0	No
	Evening	15.0	C	15.1	C	0.1	No
SR-101 Freeway SB Ramps (NS) at:							
Dorothy Drive (EW) - #15	Morning	20.7	C	21.0	C	0.3	No
	Evening	18.9	C	19.6	C	0.7	No

[1] Prior to construction, the project shall complete a focused traffic analysis to determine if a traffic signal is warranted.

[2] Based upon discussions with City of Agoura Hills staff, a traffic signal is programmed for installation.

Figure 12
Opening Year (2022) Without Project
Average Daily Traffic Volumes



Legend

14.7 = Vehicles Per Day (1,000's)

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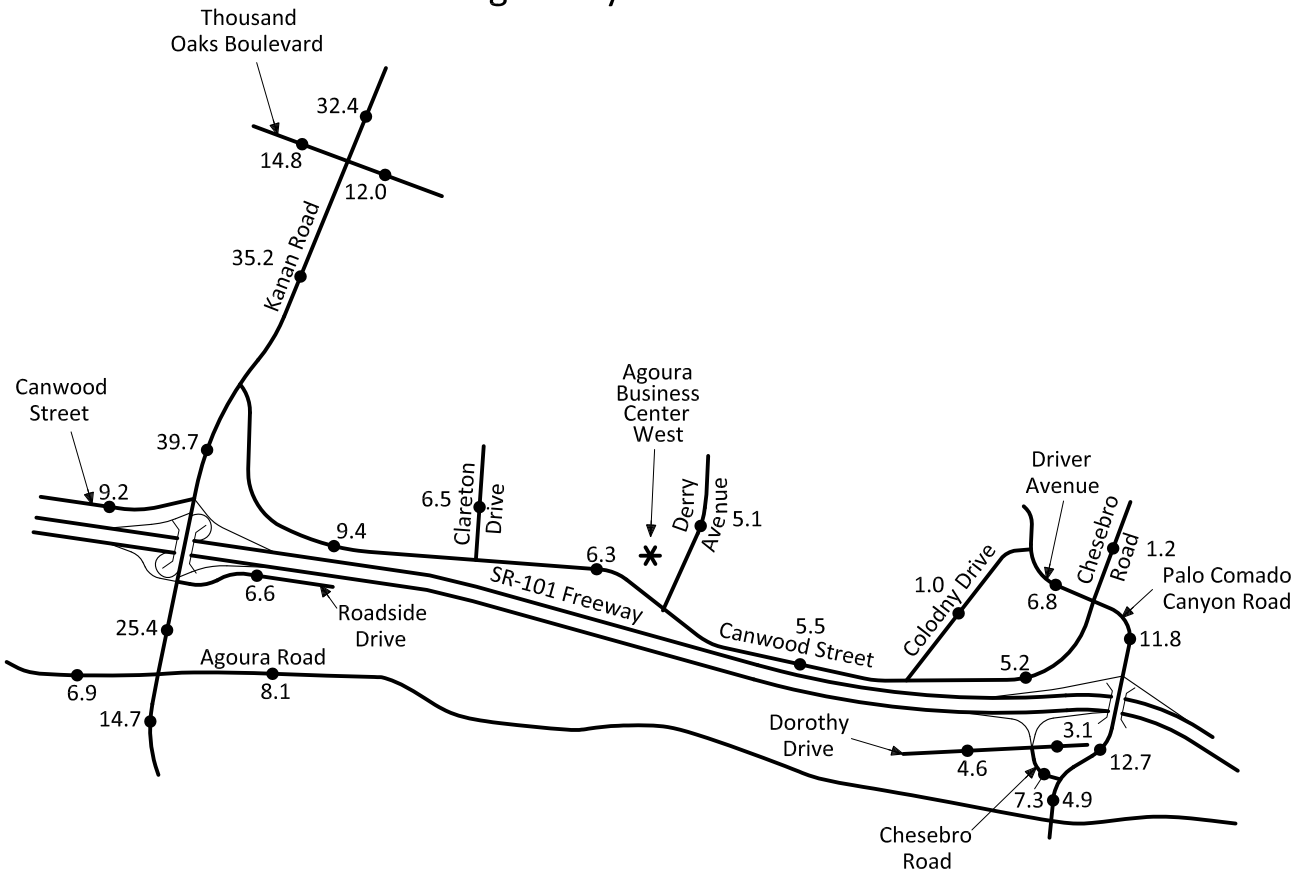
Figure 13
Opening Year (2022) With "West" Project
Average Daily Traffic Volumes



Legend

14.7 = Vehicles Per Day (1,000's)

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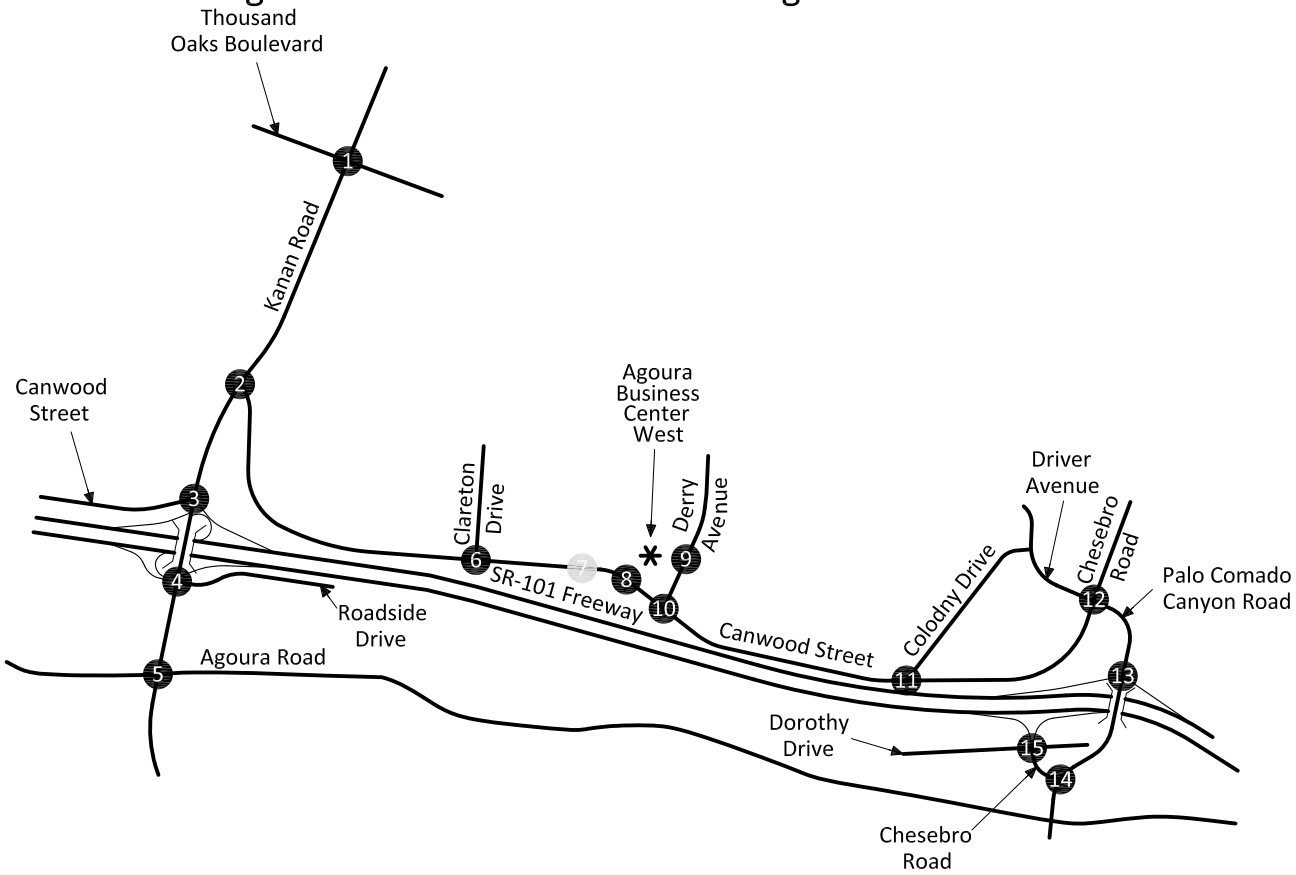
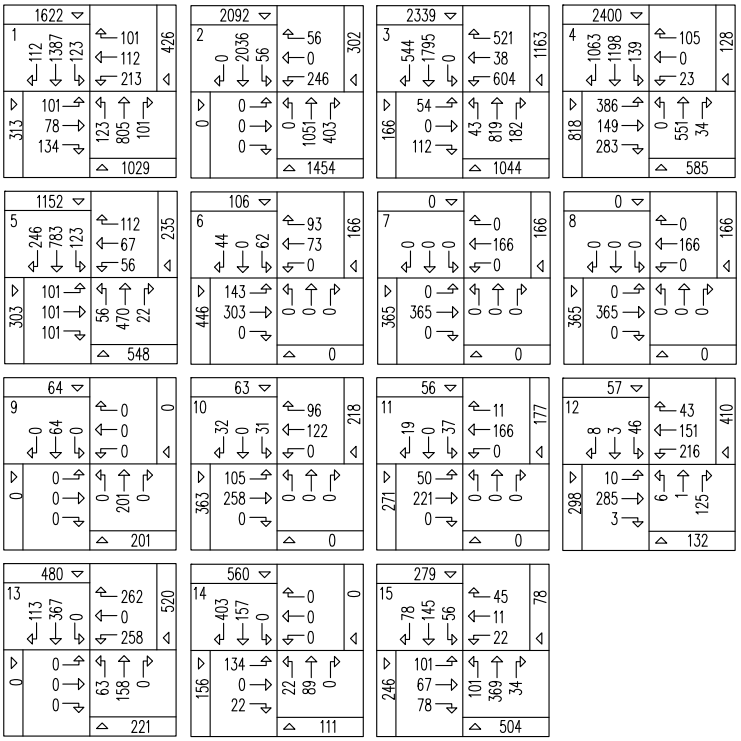
Figure 14
Opening Year (2022) Without Project
Morning Peak Hour Intersection Turning Movement Volumes





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KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

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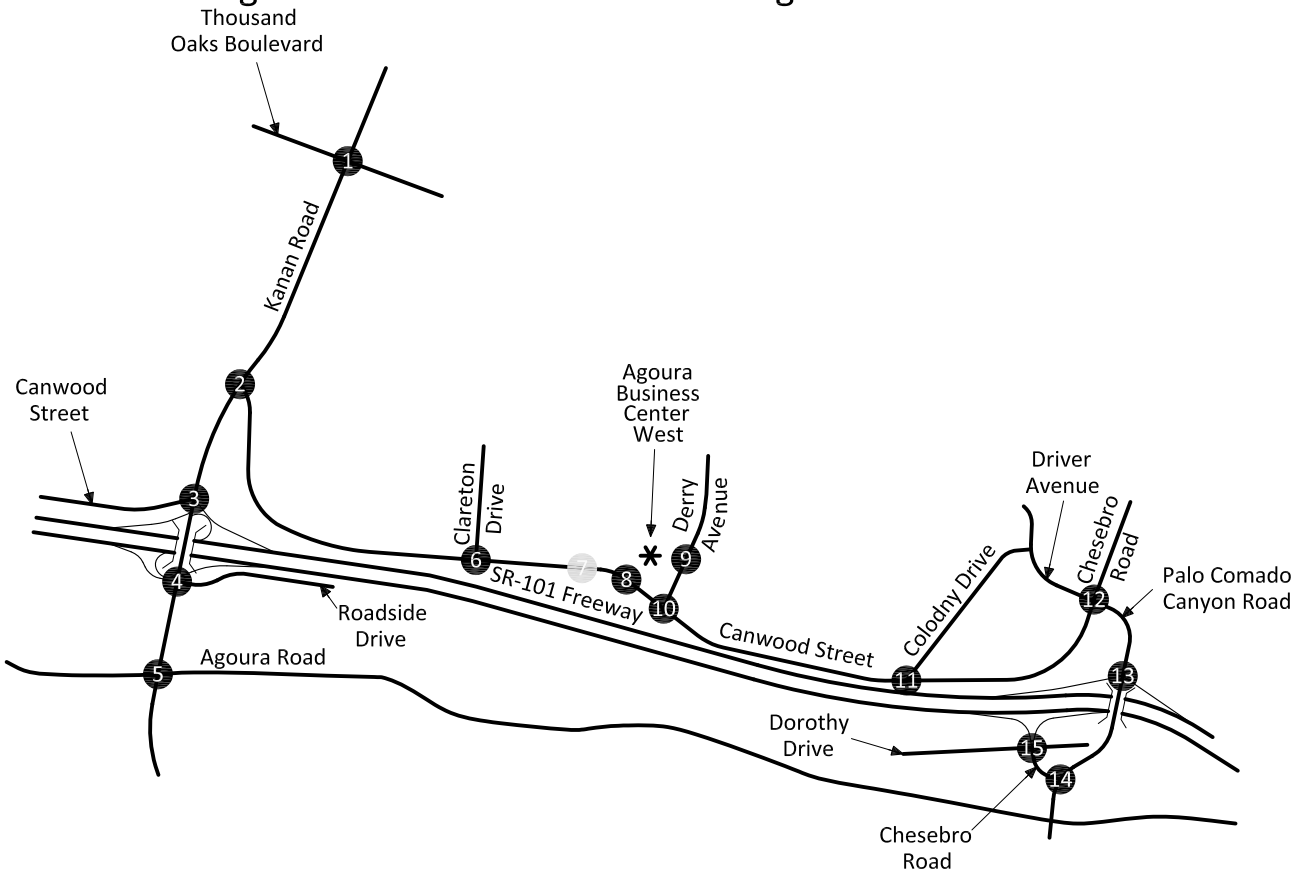
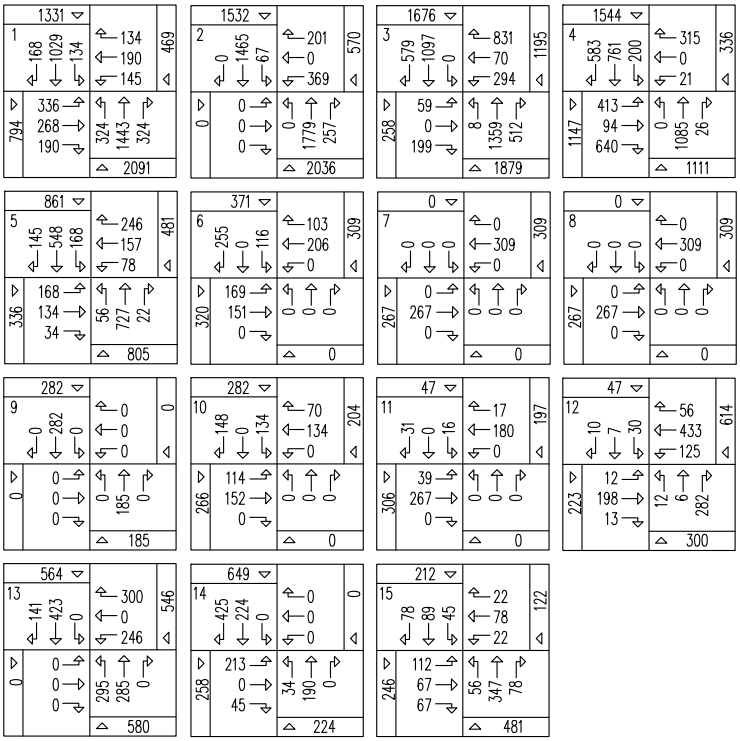
Figure 15
Opening Year (2022) Without Project
Evening Peak Hour Intersection Turning Movement Volumes





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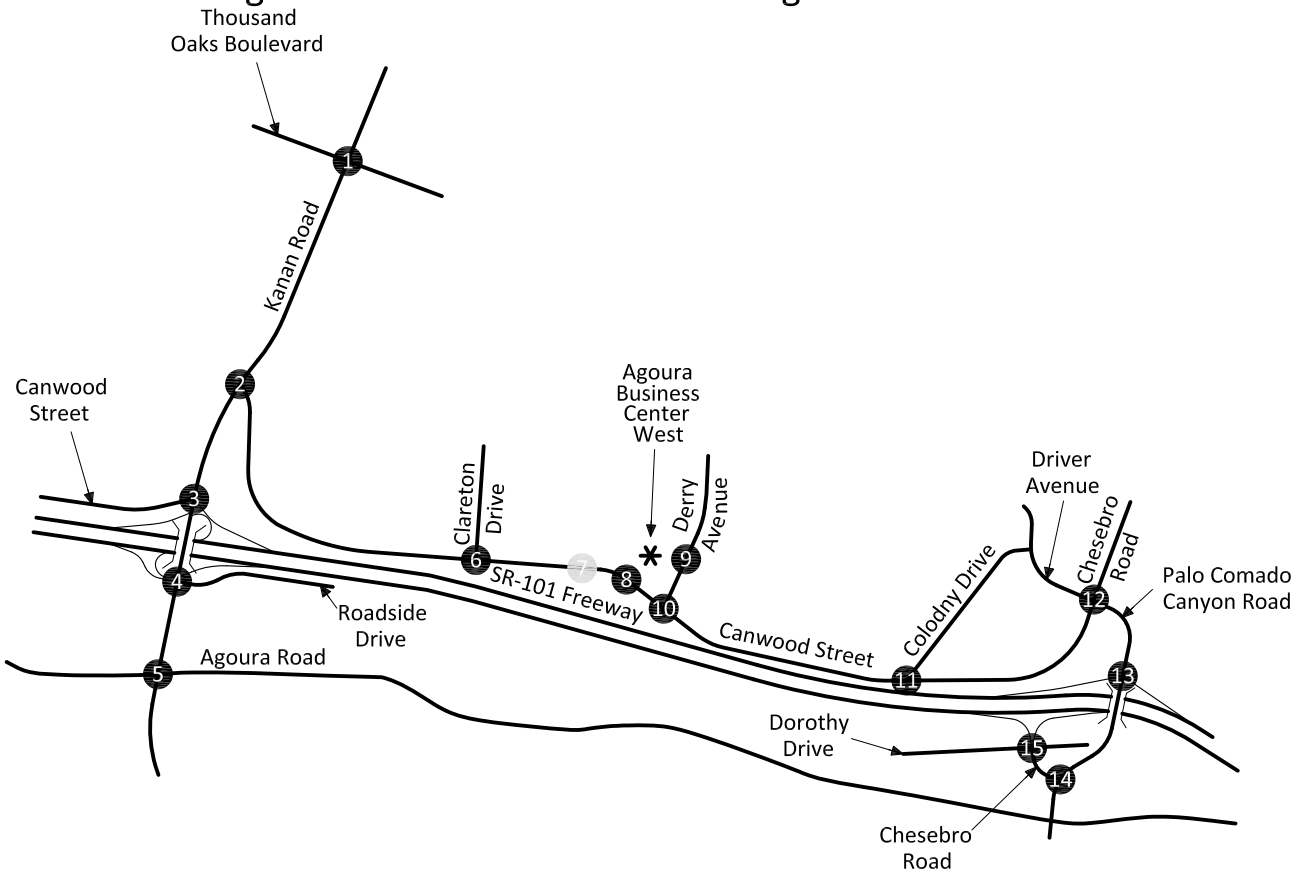
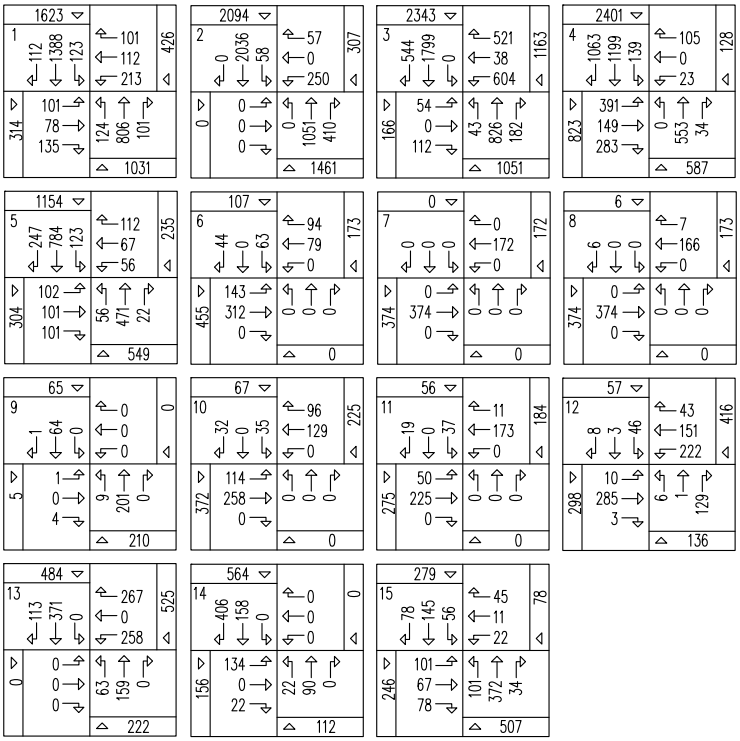
Intersection reference numbers are in upper left corner of turning movement boxes.

Figure 16
Opening Year (2022) With "West" Project
Morning Peak Hour Intersection Turning Movement Volumes





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KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

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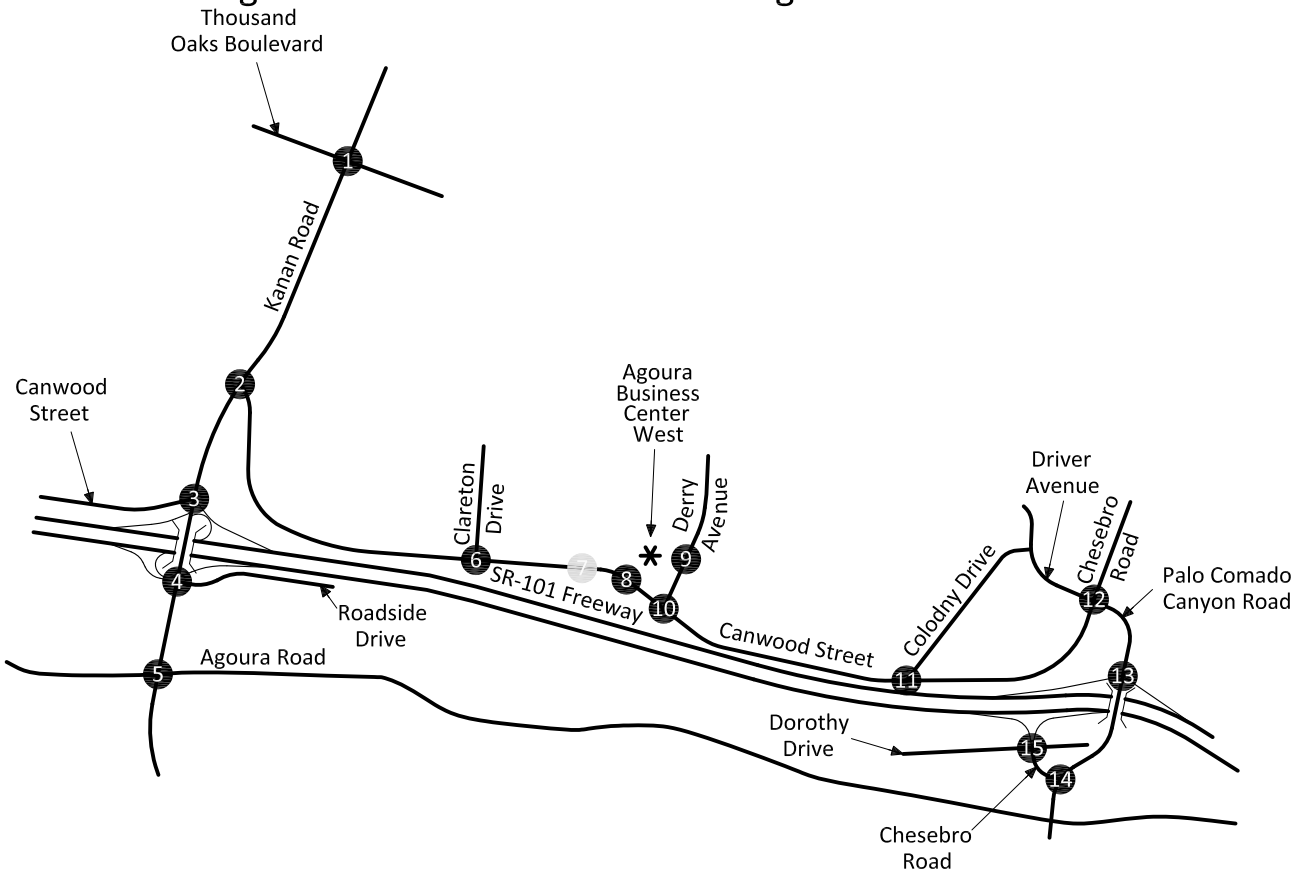
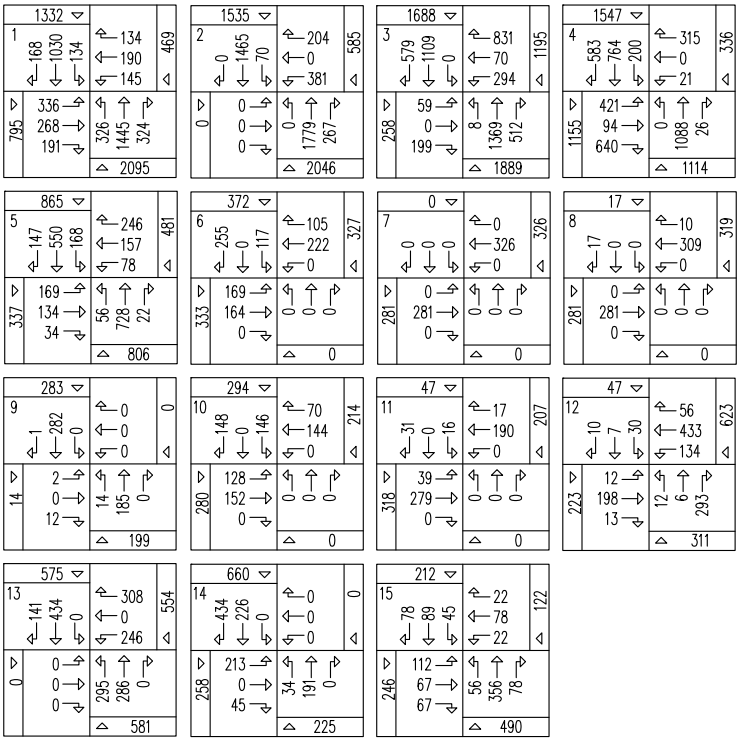
Figure 17
Opening Year (2022) With "West" Project
Evening Peak Hour Intersection Turning Movement Volumes





5080a/17

Intersection reference numbers are in upper left corner of turning movement boxes.

VII. Cumulative Traffic Conditions

In this section, cumulative traffic conditions without and with the project are discussed. Figures 18 to 24 depict the cumulative traffic conditions.

A. Method of Projection

To account for areawide growth on roadways, cumulative traffic forecasts were developed from existing traffic volumes plus 0.75 percent annual growth rate over a ten (10) year period plus the approved and pending project tracking list. Table 6 lists the proposed land uses for the other development (see Figure 18).

Other development average daily traffic volumes are as illustrated on Figure 19. Other development morning and evening peak hour intersection turning movement volumes are shown on Figures 20 and 21, respectively.

B. Cumulative Average Daily Traffic Volumes

Cumulative Without Project average daily traffic volumes are as illustrated on Figure 22. The Cumulative With "West" Project average daily traffic volumes are as illustrated on Figure 23.

C. Cumulative Levels of Service

The technique used to assess the operation of a signalized intersection is known as Intersection Capacity Utilization, as described in Appendix C. To calculate an Intersection Capacity Utilization value, the volume of traffic using the intersection is compared with the capacity of the intersection. The Intersection Capacity Utilization represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The technique used to assess the capacity needs of an unsignalized intersection is known as the Intersection Delay Method (see Appendix C). To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

The Intersection Capacity Utilization/Delay for the Cumulative Without Project traffic conditions have been calculated and are shown in Table 7. Cumulative Without Project morning and evening peak hour intersection turning movement volumes are shown on Figures 24 and 25, respectively.

The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Cumulative Without Project traffic conditions, except for the following study area intersections that are projected to operate at unacceptable Levels of Service during the peak hours (see Table 7):

Kanan Road (NS) at:
- Thousand Oaks Boulevard (EW) - #1

Canwood Street (EW) - #2
SR-101 Freeway NB Ramps/Canwood Street (EW) - #3
SR-101 Freeway SB Ramps/Roadside Drive (EW) - #4

Clareton Drive (NS) at:
Canwood Street (EW) - #6

Palo Comado Canyon Road (NS) at:
SR-101 Freeway NB Ramps (EW) - #13

SR-101 Freeway SB Ramps (NS) at:
Dorothy Drive (EW) - #15

Cumulative Without Project Intersection Capacity Utilization/Delay worksheets are provided in Appendix C.

The Intersection Capacity Utilization/Delay for the Cumulative With "West" Project traffic conditions have been calculated and are shown in Table 8. Cumulative With "West" Project morning and evening peak hour intersection turning movement volumes are shown on Figures 26 and 27, respectively.

The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Cumulative With "West" Project traffic conditions, except for the following study area intersections that are projected to operate at unacceptable Levels of Service during the peak hours (see Table 8):

Kanan Road (NS) at:
Thousand Oaks Boulevard (EW) - #1
Canwood Street (EW) - #2
SR-101 Freeway NB Ramps/Canwood Street (EW) - #3
SR-101 Freeway SB Ramps/Roadside Drive (EW) - #4

Clareton Drive (NS) at:
Canwood Street (EW) - #6

Palo Comado Canyon Road (NS) at:
SR-101 Freeway NB Ramps (EW) - #13

SR-101 Freeway SB Ramps (NS) at:
Dorothy Drive (EW) - #15

Cumulative With "West" Project Intersection Capacity Utilization/Delay worksheets are provided in Appendix C.

D. Significant Transportation Impact

In the City of Agoura Hills, a proposed project is considered to result in a significant impact if, prior to mitigation, the proposed project:

i. Degrades operations at a signalized intersection as follows:

Study Intersections		
Pre-Project		Increase in V/C
LOS	V/C	
C	0.71 – 0.80	0.04 or more
D	0.81 – 0.90	0.02 or more
E/F	0.91 or more	0.01 or more

or

ii. Degrades the Level of Service (LOS) at an unsignalized intersection to an unacceptable level of LOS D or worse; or

iii. Increases delay at an unsignalized intersection operating at an unacceptable level by five or more seconds; or

iv. Results in satisfying the most recent California Manual on Uniform Traffic Control Devices (CAMUTCD) peak hour volume warrant or other warrants for traffic signal installation at the intersection; or

v. Increases the volume to capacity (v/c) ratio on a roadway segment operating at an unacceptable level (LOS D, E or F) by 0.05 or more.

The project traffic does not significantly impact the study area intersections for Cumulative traffic conditions, with traffic signal improvements (see Table 9).

Table 6

Other Development Traffic Generation[1]

Traffic Analysis Zone[2]	Project	Land Use	Quantity	Units[2]	Peak Hour						Daily
					Morning			Evening			
					Inbound	Outbound	Total	Inbound	Outbound	Total	
1	Von Buck	Single-Family Detached Residential	1	DU	-	1	1	1	-	1	10
	Stockton/Lamburg	Single-Family Detached Residential	1	DU	-	1	1	1	-	1	10
	Allen Adel	Single-Family Detached Residential	1	DU	-	1	1	1	-	1	10
	Jonathan Shuken	Single-Family Detached Residential	1	DU	-	1	1	1	-	1	10
2	Sunbelt Enterprises	Medical Office	25.2	TSF	46	12	58	23	64	87	910
3	Shops at Oak Creek	Shopping Center	34.66	TSF	21	14	35	63	66	129	1,488
4	Scheu Development Co.	Office	71.844	TSF	98	14	112	18	89	107	791
	Conrad Hilton Foundation	Corporate Headquarters	90.3	TSF	126	9	135	13	114	127	721
5	Agoura Landmark, LP	Office	99.194	TSF	135	19	154	25	123	148	1,092
	Vinod & Chanresh Gupta Trust	Office	12.7	TSF	17	2	19	3	16	19	140
6	Joseph Luithyly	Office	1.062	TSF	1	-	1	-	1	1	12
	Agoura Medical Partners, LLC	Medical Office	40.733	TSF	74	20	94	38	103	141	1,472
	Ashnoor Pirouti	Single-Family Detached Residential	1	DU	-	1	1	1	-	1	10
	Ashnoor Pirouti	Single-Family Detached Residential	1	DU	-	1	1	1	-	1	10
	Keith Blinkinsoph	Single-Family Detached Residential	1	DU	-	1	1	1	-	1	10
7	27489 Agoura Road	Office	30.0	TSF	41	6	47	8	37	45	330
8	Riopharm USA, Inc.	Single-Family Detached Residential	24	DU	5	13	18	15	9	24	230
9	Agoura Business Center North[3]	Light Industrial	103.070	TSF	83	11	94	12	88	100	718
Total					647	127	774	225	710	935	7,974

[1] Source: Institute of Transportation Engineers, Trip Generation, 8th Edition, 2008, Land Use Categories 820, 720, 714, 710, and 210.

[2] DU = Dwelling Unit; TSF = Thousand Square Feet ; ST = Students

[3] Source: Agoura Hills Business Park Project Revised Traffic and Circulation Study , Associated Transportation Engineers, May 23, 2007.

Table 7

Cumulative Without Project Levels of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour V/C or Delay[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Kanan Road (NS) at:															
Thousand Oaks Boulevard (EW) - #1	TS	1	2	d	1	2	d	2	2	d	1	2	d	0.803-D	0.804-D
Canwood Street (EW) - #2	TS	0	2	1	2	3	0	0	0	0	2	0	1>	0.576-A	0.810-D
SR-101 Freeway NB Ramps/Canwood Street (EW) - #3	TS	1	2	1>	0	3	1	1	0	1	1.5	0.5	2	0.759-C	0.905-E
SR-101 Freeway SB Ramps/Roadside Drive (EW) - #4	TS	0	2.5	0.5	1	2	1>	1.3	0.4	1.3	1	0	1	0.786-C	0.870-D
Agoura Road (EW) - #5	TS	1	1.5	0.5	1	1	1	1	0.5	0.5	1	1	1	0.744-C	0.756-C
Clareton Drive (NS) at:															
Canwood Street (EW) - #6															
- Without Improvements	CSS	0	0	0	0	1	0	0	1	0	0	1	0	15.1-C	30.4-D
- With Improvements	**TS**	0	0	0	0	1	0	**1**	1	0	0	1	0	0.343-A	0.628-B
Derry Avenue (NS) at:															
Canwood Street (EW) - #10	CSS	0	0	0	1	0	d	1	1	0	0	0.5	0.5	12.0-B	13.2-B
Colodny Drive (NS) at:															
Canwood Street (EW) - #11	CSS	0	0	0	0	1	0	1	1	0	0	0.5	0.5	11.9-B	10.8-B
Chesebro Road/Canwood Street (NS) at:															
Driver Avenue/Palo Comado Canyon Road (EW) - #12	AWS	0.5	0.5	1	0	1	0	0.5	0.5	d	1	0.5	0.5	11.6-B	20.1-C
Palo Comado Canyon Road (NS) at:															
SR-101 Freeway NB Ramps (EW) - #13															
- Without Improvements	CSS	0.5	0.5	0	0	1	1	0	0	0	1	0	1	25.8-D	377.4-F
- With Improvements	**TS**	**1**	1	0	0	1	1	0	0	0	1	0	1	0.506-A	0.724-C
Chesebro Road (EW) - #14	CSS	0.5	0.5	0	0	1	1	1	0	d	0	0	0	11.5-B	18.2-C
SR-101 Freeway SB Ramps (NS) at:															
Dorothy Drive (EW) - #15	AWS	0	1	0	0.5	0.5	1	0.5	0.5	d	0	1	0	22.1-C	25.1-D

[1] When a right turn lane 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.

L = Left; T = Through; R = Right; d = Defacto Right Turn; > = Right Turn Overlap

[2] V/C or Delay has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, 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.

[3] TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

Table 8

Cumulative With "West" Project Levels of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour V/C or Delay[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Kanan Road (NS) at:															
Thousand Oaks Boulevard (EW) - #1	TS	1	2	d	1	2	d	2	2	d	1	2	d	0.805-D	0.806-D
Canwood Street (EW) - #2	TS	0	2	1	2	3	0	0	0	0	2	0	1>	0.577-A	0.815-D
SR-101 Freeway NB Ramps/Canwood Street (EW) - #3	TS	1	2	1>	0	3	1	1	0	1	1.5	0.5	2	0.760-C	0.908-E
SR-101 Freeway SB Ramps/Roadside Drive (EW) - #4	TS	0	2.5	0.5	1	2	1>	1.3	0.4	1.3	1	0	1	0.786-C	0.873-D
Agoura Road (EW) - #5	TS	1	1.5	0.5	1	1	1	1	0.5	0.5	1	1	1	0.745-C	0.757-C
Clareton Drive (NS) at:															
Canwood Street (EW) - #6															
- Without Improvements	CSS	0	0	0	0	1	0	0	1	0	0	1	0	15.5-C	34.2-D
- With Improvements	**TS**	0	0	0	0	1	0	**1**	1	0	0	1	0	0.349-A	0.640-B
Agoura Business Center West Driveway (NS) at:															
Canwood Street (EW) - #8	**CSS**	0	0	0	0	0	**1**	0	1	0	0	0.5	0.5	9.3-A	10.1-B
Derry Avenue (NS) at:															
Agoura Business Center West Driveway (EW) - #9	**CSS**	0.5	0.5	0	0	0.5	0.5	0	**1**	0	0	0.5	0.5	8.9-A	10.1-B
Canwood Street (EW) - #10	CSS	0	0	0	1	0	d	1	1	0	0	0.5	0.5	12.5-B	14.2-B
Colodny Drive (NS) at:															
Canwood Street (EW) - #11	CSS	0	0	0	0	1	0	1	1	0	0	0.5	0.5	11.9-B	10.9-B
Chesebro Road/Canwood Street (NS) at:															
Driver Avenue/Palo Comado Canyon Road (EW) - #12	AWS	0.5	0.5	1	0	1	0	0.5	0.5	d	1	0.5	0.5	11.7-B	20.5-C
Palo Comado Canyon Road (NS) at:															
SR-101 Freeway NB Ramps (EW) - #13															
- Without Improvements	CSS	0.5	0.5	0	0	1	1	0	0	0	1	0	1	26.0-D	384.8-F
- With Improvements	**TS**	**1**	1	0	0	1	1	0	0	0	1	0	1	0.508-A	0.735-C
Chesebro Road (EW) - #14	CSS	0.5	0.5	0	0	1	1	1	0	d	0	0	0	11.5-B	18.3-C
SR-101 Freeway SB Ramps (NS) at:															
Dorothy Drive (EW) - #15	AWS	0	1	0	0.5	0.5	1	0.5	0.5	d	0	1	0	22.6-C	26.5-D

[1] When a right turn lane 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.

L = Left; T = Through; R = Right; d = Defacto Right Turn; > = Right Turn Overlap

[2] V/C or Delay has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, 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.

[3] TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

Table 9

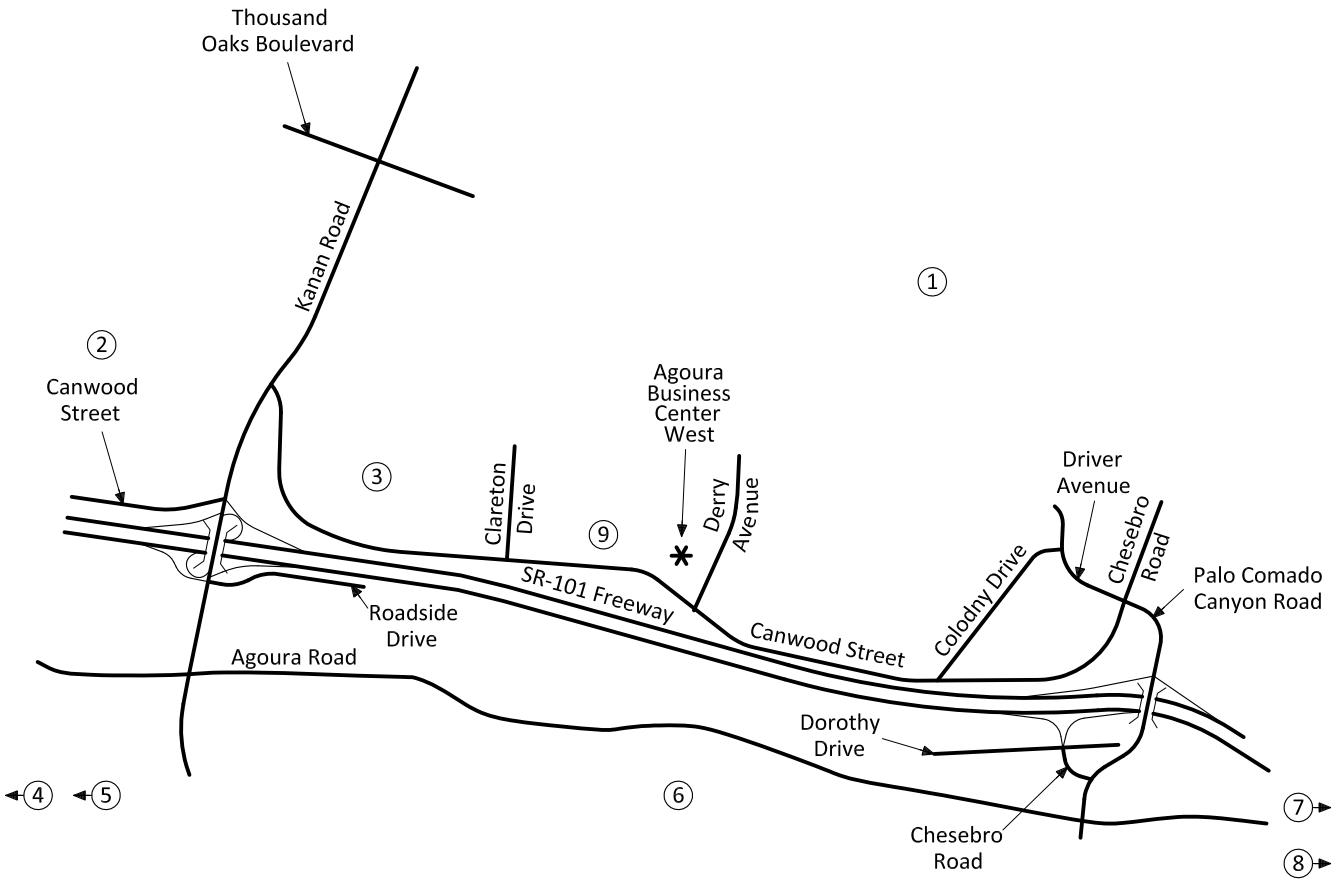
Cumulative Project Traffic Contribution

Intersection	Peak Hour	Cumulative					
		Without Project		With Project		V/C or Delay Increase	Significant Impact?
		V/C or Delay	Level of Service	V/C or Delay	Level of Service		
Kanan Road (NS) at:							
Thousand Oaks Boulevard (EW) - #1	Morning	0.803	D	0.805	D	0.002	No
	Evening	0.804	D	0.806	D	0.002	No
Canwood Street (EW) - #2	Morning	0.576	A	0.577	A	0.001	No
	Evening	0.810	D	0.815	D	0.005	No
SR-101 Freeway NB Ramps/Canwood Street (EW) - #3	Morning	0.759	C	0.760	C	0.001	No
	Evening	0.905	E	0.908	E	0.003	No
SR-101 Freeway SB Ramps/Roadside Drive (EW) - #4	Morning	0.786	C	0.786	C	0.000	No
	Evening	0.870	D	0.873	D	0.003	No
Agoura Road (EW) - #5	Morning	0.744	C	0.745	C	0.001	No
	Evening	0.756	C	0.757	C	0.001	No
Clareton Drive (NS) at:							
Canwood Street (EW) - #6							
- Without Improvements	Morning	15.1	C	15.5	C	0.4	No
	Evening	30.4	D	34.2	D	3.8	No
- With Improvements[1]	Morning	0.343	A	0.349	A	0.006	No
	Evening	0.628	B	0.640	B	0.012	No
Agoura Business Center West Driveway (NS) at:							
Canwood Street (EW) - #8	Morning	N/A	N/A	9.3	A	N/A	N/A
	Evening	N/A	N/A	10.1	B	N/A	N/A
Derry Avenue (NS) at:							
Agoura Business Center West Driveway (EW) - #9	Morning	N/A	N/A	8.9	A	N/A	N/A
	Evening	N/A	N/A	10.1	B	N/A	N/A
Canwood Street (EW) - #10	Morning	12.0	B	12.5	B	0.5	No
	Evening	13.2	B	14.2	B	1.0	No
Colodny Drive (NS) at:							
Canwood Street (EW) - #11	Morning	11.9	B	11.9	B	0.0	No
	Evening	10.8	B	10.9	B	0.1	No
Chesebro Road/Canwood Street (NS) at:							
	Morning	11.6	B	11.7	B	0.1	No
	Evening	20.1	C	20.5	C	0.4	No
Palo Comado Canyon Road (NS) at:							
SR-101 Freeway NB Ramps (EW) - #13							
- Without Improvements	Morning	25.8	D	26.0	D	0.2	No
	Evening	377.4	F	384.8	F	7.4	Yes
- With Improvements[2]	Morning	0.506	A	0.508	A	0.0	No
	Evening	0.724	C	0.735	C	0.0	No
Chesebro Road (EW) - #14	Morning	11.5	B	11.5	B	0.0	No
	Evening	18.2	C	18.3	C	0.1	No
SR-101 Freeway SB Ramps (NS) at:							
Dorothy Drive (EW) - #15	Morning	22.1	C	22.6	C	0.5	No
	Evening	25.1	D	26.5	D	1.4	No

[1] Prior to construction, the project shall complete a focused traffic analysis to determine if a traffic signal is warranted.

[2] Based upon discussions with City of Agoura Hills staff, a traffic signal is programmed for installation.

Figure 18
Other Development Traffic Analysis Zone Map



Legend

(1) = Traffic Analysis Zone

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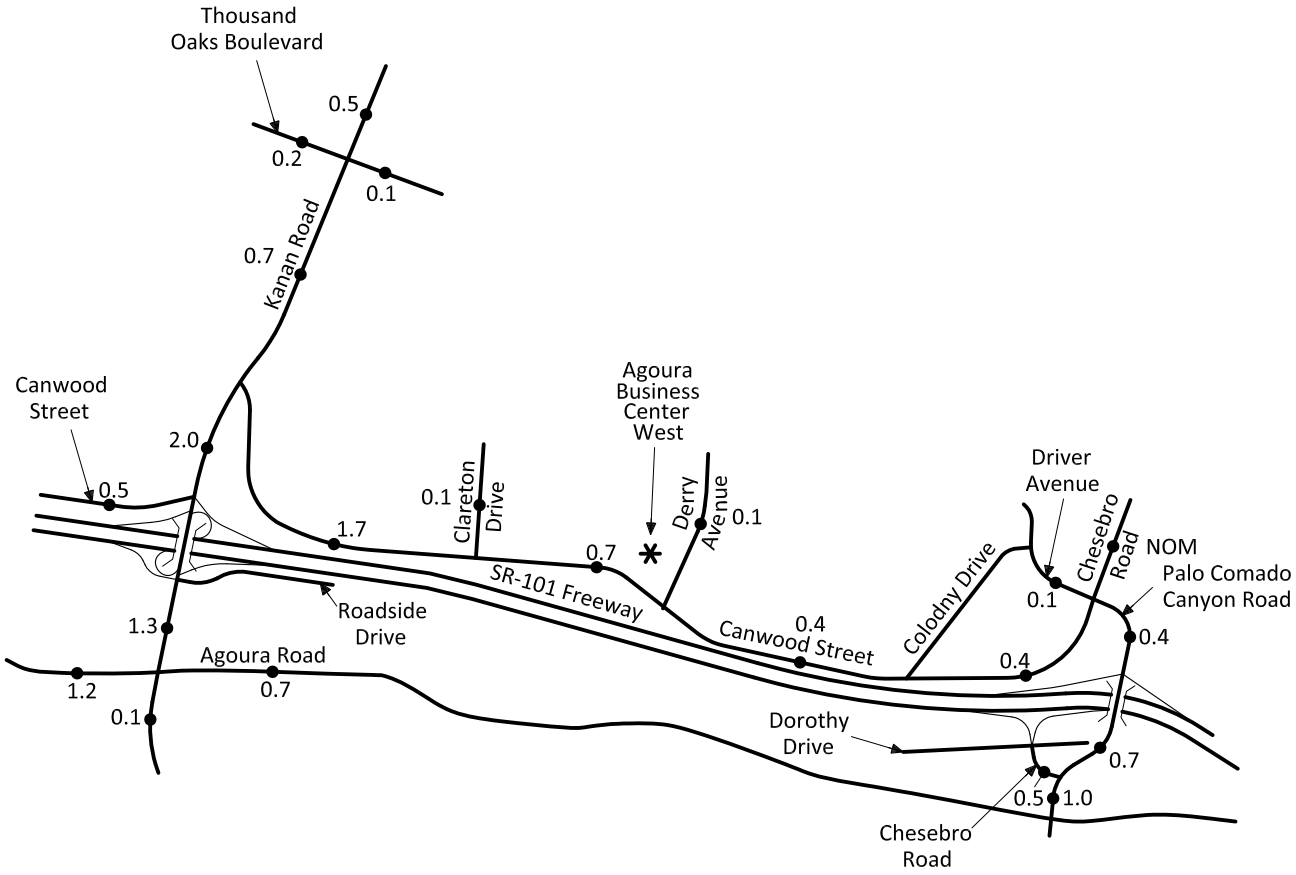
KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 19
Other Development Average Daily Traffic Volumes



Legend

0.1 = Vehicles Per Day (1,000's)
NOM = Nominal, Less Than 50 Vehicles Per Day

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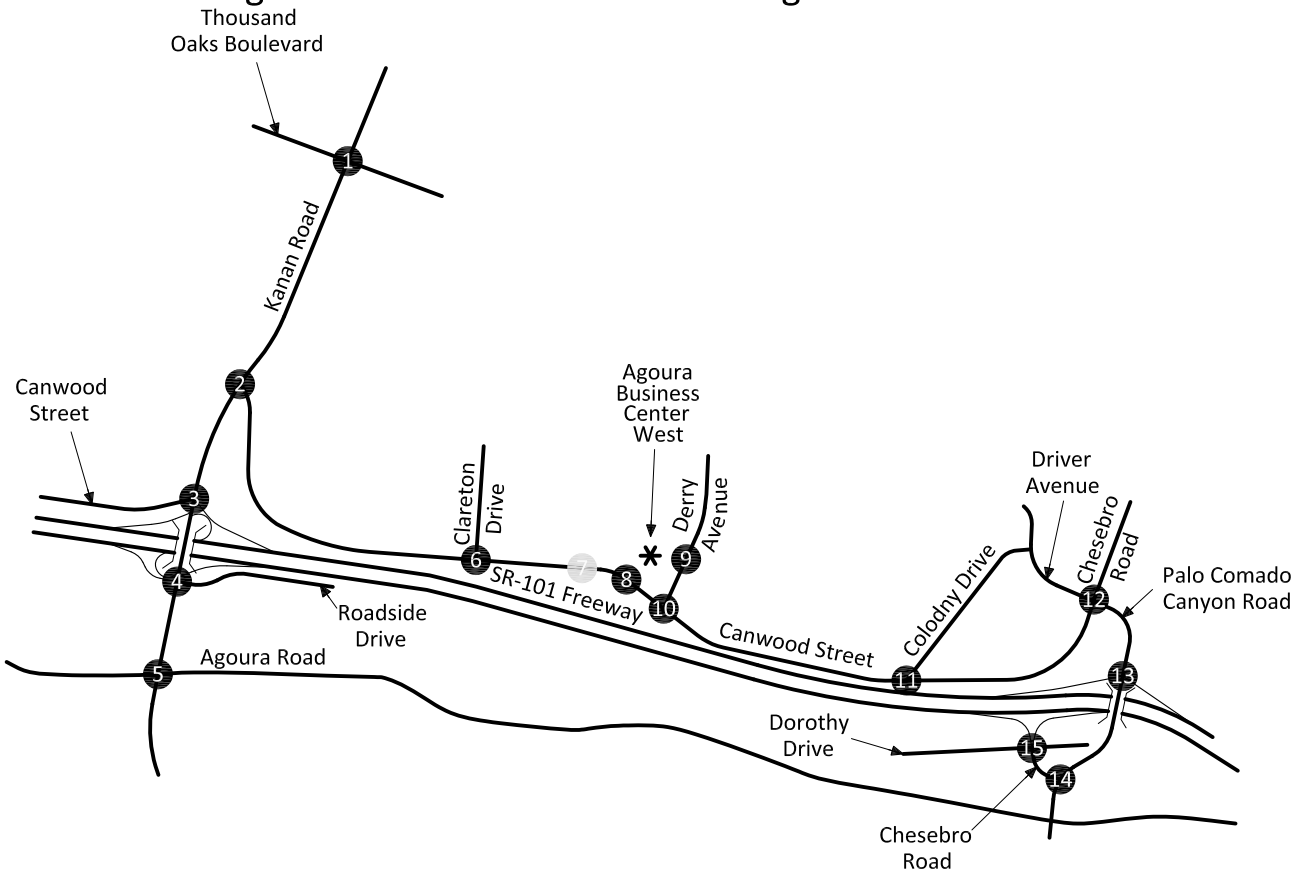
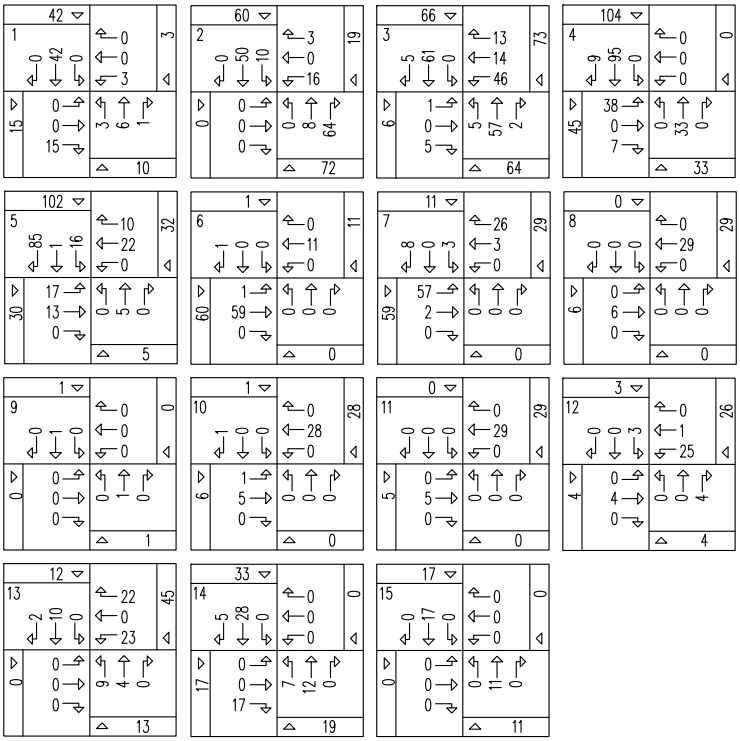
Figure 20
Other Development
Morning Peak Hour Intersection Turning Movement Volumes





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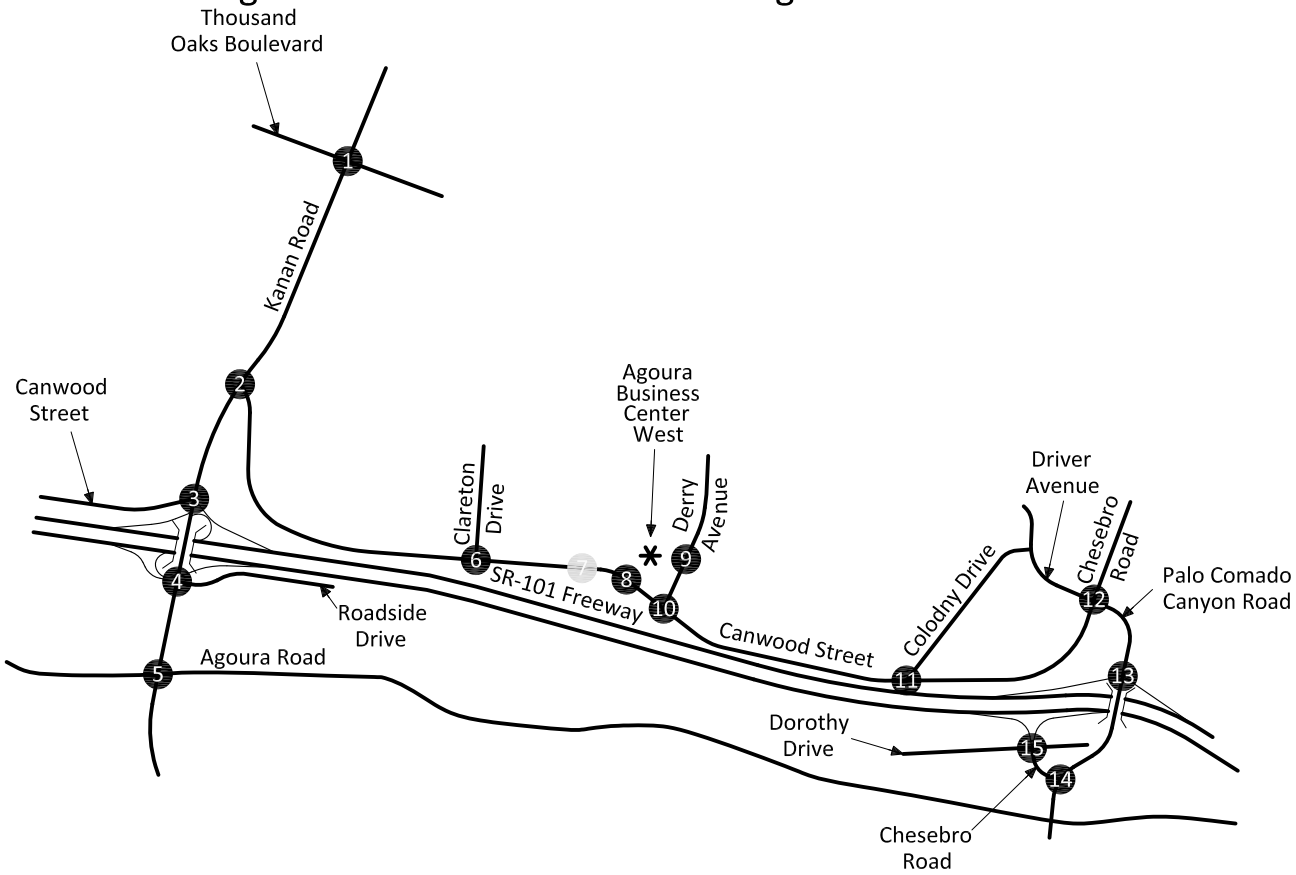
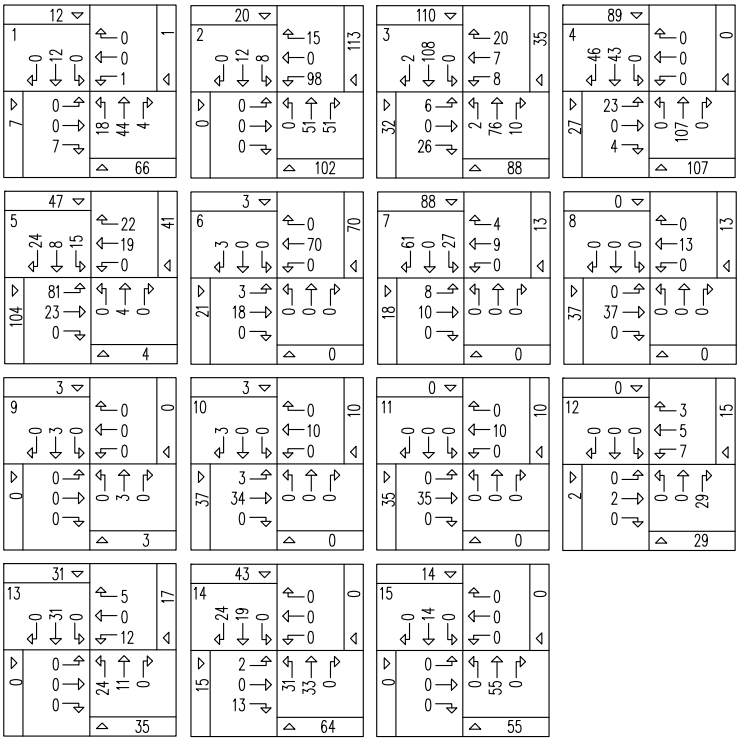
KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 21
Other Development
Evening Peak Hour Intersection Turning Movement Volumes





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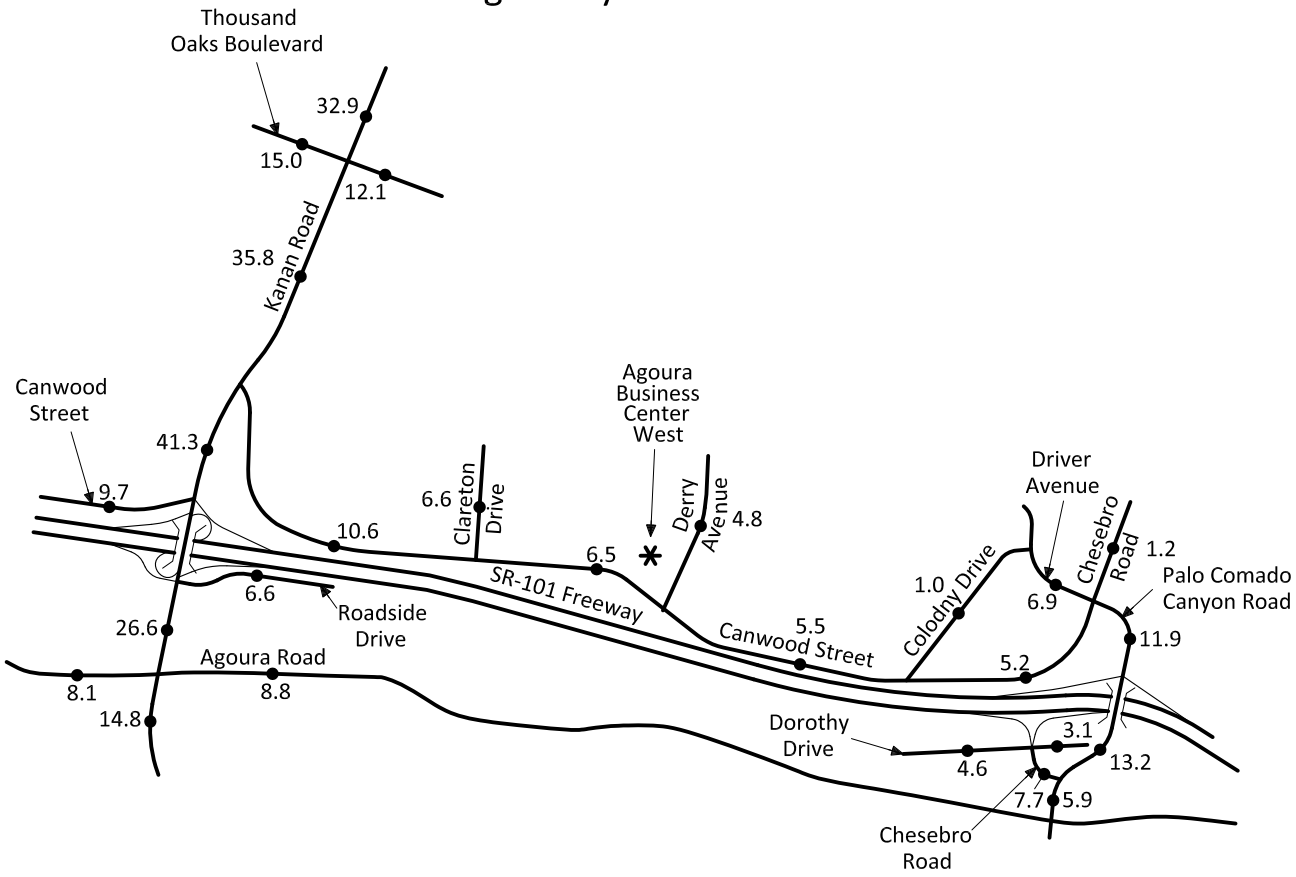
Intersection reference numbers are in upper left corner of turning movement boxes.

Figure 22
Cumulative Without Project
Average Daily Traffic Volumes



Legend

14.8 = Vehicles Per Day (1,000's)

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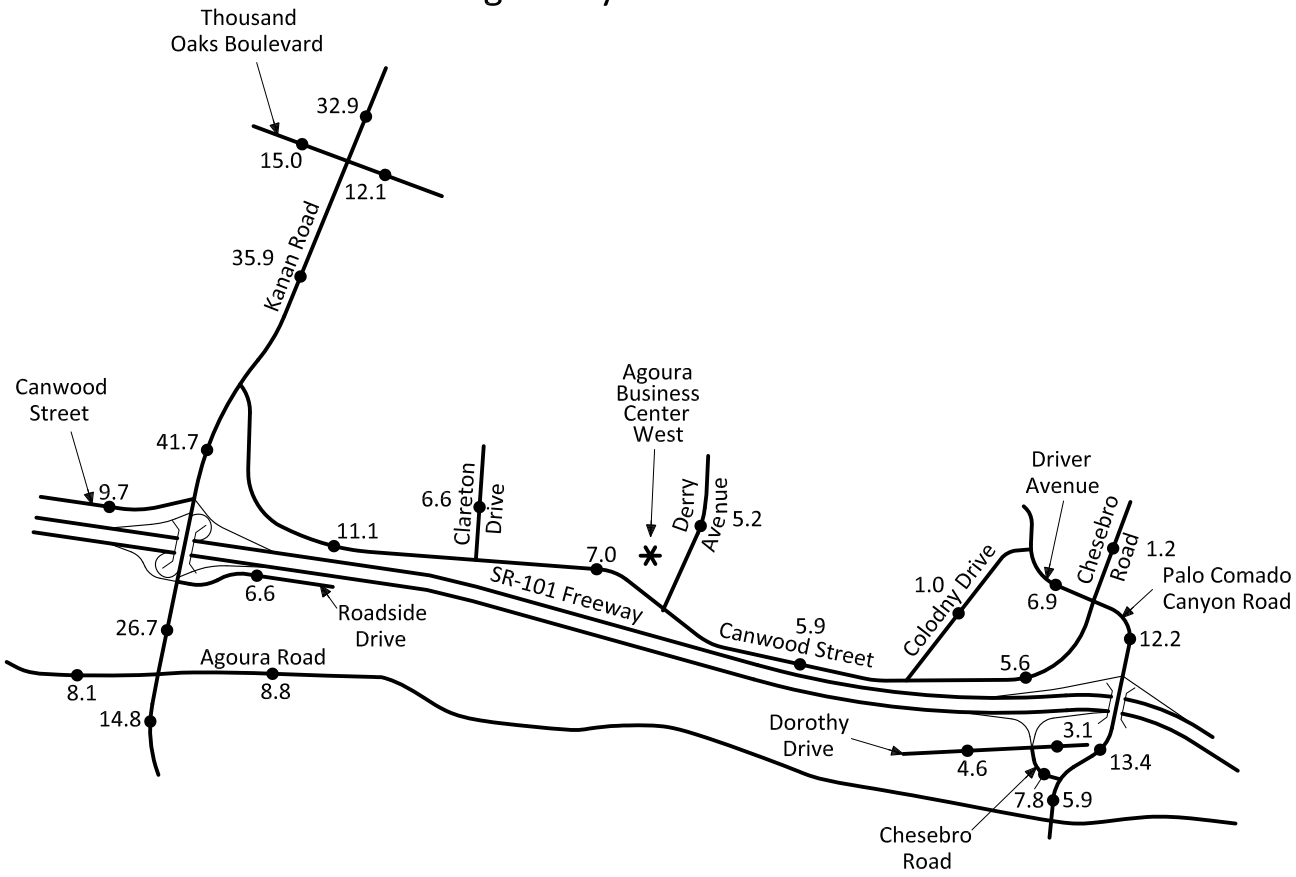
KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 23
Cumulative With "West" Project
Average Daily Traffic Volumes



Legend

14.8 = Vehicles Per Day (1,000's)

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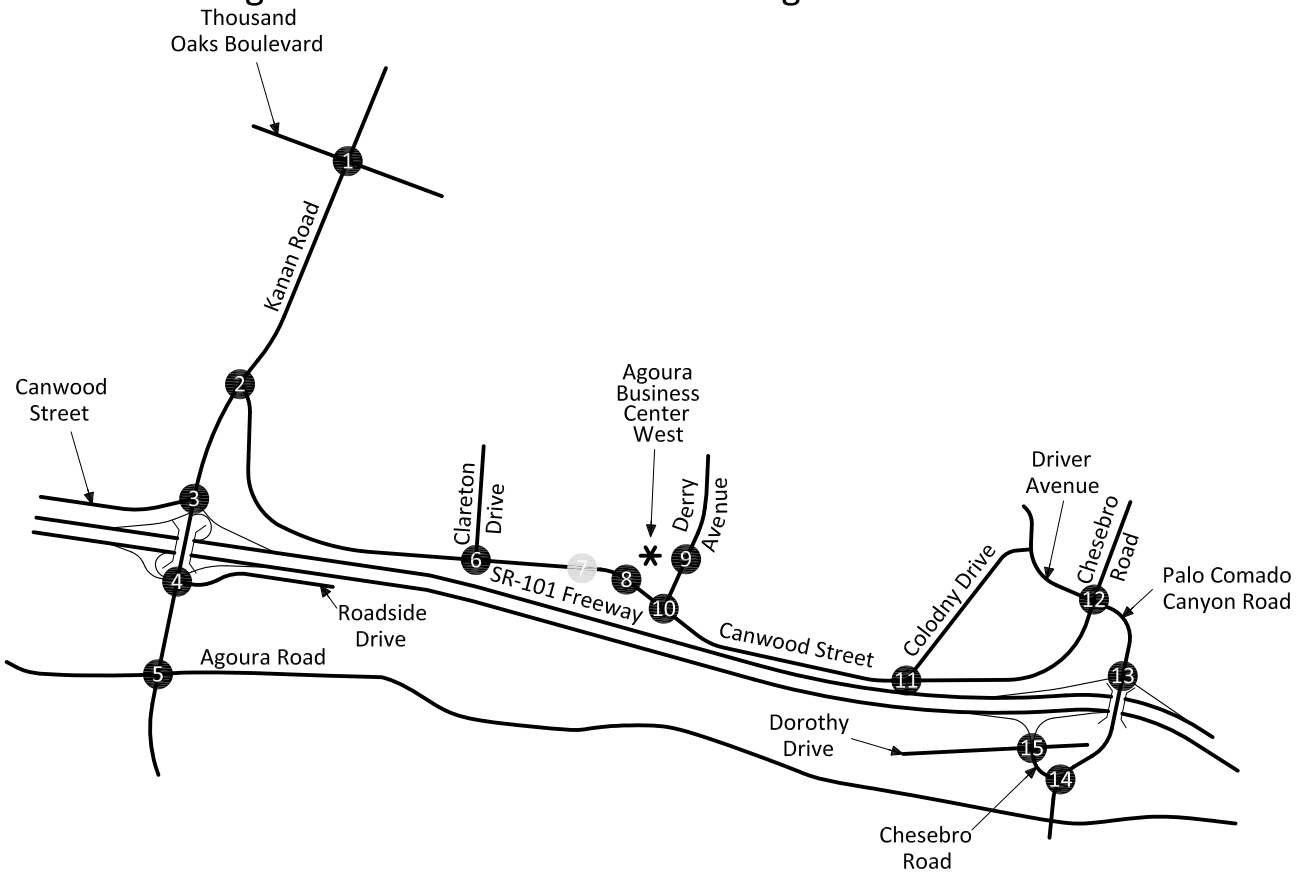
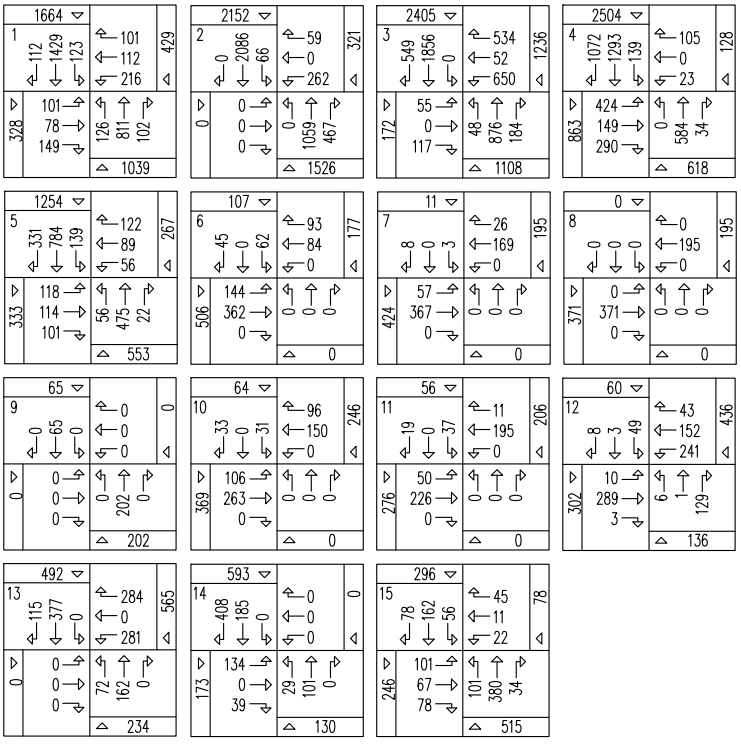
KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 24
Cumulative Without Project
Morning Peak Hour Intersection Turning Movement Volumes





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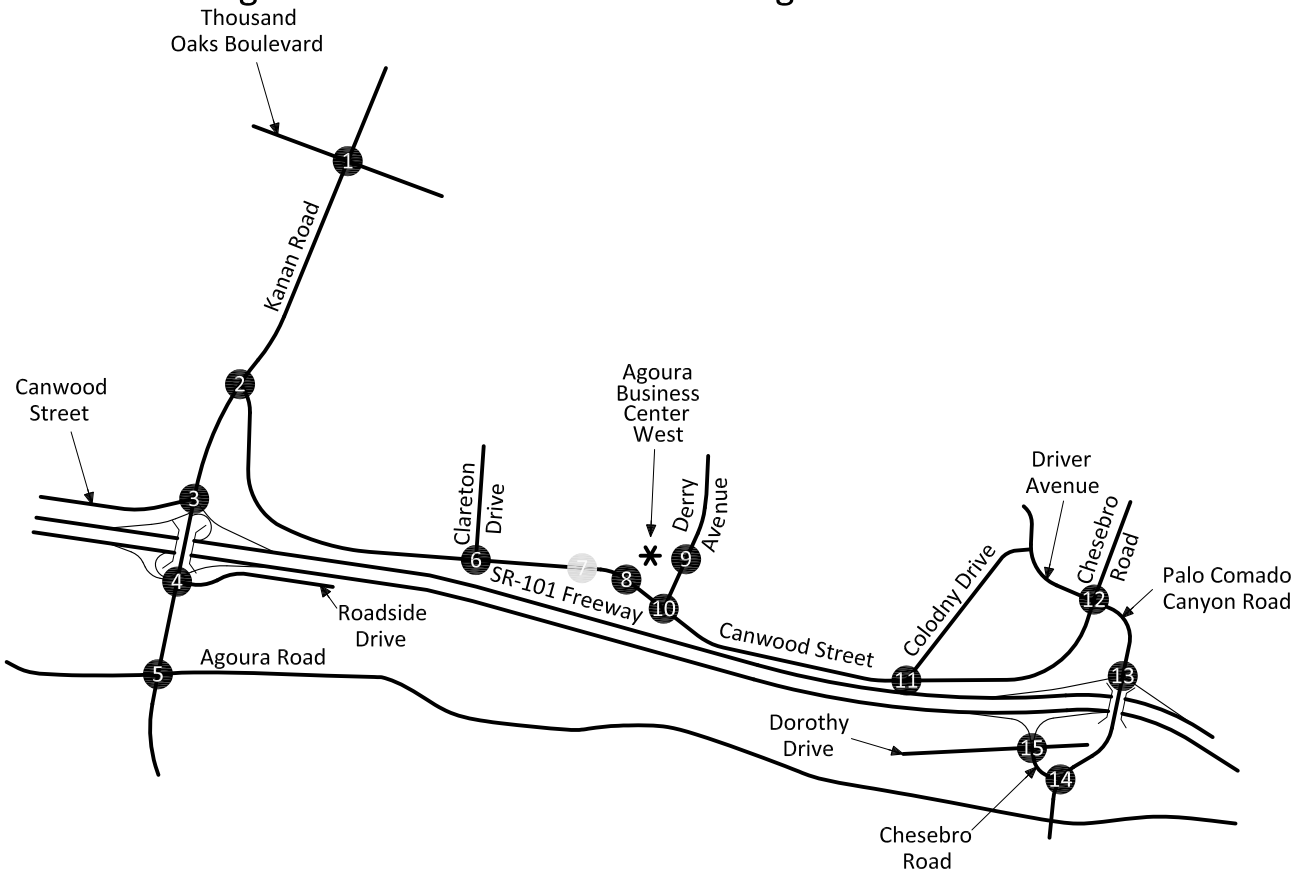
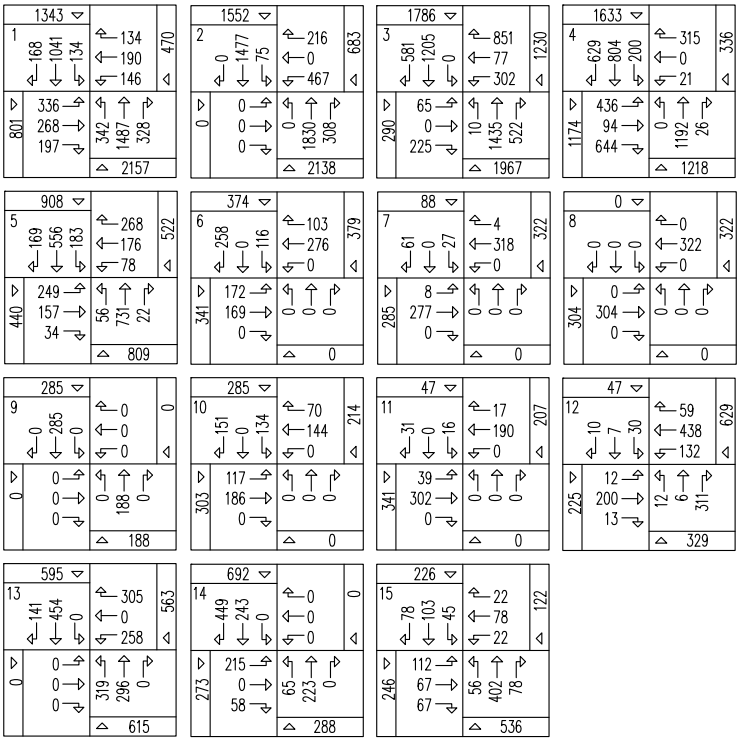
KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 25
Cumulative Without Project
Evening Peak Hour Intersection Turning Movement Volumes





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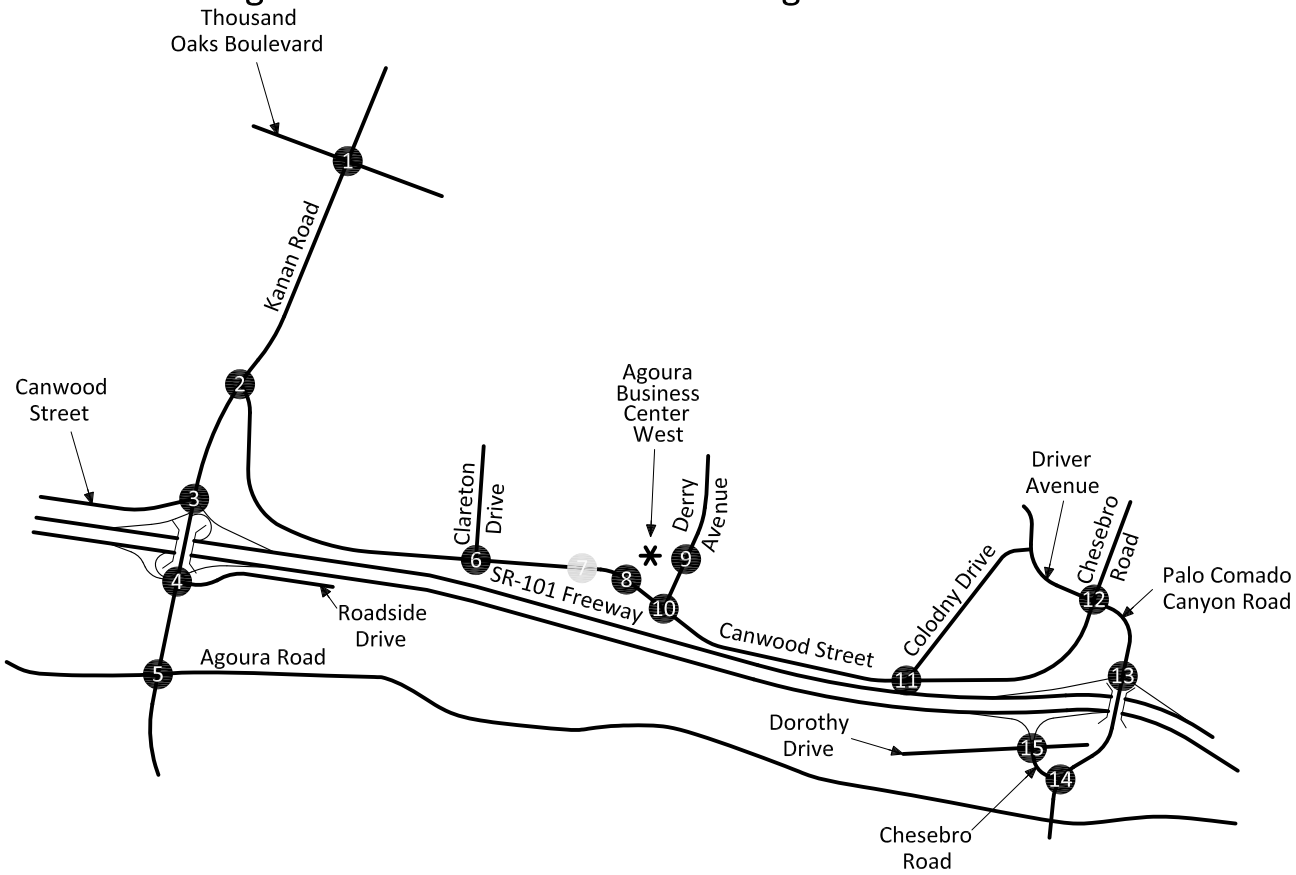
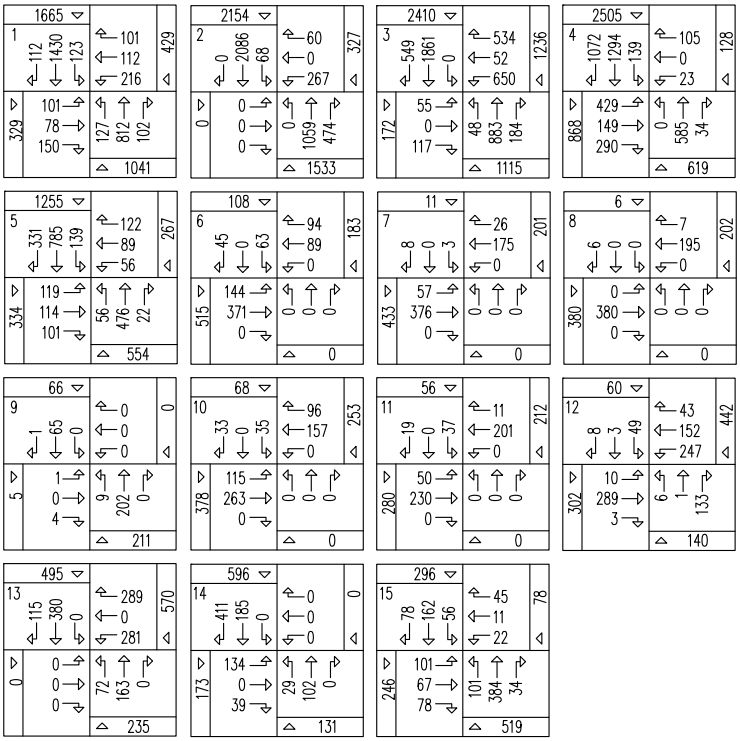
KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 26
Cumulative With "West" Project
Morning Peak Hour Intersection Turning Movement Volumes



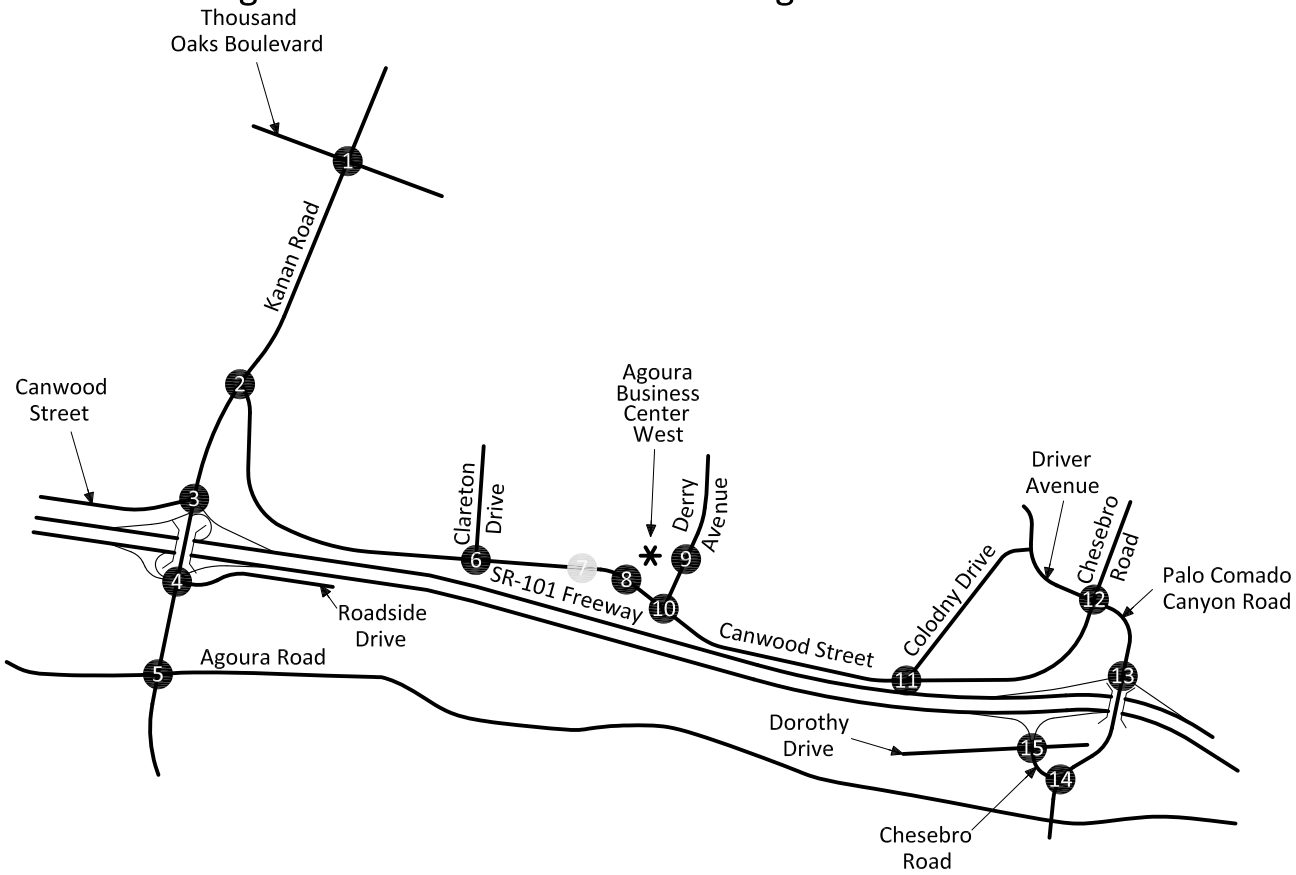


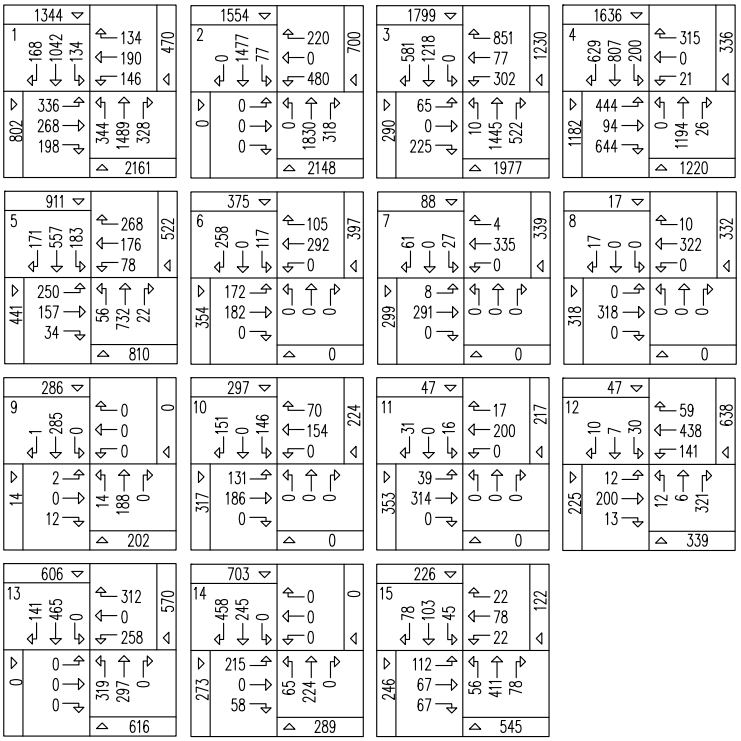
NTS

5080a/26

Intersection reference numbers are in upper left corner of turning movement boxes.

Figure 27
Cumulative With "West" Project
Evening Peak Hour Intersection Turning Movement Volumes





NTS

5080a/27

Intersection reference numbers are in upper left corner of turning movement boxes.

VIII. Recommendations

A. Site Access

The project site will have access to Derry Avenue and Canwood Street.

B. Suggested Traffic Conditions

1. On- Site

Site-specific circulation and access recommendations are depicted on Figure 28.

Sufficient on-site parking shall be provided to meet City of Agoura Hills parking code requirements.

Sight distance at the project access should be reviewed with respect to California Department of Transportation/City of Agoura Hills standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.

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

2. Off-Site

The Agoura Business Center West LLC/Agoura Business Center North LLC shall construct additional Canwood Street roadway improvements in front of their properties and just to the west of the "North" parcel, as well as the City's vacant property (28661 Canwood Street), which is in between the two properties (see Appendix D).

As is the case for any roadway design, the City of Agoura Hills should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.

Figure 28
Circulation Recommendations

The Agoura Business Center West LLC/Agoura Business Center North LLC shall construct additional Canwood Street roadway improvements in front of their properties and just to the west of the "North" parcel, as well as the City's vacant property (28661 Canwood Street), which is in between the two properties (see Appendix D).

Sight distance at the project access should be reviewed with respect to California Department of Transportation/City of Agoura Hills standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.

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

Sufficient on-site parking shall be provided to meet City of Agoura Hills parking code requirements.

As is the case for any roadway design, the City of Agoura Hills should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.

Legend

STOP = Stop Sign
= Full Access Driveway
= Right Turns In/Out Access Driveway

N
NTS

5080a/28

Appendices

Appendix A – Glossary of Transportation Terms

Appendix B – Traffic Count Worksheets

Appendix C – Explanation and Calculation of Intersection Capacity Utilization/Delay

Appendix D – Canwood Street Improvement Plans

APPENDIX A

Glossary of Transportation Terms

GLOSSARY OF TRANSPORTATION TERMS

COMMON ABBREVIATIONS

AC:	Acres
ADT:	Average Daily Traffic
Caltrans:	California Department of Transportation
DU:	Dwelling Unit
ICU:	Intersection Capacity Utilization
LOS:	Level of Service
TSF:	Thousand Square Feet
V/C:	Volume/Capacity
VMT:	Vehicle Miles Traveled

TERMS

AVERAGE DAILY TRAFFIC: The total volume during a year divided by the number of days in a year. Usually only weekdays are included.

BANDWIDTH: The number of seconds of green time available for through traffic in a signal progression.

BOTTLENECK: A constriction along a travelway that limits the amount of traffic that can proceed downstream from its location.

CAPACITY: The maximum number of vehicles that can be reasonably expected to pass over a given section of a lane or a roadway in a given time period.

CHANNELIZATION: The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movements of both vehicles and pedestrians.

CLEARANCE INTERVAL: Nearly same as yellow time. If there is an all red interval after the end of a yellow, then that is also added into the clearance interval.

CORDON: An imaginary line around an area across which vehicles, persons, or other items are counted (in and out).

CYCLE LENGTH: The time period in seconds required for one complete signal cycle.

CUL-DE-SAC STREET: A local street open at one end only, and with special provisions for turning around.

DAILY CAPACITY: The daily volume of traffic that will result in a volume during the peak hour equal to the capacity of the roadway.

DELAY: The time consumed while traffic is impeded in its movement by some element over which it has no control, usually expressed in seconds per vehicle.

DEMAND RESPONSIVE SIGNAL: Same as traffic-actuated signal.

DENSITY: The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.

DETECTOR: A device that responds to a physical stimulus and transmits a resulting impulse to the signal controller.

DESIGN SPEED: A speed selected for purposes of design. Features of a highway, such as curvature, superelevation, and sight distance (upon which the safe operation of vehicles is dependent) are correlated to design speed.

DIRECTIONAL SPLIT: The percent of traffic in the peak direction at any point in time.

DIVERSION: The rerouting of peak hour traffic to avoid congestion.

FORCED FLOW: Opposite of free flow.

FREE FLOW: Volumes are well below capacity. Vehicles can maneuver freely and travel is unimpeded by other traffic.

GAP: Time or distance between successive vehicles in a traffic stream, rear bumper to front bumper.

HEADWAY: Time or distance spacing between successive vehicles in a traffic stream, front bumper to front bumper.

INTERCONNECTED SIGNAL SYSTEM: A number of intersections that are connected to achieve signal progression.

LEVEL OF SERVICE: A qualitative measure of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.

LOOP DETECTOR: A vehicle detector consisting of a loop of wire embedded in the roadway, energized by alternating current and producing an output circuit closure when passed over by a vehicle.

MINIMUM ACCEPTABLE GAP: Smallest time headway between successive vehicles in a traffic stream into which another vehicle is willing and able to cross or merge.

MULTI-MODAL: More than one mode; such as automobile, bus transit, rail rapid transit, and bicycle transportation modes.

OFFSET: The time interval in seconds between the beginning of green at one intersection and the beginning of green at an adjacent intersection.

PLATOON: A closely grouped component of traffic that is composed of several vehicles moving, or standing ready to move, with clear spaces ahead and behind.

ORIGIN-DESTINATION SURVEY: A survey to determine the point of origin and the point of destination for a given vehicle trip.

PASSENGER CAR EQUIVALENTS (PCE): One car is one Passenger Car Equivalent. A truck is equal to 2 or 3 Passenger Car Equivalents in that a truck requires longer to start, goes slower, and accelerates slower. Loaded trucks have a higher Passenger Car Equivalent than empty trucks.

PEAK HOUR: The 60 consecutive minutes with the highest number of vehicles.

PRETIMED SIGNAL: A type of traffic signal that directs traffic to stop and go on a predetermined time schedule without regard to traffic conditions. Also, fixed time signal.

PROGRESSION: A term used to describe the progressive movement of traffic through several signalized intersections.

SCREEN-LINE: An imaginary line or physical feature across which all trips are counted, normally to verify the validity of mathematical traffic models.

SIGNAL CYCLE: The time period in seconds required for one complete sequence of signal indications.

SIGNAL PHASE: The part of the signal cycle allocated to one or more traffic movements.

STARTING DELAY: The delay experienced in initiating the movement of queued traffic from a stop to an average running speed through a signalized intersection.

TRAFFIC-ACTUATED SIGNAL: A type of traffic signal that directs traffic to stop and go in accordance with the demands of traffic, as registered by the actuation of detectors.

TRIP: The movement of a person or vehicle from one location (origin) to another (destination). For example, from home to store to home is two trips, not one.

TRIP-END: One end of a trip at either the origin or destination; i.e. each trip has two trip-ends. A trip-end occurs when a person, object, or message is transferred to or from a vehicle.

TRIP GENERATION RATE: The quality of trips produced and/or attracted by a specific land use stated in terms of units such as per dwelling, per acre, and per 1,000 square feet of floor space.

TRUCK: A vehicle having dual tires on one or more axles, or having more than two axles.

UNBALANCED FLOW: Heavier traffic flow in one direction than the other. On a daily basis, most facilities have balanced flow. During the peak hours, flow is seldom balanced in an urban area.

VEHICLE MILES OF TRAVEL: A measure of the amount of usage of a section of highway, obtained by multiplying the average daily traffic by length of facility in miles.

APPENDIX B

Traffic Count Worksheets

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Kanan Rd | DATE: 8/7/2007 | LOCATION: City of Agoura Hills

E-W STREET: I-101 Freeway NB Ramps | DAY: TUESDAY | PROJECT# 07-2380-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	0	2	2	1	0	1	2	1	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	3	78	34		203	77	12		27	107	4	100	645
7:15 AM	8	111	63		307	115	18		31	120	7	111	891
7:30 AM	9	126	69		318	128	21		37	127	9	105	949
7:45 AM	10	145	49		340	123	19		35	130	7	120	978
8:00 AM	12	174	42		363	132	16		29	131	5	115	1019
8:15 AM	10	203	50		423	127	12		26	140	10	109	1110
8:30 AM	9	185	43		426	122	9		24	142	7	107	1074
8:45 AM	7	170	28		393	105	11		21	127	12	135	1009
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 68	NT 1192	NR 378	SL 0	ST 2773	SR 929	EL 118	ET 0	ER 230	WL 1024	WT 61	WR 902	TOTAL 7675

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	38	732	163	0	1605	486	48	0	100	540	34	466	4212
PEAK HR. FACTOR:		0.887			0.950			0.822			0.949		0.949

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Kanan Rd DATE: 8/7/2007 LOCATION: City of Agoura Hills

E-W STREET: I-101 Freeway NB Ramps DAY: TUESDAY PROJECT# 07-2380-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	0	2	2	1	0	1	2	1	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	242	106		186	137	17		44	77	17	140	966
4:15 PM	6	230	139		205	131	14		41	80	15	126	987
4:30 PM	1	261	111		212	125	18		38	65	19	171	1021
4:45 PM	1	300	119		320	124	16		42	76	14	180	1192
5:00 PM	3	299	100		258	130	16		43	60	18	192	1119
5:15 PM	1	311	131		180	135	13		46	57	16	191	1081
5:30 PM	2	305	108		223	129	8		47	70	15	180	1087
5:45 PM	1	300	97		249	124	9		39	71	11	176	1077
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	15	2248	911	0	1833	1035	111	0	340	556	125	1356	8530

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	7	1215	458	0	981	518	53	0	178	263	63	743	4479
PEAK HR. FACTOR:		0.948			0.844			0.979			0.990		0.939

CONTROL: Signalized

Intersection Turning Movement

Prepared by: National Data & Surveying Services

N-S STREET: Kanan Rd DATE: 8/7/2007 LOCATION: City of Agoura Hil

E-W STREET: I-101 Freeway SB Ramps DAY: TUESDAY PROJECT# 07-2380-002

	NORTHBOUND				SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	Onto roadside NR	Onto I-101 SB NRR	Onto roadside SL	ST	Onto I-101 SB SR	EL	Onto roadside ET	ER	WL	WT	WR	TOTAL
LANES:	0	1.5	0.5		1	2	1	1.5	0.5	1	1	0	1	
6:00 AM														
6:15 AM														
6:30 AM														
6:45 AM														
7:00 AM	0	53	2	18	21	174	242	39	23	74	3		17	648
7:15 AM	0	84	8	36	16	186	242	56	16	57	0		16	681
7:30 AM	0	116	4	50	31	192	296	71	25	63	6		26	830
7:45 AM	0	116	8	59	36	183	268	96	31	75	4		19	836
8:00 AM	0	101	3	58	36	207	238	80	38	51	6		19	779
8:15 AM	0	115	12	58	25	251	247	73	32	47	3		19	824
8:30 AM	0	139	11	67	26	292	239	92	25	75	7		37	943
8:45 AM	0	138	4	40	37	321	226	100	38	80	5		19	968
9:00 AM														
9:15 AM														
9:30 AM														
9:45 AM														
10:00 AM														
10:15 AM														
10:30 AM														
10:45 AM														
11:00 AM														
11:15 AM														
11:30 AM														
11:45 AM														

TOTAL	NL	NT	NR	PEDS	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	862	52		228	1806	1998	607	228	522	34	0	172	6509
				386										

AM Peak Hr Begins at: 800 AM

PEAK														
VOLUMES =	0	493	30		124	1071	950	345	133	253	21	0	94	3514
PEAK HR.	0.000	0.887	0.625		0.838	0.834	0.962	0.863	0.875	0.791	0.750	0.000	0.635	
FACTOR:		0.872				0.918			0.838			0.653		0.908

CONTROL: Signalized

Intersection Turning Movement

Prepared by: National Data & Surveying Services

N-S STREET: Kanan Rd DATE: 8/7/2007 LOCATION: City of Agoura Hil

E-W STREET: I-101 Freeway SB Ramps DAY: TUESDAY PROJECT# 07-2380-002

	NORTHBOUND				SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	Onto roadside NR	Onto I-101 SB NRR	Onto roadside SL	ST	Onto I-101 SB SR	EL	Onto roadside ET	ER	WL	WT	WR	TOTAL
LANES:	0	1.5	0.5		1	2	1	1.5	0.5	1	1	0	1	
3:00 PM														
3:15 PM														
3:30 PM														
3:45 PM														
4:00 PM	0	231	5	70	49	188	132	80	16	161	8	0	63	933
4:15 PM	0	298	11	78	42	169	142	46	26	128	3	0	68	933
4:30 PM	0	240	16	60	32	161	107	60	18	103	5	0	70	812
4:45 PM	0	275	22	80	37	158	123	59	21	124	4	0	49	872
5:00 PM	0	240	8	72	47	167	154	75	20	122	3	0	65	901
5:15 PM	0	239	3	79	45	155	162	78	23	182	5	0	85	977
5:30 PM	0	255	7	80	37	161	85	81	19	137	7	0	70	859
5:45 PM	0	236	5	81	50	197	120	135	22	131	4	0	62	962
6:00 PM														
6:15 PM														
6:30 PM														
6:45 PM														
7:00 PM														
7:15 PM														
TOTAL VOLUMES =	0	2014	77	PEDS 600	339	1356	1025	614	165	1088	39	0	532	7249
AM Peak Hr Begins at:	500 PM													
PEAK VOLUMES =	0	970	23		179	680	521	369	84	572	19	0	282	3699
PEAK HR. FACTOR:	0.000	0.951	0.719	0.948	0.895	0.863	0.804	0.683	0.913	0.786	0.679	0.000	0.388	
						0.938			0.890			0.836		0.947

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Clareton Dr | DATE: 5/15/2007 | LOCATION: City of Agoura Hills

E-W STREET: Canwood St | DAY: TUESDAY | PROJECT# 07-2246-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:				0	1	0	0	1			1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				8		2	20	34			8	2	74
7:15 AM				5		8	29	48			9	24	123
7:30 AM				9		9	25	67			15	24	149
7:45 AM				7		8	30	60			16	22	143
8:00 AM				15		7	33	70			17	18	160
8:15 AM				24		15	40	74			17	19	189
8:30 AM				4		6	13	70			14	4	111
8:45 AM				8		6	18	63			15	7	117
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 80	ST 0	SR 61	EL 208	ET 486	ER 0	WL 0	WT 111	WR 120	TOTAL 1066

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	0	0	0	55	0	39	128	271	0	0	65	83	641
PEAK HR. FACTOR:		0.000			0.603			0.875			0.949		0.848

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Clareton Dr DATE: 5/15/2007 LOCATION: City of Agoura Hills

E-W STREET: Canwood St DAY: TUESDAY PROJECT# 07-2246-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:				0	1	0	0	1			1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM				19		57	41	36			41	16	210
4:15 PM				18		48	27	36			43	18	190
4:30 PM				20		51	35	37			45	18	206
4:45 PM				25		52	30	38			50	28	223
5:00 PM				27		54	41	39			60	26	247
5:15 PM				27		62	40	29			34	15	207
5:30 PM				25		60	40	29			40	23	217
5:45 PM				23		58	36	25			31	15	188
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 184	ST 0	SR 442	EL 290	ET 269	ER 0	WL 0	WT 344	WR 159	TOTAL 1688

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	0	0	0	104	0	228	151	135	0	0	184	92	894
PEAK HR. FACTOR:		0.000			0.933			0.894			0.802		0.905

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Derry Ave | DATE: 5/15/2007 | LOCATION: City of Agoura Hills

E-W STREET: Canwood St | DAY: TUESDAY | PROJECT# 07-2246-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	1	0	1	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	0	0	8	0	3	17	19	0	0	11	15	73
7:15 AM	0	0	1	4	0	4	18	34	0	0	27	12	100
7:30 AM	0	0	0	6	0	4	24	50	0	0	15	22	121
7:45 AM	0	0	0	1	0	6	33	44	0	0	26	25	135
8:00 AM	0	0	0	3	0	7	23	39	0	0	27	31	130
8:15 AM	0	0	0	12	0	6	25	61	0	0	32	23	159
8:30 AM	0	0	0	9	0	6	20	74	2	0	28	17	156
8:45 AM	0	0	1	4	0	10	26	57	0	1	22	15	136
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	0	0	2	47	0	46	186	378	2	1	188	160	1010

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	0	0	1	28	0	29	94	231	2	1	109	86	581
PEAK HR. FACTOR:		0.250			0.792			0.852			0.845		0.914

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Derry Ave | DATE: 5/15/2007 | LOCATION: City of Agoura Hills

E-W STREET: Canwood St | DAY: TUESDAY | PROJECT# 07-2246-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	1	0	1	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	0	0	26	1	37	27	37	0	1	29	18	176
4:15 PM	0	0	1	28	0	30	42	22	1	1	35	20	180
4:30 PM	1	0	1	36	0	44	17	45	2	1	28	11	186
4:45 PM	0	1	0	30	1	21	16	32	1	0	28	14	144
5:00 PM	1	0	0	39	0	47	5	35	0	0	31	12	170
5:15 PM	0	0	2	24	0	18	20	43	1	0	43	20	171
5:30 PM	2	0	1	33	0	33	10	39	0	1	28	13	160
5:45 PM	0	1	0	20	1	17	17	37	1	0	20	8	122
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 4	NT 2	NR 5	SL 236	ST 3	SR 247	EL 154	ET 290	ER 6	WL 4	WT 242	WR 116	TOTAL 1309

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	1	1	2	120	2	132	102	136	4	3	120	63	686
PEAK HR. FACTOR:		0.500			0.794			0.931			0.830		0.922

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Colodny Dr | DATE: 5/15/2007 | LOCATION: City of Agoura Hills

E-W STREET: Canwood St | DAY: TUESDAY | PROJECT# 07-2246-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:				0	1	0	1	1			1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				4		3	5	36			29	3	80
7:15 AM				5		7	6	33			34	4	89
7:30 AM				3		3	5	33			39	3	86
7:45 AM				5		7	7	57			56	6	138
8:00 AM				3		1	17	52			29	1	103
8:15 AM				8		2	16	44			34	2	106
8:30 AM				17		7	5	45			29	1	104
8:45 AM				14		6	2	51			54	6	133
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 59	ST 0	SR 36	EL 63	ET 351	ER 0	WL 0	WT 304	WR 26	TOTAL 839

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	0	0	0	33	0	17	45	198	0	0	148	10	451
PEAK HR. FACTOR:		0.000			0.521			0.880			0.637		0.817

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Colodny Dr | DATE: 5/15/2007 | LOCATION: City of Agoura Hills

E-W STREET: Canwood St | DAY: TUESDAY | PROJECT# 07-2246-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:				0	1	0	1	1			1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM				5		10	8	45			35	6	109
4:15 PM				4		11	7	50			44	7	123
4:30 PM				4		12	7	48			40	7	118
4:45 PM				4		5	11	68			34	2	124
5:00 PM				4		5	8	61			39	4	121
5:15 PM				2		6	9	62			48	2	129
5:30 PM				2		6	9	60			29	3	109
5:45 PM				5		5	3	48			22	1	84
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 30	ST 0	SR 60	EL 62	ET 442	ER 0	WL 0	WT 291	WR 32	TOTAL 917

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	0	0	0	14	0	28	35	239	0	0	161	15	492
PEAK HR. FACTOR:		0.000			0.656			0.867			0.880		0.953

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Chesebro Rd DATE: 8/7/2007 LOCATION: City of Agoura Hills

E-W STREET: Driver Ave DAY: TUESDAY PROJECT# 07-2380-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	1	0	20	6	0	5	3	37	2	24	18	6	122
7:15 AM	0	0	21	7	1	0	2	65	0	43	34	4	177
7:30 AM	1	2	22	6	0	1	1	40	0	35	21	3	132
7:45 AM	0	0	29	9	0	1	2	72	1	57	35	7	213
8:00 AM	3	0	32	12	0	3	4	67	2	59	48	16	246
8:15 AM	1	0	26	9	2	3	2	57	0	41	23	6	170
8:30 AM	1	1	25	11	1	0	1	59	0	36	29	9	173
8:45 AM	1	1	27	15	2	2	1	60	0	35	34	5	183
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	8	4	202	75	6	15	16	457	5	330	242	56	1416

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	5	1	112	41	3	7	9	255	3	193	135	38	802
PEAK HR. FACTOR:		0.843			0.850			0.890			0.744		0.815

CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Chesebro Rd DATE: 8/7/2007 LOCATION: City of Agoura Hills

E-W STREET: Driver Ave DAY: TUESDAY PROJECT# 07-2380-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	2	0	65	11	2	4	2	38	1	25	47	12	209
4:15 PM	1	1	54	8	0	1	7	42	3	33	82	6	238
4:30 PM	2	1	69	9	0	0	4	63	3	37	81	12	281
4:45 PM	1	1	60	9	0	2	4	33	1	32	70	8	221
5:00 PM	3	0	82	4	4	1	2	46	5	28	76	13	264
5:15 PM	1	3	66	8	0	2	4	42	1	29	105	10	271
5:30 PM	4	2	50	5	2	1	3	44	3	31	113	11	269
5:45 PM	3	0	54	10	0	5	2	45	3	24	93	16	255
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 17	NT 8	NR 500	SL 64	ST 8	SR 16	EL 28	ET 353	ER 20	WL 239	WT 667	WR 88	TOTAL 2008

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	11	5	252	27	6	9	11	177	12	112	387	50	1059
PEAK HR. FACTOR:		0.788			0.700			0.943			0.885		0.977

CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Chesebro Rd DATE: 8/7/2007 LOCATION: City of Agoura Hills

E-W STREET: I-101 Freeway NB Ramps DAY: TUESDAY PROJECT# 07-2380-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	1	0	0	0	1	0.5	0.5	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	2	16			33	2				19		31	103
7:15 AM	6	24			68	15				45		44	202
7:30 AM	5	22			68	18				47		49	209
7:45 AM	9	28			83	22				49		55	246
8:00 AM	8	42			78	23				66		59	276
8:15 AM	17	36			88	26				59		68	294
8:30 AM	18	31			86	28				54		56	273
8:45 AM	13	32			76	24				52		51	248
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 78	NT 231	NR 0	SL 0	ST 580	SR 158	EL 0	ET 0	ER 0	WL 391	WT 0	WR 413	TOTAL 1851

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	56	141	0	0	328	101	0	0	0	231	0	234	1091
PEAK HR. FACTOR:		0.929			0.941			0.000			0.915		0.928

CONTROL: 1-Way Stop W

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Chesebro Rd DATE: 8/7/2007 LOCATION: City of Agoura Hills

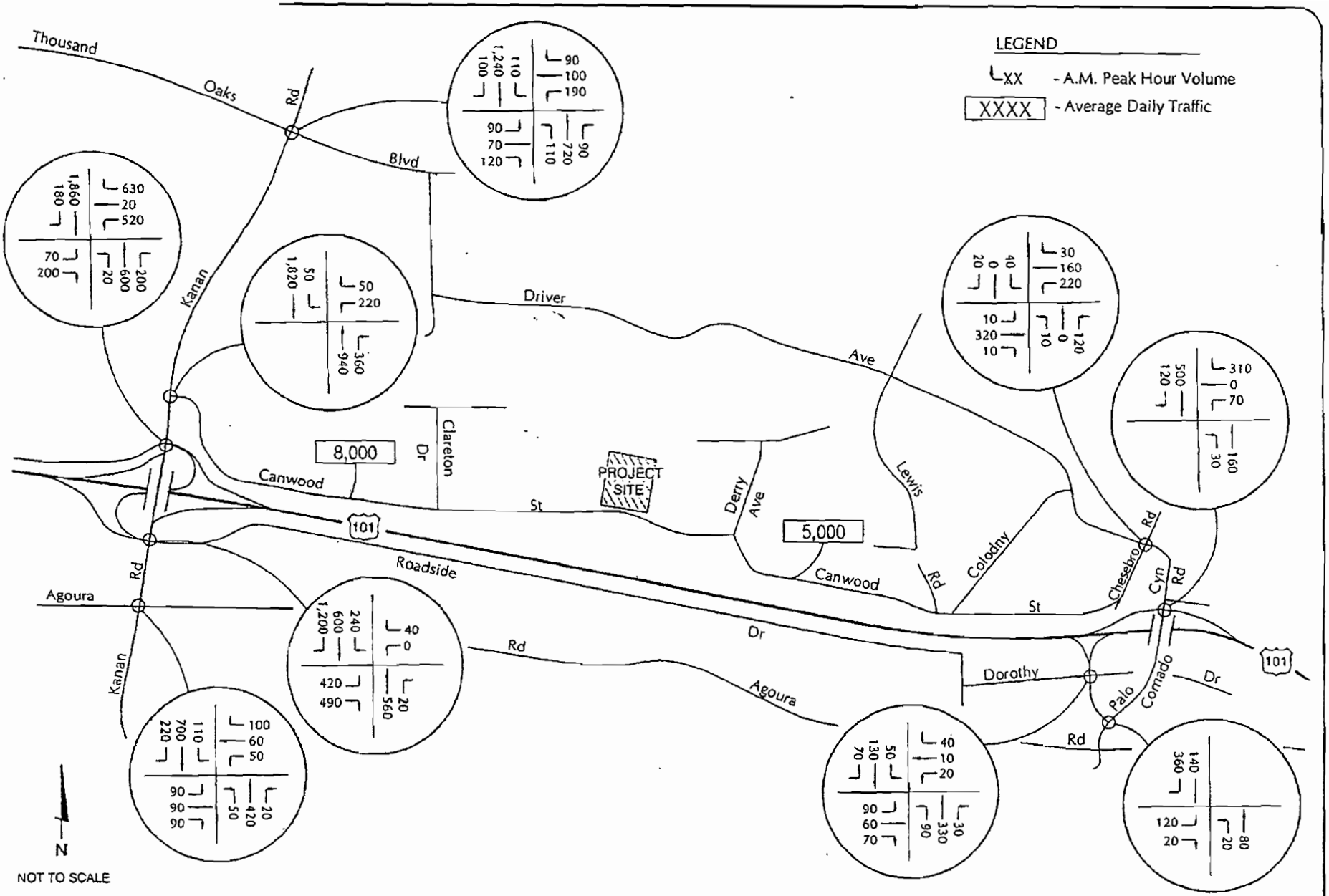
E-W STREET: I-101 Freeway NB Ramps DAY: TUESDAY PROJECT# 07-2380-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	1	0	0	0	1	0.5	0.5	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	22	49			54	25				46	0	56	252
4:15 PM	27	51			58	29				57	0	64	286
4:30 PM	31	60			97	32				58	0	61	339
4:45 PM	44	50			94	30				57	0	70	345
5:00 PM	67	64			105	30				54	0	67	387
5:15 PM	65	62			95	32				59	0	68	381
5:30 PM	70	69			91	33				54	0	68	385
5:45 PM	62	60			87	31				53	0	65	358
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	388	465	0	0	681	242	0	0	0	438	0	519	2733

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	264	255	0	0	378	126	0	0	0	220	0	268	1511
PEAK HR. FACTOR:		0.933			0.933			0.000			0.961		0.976

CONTROL: 1-Way Stop W

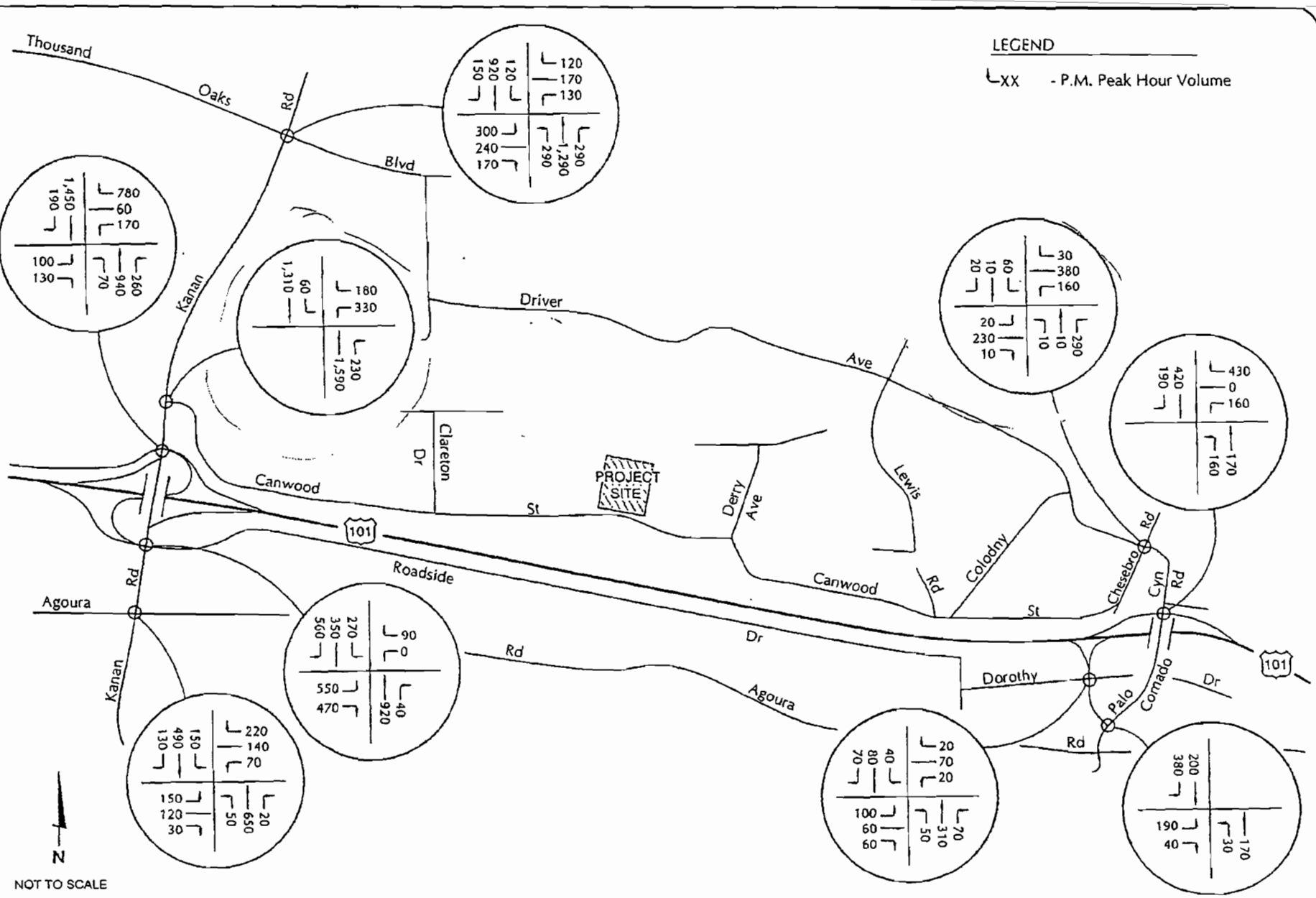


Associated Transportation Engineers

EXISTING AVERAGE DAILY TRAFFIC AND A.M. PEAK HOUR TRAFFIC VOLUMES

PROJECT NO: #05093.01
PREPARED BY: D.H.

FIGURE 3



ASSOCIATED TRANSPORTATION ENGINEERS

EXISTING P.M. PEAK HOUR TRAFFIC VOLUMES

PROJECT NO: #05093.01
PREPARED BY: D.H.

FIGURE 4

APPENDIX C

Explanation and Calculation of
Intersection Capacity Utilization/Delay

EXPLANATION AND CALCULATION OF
INTERSECTION CAPACITY UTILIZATION

Overview

The ability of a roadway to carry traffic is referred to as capacity. The capacity is usually greater between intersections and less at intersections because traffic flows continuously between them and only during the green phase at them. Capacity at intersections is best defined in terms of vehicles per lane per hour of green. If capacity is 1,600 vehicles per lane per hour of green, and if the green phase is 50 percent of the cycle and there are three lanes, then the capacity is 1,600 times 50 percent times 3 lanes, or 2,400 vehicles per hour for that approach.

The technique used to compare the volume and capacity at a signalized intersection is known as Intersection Capacity Utilization. Intersection Capacity Utilization, usually expressed as a percent, is the proportion of an hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity. If an intersection is operating at 80 percent of capacity (i.e., an Intersection Capacity Utilization of 80 percent), then 20 percent of the signal cycle is not used. The signal could show red on all indications 20 percent of the time and the signal would just accommodate approaching traffic.

Intersection Capacity Utilization analysis consists of (a) determining the proportion of signal time needed to serve each conflicting movement of traffic, (b) summing the times for the movements, and (c) comparing the total time required to the total time available. For example, if for north-south traffic the northbound traffic is 1,600 vehicles per hour, the southbound traffic is 1,200 vehicles per hour, and the capacity of either direction is 3,200 vehicles per hour, then the northbound traffic is critical and requires 1,600/3,200 or 50 percent of the signal time. If for east-west traffic, 30 percent of the signal time is required, then it can be seen that the Intersection Capacity Utilization is 50 plus 30, or 80 percent. When left turn arrows (left turn phasing) exist, they are incorporated into the analysis. The critical movements are usually the heavy left turn movements and the opposing through movements.

The Intersection Capacity Utilization technique is an ideal tool to quantify existing as well as future intersection operation. The impact of adding a lane can be quickly determined by examining the effect the lane has on the Intersection Capacity Utilization.

Intersection Capacity Utilization Worksheets That Follow This Discussion

The Intersection Capacity Utilization worksheet table contains the following information:

1. Peak hour turning movement volumes.
2. Number of lanes that serve each movement.
3. For right turn lanes, whether the lane is a free right turn lane, whether it has a right turn arrow, and the percent of right turns on red that are assumed.
4. Capacity assumed per lane.
5. Capacity available to serve each movement (number of lanes times capacity per lane).
6. Volume to capacity ratio for each movement.
7. Whether the movement's volume to capacity ratio is critical and adds to the Intersection Capacity Utilization value.
8. The yellow time or clearance interval assumed.
9. Adjustments for right turn movements.
10. The Intersection Capacity Utilization and Level of Service.

The Intersection Capacity Utilization Worksheet also has two graphics on the same page. These two graphics show the following:

1. Peak hour turning movement volumes.
2. Number of lanes that serve each movement.
3. The approach and exit leg volumes.
4. The two-way leg volumes.
5. An estimate of daily traffic volumes that is fairly close to actual counts and is based strictly on the peak hour leg volumes multiplied by a factor.

6. Percent of daily traffic in peak hours.

7. Percent of peak hour leg volume that is inbound versus outbound.

A more detailed discussion of Intersection Capacity Utilization and Level of Service follows.

Level of Service

Level of Service is used to describe the quality of traffic flow. Levels of Service A to C operate quite well. Level of Service C is typically the standard to which rural roadways are designed.

Level of Service D is characterized by fairly restricted traffic flow. Level of Service D is the standard to which urban roadways are typically designed. Level of Service E is the maximum volume a facility can accommodate and will result in possible stoppages of momentary duration. Level of Service F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration.

A description of the various Levels of Service appears at the end of the Intersection Capacity Utilization description, along with the relationship between Intersection Capacity Utilization and Level of Service.

Signalized Intersections

Although calculating an Intersection Capacity Utilization value for an unsignalized intersection is invalid, the presumption is that a signal can be installed and the calculation shows whether the geometrics are capable of accommodating the expected volumes with a signal. A traffic signal becomes warranted before Level of Service D is reached for a signalized intersection.

Signal Timing

The Intersection Capacity Utilization calculation assumes that a signal is properly timed. It is possible to have an Intersection Capacity Utilization well below 100 percent, yet have severe traffic congestion. This would occur if one or more movements is not getting sufficient green time to satisfy its demand, and excess green time exists on other movements. This is an operational problem that should be remedied.

Lane Capacity

Capacity is often defined in terms of roadway width; however, standard lanes have approximately the same capacity whether they are 11 or 14 feet wide. Our data indicates a typical lane, whether a through lane or a left turn lane, has a capacity of approximately 1,750 vehicles per hour of green time, with nearly all locations showing a capacity greater than 1,600 vehicles per hour of green per lane. Right turn lanes have a slightly lower capacity; however 1,600 vehicles per hour is a valid capacity assumption for right turn lanes.

This finding is published in the August 1978 issue of Institute of Transportation Engineers Journal in the article entitled, "Another Look at Signalized Intersection Capacity" by William Kunzman. A capacity of 1,600 vehicles per hour per lane with no yellow time penalty, or 1,700 vehicles per hour with a 3 or 5 percent yellow time penalty is reasonable.

Yellow Time

The yellow time can either be assumed to be completely used and no penalty applied, or it can be assumed to be only partially usable. Total yellow time accounts for approximately 10 percent of a signal cycle, and a penalty of 3 to 5 percent is reasonable.

During peak hour traffic operation the yellow times are nearly completely used. If there is no left turn phasing, the left turn vehicles completely use the yellow time. Even if there is left turn phasing, the through traffic continues to enter the intersection on the yellow until just a split second before the red.

Shared Lanes

Shared lanes occur in many locations. A shared lane is often found at the end of an off ramp where the ramp forms an intersection with the cross street. Often at a diamond interchange off ramp, there are three lanes. In the case of a diamond interchange, the middle lane is sometimes shared, and the driver can turn left, go through, or turn right from that lane.

If one assumes a three lane off ramp as described above, and if one assumes that each lane has 1,600 capacity, and if one assumes that there are 1,000 left turns per hour, 500 right turns per hour, and 100 through vehicles per hour, then how should one assume that the three lanes operate. There are three ways that it is done.

One way is to just assume that all 1,600 vehicles (1,000 plus 500 plus 100) are served simultaneously by three lanes. When this is done, the capacity is 3 times 1,600 or 4,800, and the amount of green time needed to serve the ramp is 1,600 vehicles divided by 4,800 capacity or 33.3 percent. This assumption effectively assumes perfect lane distribution between the three lanes that is not realistic. It also means a left turn can be made from the right lane.

Another way is to equally split the capacity of a shared lane and in this case to assume there are 1.33 left turn lanes, 1.33 right turn lanes, and 0.33 through lanes. With this assumption, the critical movement is the left turns and the 1,000 left turns are served by a capacity of 1.33 times 1,600, or 2,133. The volume to capacity ratio of the critical move is 1,000 divided by 2,133 or 46.9 percent.

The first method results in a critical move of 33.3 percent and the second method results in a critical move of 46.9 percent. Neither is very accurate, and the difference in the calculated Level of Service will be approximately 1.5 Levels of Service (one Level of Service is 10 percent).

The way Kunzman Associates does it is to assign fractional lanes in a reasonable way. In this example, it would be assumed that there is 1.1 right turn lanes, 0.2 through lanes, and 1.7 left turn lanes. The volume to capacity ratios for each movement would be 31.3 percent for the through traffic, 28.4 percent for the right turn movement, and 36.8 percent for the left turn movement. The critical movement would be the 36.8 percent for the left turns.

Right Turn on Red

Kunzman Associates' software treats right turn lanes in one of five different ways. Each right turn lane is classified into one of five cases. The five cases are (1) free right turn lane, (2) right turn lane with separate right turn arrow, (3) standard right turn lane with no right turns on red allowed, (4) standard right turn lane with a certain percentage of right turns on red allowed, and (5) separate right turn arrow and a certain percentage of right turns on red allowed.

Free Right Turn Lane

If it is a free right turn lane, then it is given a capacity of one full lane with continuous or 100 percent green time. A Free right turn lane occurs when there is a separate approach lane for right turning vehicles, there is a separate departure lane for the right turning vehicles after they turn and are exiting the intersection, and the through cross street traffic does not interfere with the vehicles after they turn right.

Separate Right Turn Arrow

If there is a separate right turn arrow, then it is assumed that vehicles are given a green indication and can proceed on what is known as the left turn overlap.

The left turn overlap for a northbound right turn is the westbound left turn. When the left turn overlap has a green indication, the right turn lane is also given a green arrow indication. Thus, if there is a northbound right turn arrow, then it can be turned green for the period of time that the westbound left turns are proceeding.

If there are more right turns than can be accommodated during the northbound through green and the time that the northbound right turn arrow is on, then an adjustment is made to the Intersection Capacity Utilization to account for the green time that needs to be added to the northbound through green to accommodate the northbound right turns.

Standard Right Turn Lane, No Right Turns on Red

A standard right turn lane, with no right turn on red assumed, proceeds only when there is a green indication displayed for the adjacent through movement. If additional green time is needed above that amount of time, then in the Intersection Capacity Utilization calculation a right turn adjustment green time is added above the green time that is needed to serve the adjacent through movement.

Standard Right Turn Lane, With Right Turns on Red

A standard right turn lane with say 20 percent of the right turns allowed to turn right on a red indication is calculated the same as the standard right turn case where there is no right turn on red allowed, except that the right turn adjustment is reduced to account for the 20 percent of the right turning vehicles that can logically turn right on a red light. The right turns on red are never allowed to exceed the time the overlap left turns take plus the unused part of the green cycle that the cross street traffic moving from left to right has.

As an example of how 20 percent of the cars are allowed to turn right on a red indication, assume that the northbound right turn volume needs 40 percent of the signal cycle to be satisfied. To allow 20 percent of the northbound right turns to turn right on red, then during 8 percent of the signal cycle (40 percent of signal cycle times 20 percent that can turn right on red) right turns on red will be allowed if it is feasible.

For this example, assume that 15 percent of the signal cycle is green for the northbound through traffic, and that means that 15 percent of the signal cycle is

available to satisfy northbound right turns. After the northbound through traffic has received its green, 25 percent of the signal cycle is still needed to satisfy the northbound right turns (40 percent of the signal cycle minus the 15 percent of the signal cycle that the northbound through used).

Assume that the westbound left turns require a green time of 6 percent of the signal cycle. This 6 percent of the signal cycle is used by northbound right turns on red. After accounting for the northbound right turns that occur on the westbound overlap left turn, 19 percent of the signal cycle is still needed for the northbound right turns (25 percent of the cycle was needed after the northbound through green time was accounted for [see above paragraph], and 6 percent was served during the westbound left turn overlap). Also, at this point 6 percent of the signal cycle has been used for northbound right turns on red, and still 2 percent more of the right turns will be allowed to occur on the red if there is unused eastbound through green time.

For purpose of this example, assume that the westbound through green is critical, and that 15 percent of the signal cycle is unused by eastbound through traffic. Thus, 2 percent more of the signal cycle can be used by the northbound right turns on red since there is 15 seconds of unused green time being given to the eastbound through traffic.

At this point, 8 percent of the signal cycle was available to serve northbound right turning vehicles on red, and 15 percent of the signal cycle was available to serve right turning vehicles on the northbound through green. So 23 percent of the signal cycle has been available for northbound right turns.

Because 40 percent of the signal cycle is needed to serve northbound right turns, there is still a need for 17 percent more of the signal cycle to be available for northbound right turns. What this means is the northbound through traffic green time is increased by 17 percent of the cycle length to serve the unserved right turn volume, and a 17 percent adjustment is added to the Intersection Capacity Utilization to account for the northbound right turns that were not served on the northbound through green time or when right turns on red were assumed.

Separate Right Turn Arrow, With Right Turns on Red

A right turn lane with a separate right turn arrow, plus a certain percentage of right turns allowed on red is calculated the same way as a standard right turn lane with a certain percentage of right turns allowed on red, except the turns which occur on the right turn arrow are not counted as part of the percentage of right turns that occur on red.

Critical Lane Method

Intersection Capacity Utilization parallels another calculation procedure known as the Critical Lane Method with one exception. Critical Lane Method dimensions capacity in terms of standardized vehicles per hour per lane. A Critical Lane Method result of 800 vehicles per hour means that the intersection operates as though 800 vehicles were using a single lane continuously. If one assumes a lane capacity of 1,600 vehicles per hour, then a Critical Lane Method calculation resulting in 800 vehicles per hour is the same as an Intersection Capacity Utilization calculation of 50 percent since 800/1,600 is 50 percent. It is our opinion that the Critical Lane Method is inferior to the Intersection Capacity Utilization method simply because a statement such as "The Critical Lane Method value is 800 vehicles per hour" means little to most persons, whereas a statement such as "The Intersection Capacity Utilization is 50 percent" communicates clearly. Critical Lane Method results directly correspond to Intersection Capacity Utilization results. The correspondence is as follows, assuming a lane capacity of 1,600 vehicles per hour and no clearance interval.

Critical Lane Method Result	Intersection Capacity Utilization Result
800 vehicles per hour	50 percent
960 vehicles per hour	60 percent
1,120 vehicles per hour	70 percent
1,280 vehicles per hour	80 percent
1,440 vehicles per hour	90 percent
1,600 vehicles per hour	100 percent
1,760 vehicles per hour	110 percent

INTERSECTION CAPACITY UTILIZATION
LEVEL OF SERVICE DESCRIPTION[1]

Level of Service	Description	Volume to Capacity Ratio
A	Level of Service A occurs when progression is extremely favorable and vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	0.600 and below
B	Level of Service B generally occurs with good progression and/or short cycle lengths. More vehicles stop than for Level of Service A, causing higher levels of average delay.	0.601 to 0.700
C	Level of Service C generally results when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.	0.701 to 0.800
D	Level of Service D generally results in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	0.801 to 0.900
E	Level of Service E is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume to capacity ratios. Individual cycle failures are frequent.	0.901 to 1.000
F	Level of Service F is considered to be unacceptable to most drivers. This condition often occurs when oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume to capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	1.001 and up

[1] Source: Highway Capacity Manual Special Report 209, Transportation Research Board, National Research Council Washington D.C., 2000.

EXPLANATION AND CALCULATION OF INTERSECTION LEVEL OF SERVICE USING DELAY METHODOLOGY

The levels of service at the unsignalized intersections are calculated using the delay methodology in the 2000 Highway Capacity Manual. This methodology views an intersection as consisting of several lane groups. A lane group is a set of lanes serving a movement. If there are two northbound left turn lanes, then the lane group serving the northbound left turn movement has two lanes. Similarly, there may be three lanes in the lane group serving the northbound through movement, one lane in the lane group serving the northbound right turn movement, and so forth. It is also possible for one lane to serve two lane groups. A shared lane might result in there being 1.5 lanes in the northbound left turn lane group and 2.5 lanes in the northbound through lane group.

For each lane group, there is a capacity. That capacity is calculated by multiplying the number of lanes in the lane group times a theoretical maximum lane capacity per lane times 12 adjustment factors.

Each of the 12 adjustment factors has a value of approximately 1.00. A value less than 1.00 is generally assigned when a less than desirable condition occurs.

The 12 adjustment factors are as follows:

1. Peak hour factor (to account for peaking within the peak hour)
2. Lane utilization factor (to account for not all lanes loading equally)
3. Lane width
4. Percent of heavy trucks
5. Approach grade
6. Parking
7. Bus stops at intersections
8. Area type (CBD or other)
9. Right turns
10. Left turns

11. Pedestrian activity

12. Signal progression

The maximum theoretical lane capacity and the 12 adjustment factors for it are all unknowns for which approximate estimates have been recommended in the 2000 Highway Capacity Manual. For the most part, the recommended values are not based on statistical analysis but rather on educated estimates. However, it is possible to use the delay method and get reasonable results as will be discussed below.

Once the lane group volume is known and the lane group capacity is known, a volume to capacity ratio can be calculated for the lane group.

With a volume to capacity ratio calculated, average delay per vehicle in a lane group can be estimated. The average delay per vehicle in a lane group is calculated using a complex formula provided by the 2000 Highway Capacity Manual, which can be simplified and described as follows:

Delay per vehicle in a lane group is a function of the following:

1. Cycle length

2. Amount of red time faced by a lane group

3. Amount of yellow time for that lane group

4. The volume to capacity ratio of the lane group

The average delay per vehicle for each lane group is calculated, and eventually an overall average delay for all vehicles entering the intersection is calculated. This average delay per vehicle is then used to judge Level of Service. The Level of Services are defined in the table that follows this discussion.

Experience has shown that when a maximum lane capacity of 1,900 vehicles per hour is used (as recommended in the 2000 Highway Capacity Manual), little or no yellow time penalty is used, and none of the 12 penalty factors are applied, calculated delay is realistic. The delay calculation for instance assumes that yellow time is totally unused. Yet experience shows that most of the yellow time is used.

An idiosyncrasy of the delay methodology is that it is possible to add traffic to an intersection and reduce the average total delay per vehicle. If the average total delay is 30 seconds per vehicle for all vehicles traveling through an intersection, and traffic is

added to a movement that has an average total delay of 15 seconds per vehicle, then the overall average total delay is reduced.

The delay calculation for a lane group is based on a concept that the delay is a function of the amount of unused capacity available. As the volume approaches capacity and there is no more unused capacity available, then the delay rapidly increases. Delay is not proportional to volume, but rather increases rapidly as the unused capacity approaches zero.

Because delay is not linearly related to volumes, the delay does not reflect how close an intersection is to overloading. If an intersection is operating at Level of Service C and has an average total delay of 18 seconds per vehicle, you know very little as to what percent the traffic can increase before Level of Service E is reached.

LEVEL OF SERVICE DESCRIPTION[1]

Level Of Service	Description	Average Total Delay Per Vehicle (Seconds)	
		Signalized	Unsignalized
A	Level of Service A occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	0 to 10.00	0 to 10.00
B	Level of Service B generally occurs with good progression and/or short cycle lengths. More vehicles stop than for Level of Service A, causing higher levels of average total delay.	10.01 to 20.00	10.01 to 15.00
C	Level of Service C generally results when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.	20.01 to 35.00	15.01 to 25.00
D	Level of Service D generally results in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	35.01 to 55.00	25.01 to 35.00
E	Level of Service E is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume to capacity ratios. Individual cycle failures are frequent occurrences.	55.01 to 80.00	35.01 to 50.00
F	Level of Service F is considered to be unacceptable to most drivers. This condition often occurs with oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume to capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	80.01 and up	50.01 and up

[1] Source: Highway Capacity Manual Special Report 209, Transportation Research Board, National Research Council, Washington, D.C., 2000.

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

Intersection #1 Kanan Road (NS) at Thousand Oaks Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.725
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	1 0 2	0	1	2 0 2	0	1	1 0 2	0	1
Volume Module:												
Base Vol:	110	720	90	110	1240	100	90	70	120	190	100	90
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	114	747	93	114	1287	104	93	73	125	197	104	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	747	93	114	1287	104	93	73	125	197	104	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	747	93	114	1287	104	93	73	125	197	104	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	747	93	114	1287	104	93	73	125	197	104	93
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	2880	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.06	0.07	0.40	0.06	0.03	0.02	0.08	0.12	0.03	0.06
Crit Moves:	****				****				****	****		

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

Intersection #1 Kanan Road (NS) at Thousand Oaks Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	290	1290	290	120	920	150	300	240	170	130	170	120
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	301	1339	301	125	955	156	311	249	176	135	176	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	301	1339	301	125	955	156	311	249	176	135	176	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	1339	301	125	955	156	311	249	176	135	176	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	301	1339	301	125	955	156	311	249	176	135	176	125
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	2880	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.19	0.42	0.19	0.08	0.30	0.10	0.11	0.08	0.11	0.08	0.06	0.08
Crit Moves:		****		****			****					****

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

Intersection #2 Kanan Road (NS) at Canwood Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.523
Loss Time (sec):	5 (Y+R=0.0 sec)	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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	2 0	3	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	940	360	50	1820	0	0	0	0	220	0	50
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	976	374	52	1889	0	0	0	0	228	0	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:	0	976	374	52	1889	0	0	0	0	228	0	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	976	374	52	1889	0	0	0	0	228	0	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:	0	976	374	52	1889	0	0	0	0	228	0	52
OvlAdjVol:												23
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	2880	4800	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.23	0.02	0.39	0.00	0.00	0.00	0.00	0.08	0.00	0.03
OvlAdjV/S:												0.01
Crit Moves:	****				****					****		

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

Intersection #2 Kanan Road (NS) at Canwood Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.706
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxx
Optimal Cycle:	100	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
Lanes:	0 0	2	0 1	2 0	3	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	1590	230	60	1310	0	0	0	0	330	0	180
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	1651	239	62	1360	0	0	0	0	343	0	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1651	239	62	1360	0	0	0	0	343	0	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1651	239	62	1360	0	0	0	0	343	0	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1651	239	62	1360	0	0	0	0	343	0	187
OvlAdjVol:												152
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	2880	4800	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.15	0.02	0.28	0.00	0.00	0.00	0.00	0.12	0.00	0.12
OvlAdjV/S:												0.10
Crit Moves:		****			****					****		

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

Intersection #3 Kanan Road (NS) at SR-101 Freeway NB Ramps/Canwood Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.673
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	0 0	3 0	1	1 0	0 0	1	1 1	0 0	2
Volume Module:												
Base Vol:	38	732	163	0	1605	486	48	0	100	540	34	466
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	39	760	169	0	1666	505	50	0	104	561	35	484
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	760	169	0	1666	505	50	0	104	561	35	484
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	760	169	0	1666	505	50	0	104	561	35	484
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	760	169	0	1666	505	50	0	104	561	35	484
OvlAdjVol:			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	2.00	1.00	0.00	3.00	1.00	1.00	0.00	1.00	1.88	0.12	2.00
Final Sat.:	1600	3200	1600	0	4800	1600	1600	0	1600	3010	190	3200
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.11	0.00	0.35	0.32	0.03	0.00	0.06	0.19	0.19	0.15
OvlAdjV/S:			0.00									
Crit Moves:	****				****				****	****		

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

Intersection #3 Kanan Road (NS) at SR-101 Freeway NB Ramps/Canwood Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.801
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	0 0	3 0	1	1 0	0 0	1	1 1	0 0	2
Volume Module:												
Base Vol:	7	1215	458	0	981	518	53	0	178	263	63	743
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	7	1261	475	0	1018	538	55	0	185	273	65	771
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	1261	475	0	1018	538	55	0	185	273	65	771
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1261	475	0	1018	538	55	0	185	273	65	771
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	1261	475	0	1018	538	55	0	185	273	65	771
OvlAdjVol:			90									
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	2.00	1.00	0.00	3.00	1.00	1.00	0.00	1.00	1.61	0.39	2.00
Final Sat.:	1600	3200	1600	0	4800	1600	1600	0	1600	2582	618	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.30	0.00	0.21	0.34	0.03	0.00	0.12	0.11	0.11	0.24
OvlAdjV/S:			0.06									
Crit Moves:		****			****				****			****

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

Intersection #4 Kanan Road (NS) at SR-101 Freeway SB Ramps/Roadside Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	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			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1 0	2	0 1	1 0	1!	0 1	1 0	0	0 1
Volume Module:												
Base Vol:	0	493	30	124	1071	950	345	133	253	21	0	94
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	512	31	129	1112	986	358	138	263	22	0	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	512	31	129	1112	986	358	138	263	22	0	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	512	31	129	1112	986	358	138	263	22	0	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	512	31	129	1112	986	358	138	263	22	0	98
OvlAdjVol:						733						
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:	0.00	2.83	0.17	1.00	2.00	1.00	1.42	0.54	1.04	1.00	0.00	1.00
Final Sat.:	0	4525	275	1600	3200	1600	2265	873	1661	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.08	0.35	0.62	0.16	0.16	0.16	0.01	0.00	0.06
OvlAdjV/S:						0.46						
Crit Moves:	****					****		****				****

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

Intersection #4 Kanan Road (NS) at SR-101 Freeway SB Ramps/Roadside Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.786
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	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			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1 0	2	0 1	1 0	1!	0 1	1 0	0	0 1
Volume Module:												
Base Vol:	0	970	23	179	680	521	369	84	572	19	0	282
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	1007	24	186	706	541	383	87	594	20	0	293
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1007	24	186	706	541	383	87	594	20	0	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1007	24	186	706	541	383	87	594	20	0	293
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1007	24	186	706	541	383	87	594	20	0	293
OvlAdjVol:						186						
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:	0.00	2.93	0.07	1.00	2.00	1.00	1.08	0.25	1.67	1.00	0.00	1.00
Final Sat.:	0	4689	111	1600	3200	1600	1728	393	2679	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.12	0.22	0.34	0.22	0.22	0.22	0.01	0.00	0.18
OvlAdjV/S:						0.12						
Crit Moves:		****			****			****				****

Agoura Business Center West Development Agreement
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Kanan Road (NS) at Agoura Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	50	420	20	110	700	220	90	90	90	50	60	100
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	52	436	21	114	727	228	93	93	93	52	62	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	436	21	114	727	228	93	93	93	52	62	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	436	21	114	727	228	93	93	93	52	62	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	436	21	114	727	228	93	93	93	52	62	104
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.91	0.09	1.00	1.00	1.00	1.00	0.50	0.50	1.00	1.00	1.00
Final Sat.:	1600	3055	145	1600	1600	1600	1600	800	800	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.07	0.45	0.14	0.06	0.12	0.12	0.03	0.04	0.06
Crit Moves:	****				****			****			****	

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

Intersection #5 Kanan Road (NS) at Agoura Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.640
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	50	650	20	150	490	130	150	120	30	70	140	220
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	52	675	21	156	509	135	156	125	31	73	145	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	675	21	156	509	135	156	125	31	73	145	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	675	21	156	509	135	156	125	31	73	145	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	675	21	156	509	135	156	125	31	73	145	228
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.00	1.00	1.00	0.80	0.20	1.00	1.00	1.00
Final Sat.:	1600	3104	96	1600	1600	1600	1600	1280	320	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.10	0.32	0.08	0.10	0.10	0.10	0.05	0.09	0.14
Crit Moves:	****				****		****					****

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 Clareton Drive (NS) at Canwood Street (EW)

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: B[13.4]

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 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	55	0	39	128	271	0	0	65	83
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	57	0	40	133	281	0	0	67	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	57	0	40	133	281	0	0	67	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	57	0	40	133	281	0	0	67	86
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	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:												
Cnflict Vol:	xxxx	xxxx	xxxxx	658	658	111	154	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	432	387	948	1439	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	399	348	948	1439	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.14	0.00	0.04	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	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	526	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	13.4	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			13.4			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Agoura Business Center West Development Agreement
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

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Intersection #6 Clareton Drive (NS) at Canwood Street (EW)

****

Average Delay (sec/veh): 8.6 Worst Case Level Of Service: C[19.4]

****

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			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	104	0	228	151	135	0	0	184	92
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	108	0	237	157	140	0	0	191	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	108	0	237	157	140	0	0	191	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	108	0	237	157	140	0	0	191	96
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	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:												
Cnflict Vol:	xxxx	xxxx	xxxxx	692	692	239	287	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	413	370	805	1287	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	370	320	805	1287	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.29	0.00	0.29	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	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	589	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	3.8	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	19.4	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			19.4			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

****

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

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Agoura Business Center West Development Agreement
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 Derry Avenue (NS) at Canwood Street (EW)

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: B[11.4]

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		1 0 0	0 1		1 0 1	0 0		0 0 0	1 0	
Volume Module:												
Base Vol:	0	0	0	28	0	29	94	231	0	0	109	86
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	29	0	30	98	240	0	0	113	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	29	0	30	98	240	0	0	113	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	29	0	30	98	240	0	0	113	89
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	593	xxxx	158	202	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	472	xxxx	893	1381	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	446	xxxx	893	1381	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	0.03	0.07	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	0.1	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	13.6	xxxx	9.2	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	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
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			11.4			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 Derry Avenue (NS) at Canwood Street (EW)

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: B[12.1]

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 0	0 1		1 0 1	0 0		0 0 0	1 0	
Volume Module:												
Base Vol:	0	0	0	120	0	132	102	136	0	0	120	63
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	125	0	137	106	141	0	0	125	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	125	0	137	106	141	0	0	125	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	125	0	137	106	141	0	0	125	65
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	510	xxxx	157	190	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	527	xxxx	893	1396	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	496	xxxx	893	1396	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.25	xxxx	0.15	0.08	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.0	xxxx	0.5	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	14.7	xxxx	9.8	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	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
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			12.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Agoura Business Center West Development Agreement
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #11 Colodny Drive (NS) at Canwood Street (EW)

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[11.2]

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		1	0	1	0	0		0	0	0	1	0	
Volume Module:																								
Base Vol:	0	0	0				33	0	17				45	198	0				0	148	10			
Growth Adj:	1.04	1.04	1.04				1.04	1.04	1.04				1.04	1.04	1.04				1.04	1.04	1.04			
Initial Bse:	0	0	0				34	0	18				47	206	0				0	154	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:	0	0	0				34	0	18				47	206	0				0	154	10			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	0	0				34	0	18				47	206	0				0	154	10			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				6.4	6.5	6.2				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:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				458	458	159				164	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx				565	502	892				1427	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx				551	486	892				1427	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx				0.06	0.00	0.02				0.03	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				7.6	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*				*	*	*				A	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	633	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	0.3	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	11.2	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	B	*				*	*	*				*	*	*			
ApproachDel:	xxxxxx						11.2						xxxxxx						xxxxxx					
ApproachLOS:	*						B						*						*					

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

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #11 Colodny Drive (NS) at Canwood Street (EW)

****

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[10.4]

****

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 1 0 0				0 0 0 1 0			
Volume Module:														
Base Vol:	0	0	0	14	0	28	35	239	0		0	161	15	
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	0	0	15	0	29	36	248	0		0	167	16	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0	15	0	29	36	248	0		0	167	16	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
FinalVolume:	0	0	0	15	0	29	36	248	0		0	167	16	
Critical Gap Module:														
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	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:														
Cnflict Vol:	xxxx	xxxx	xxxxx	496	496	175	183	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx	537	478	874	1405	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx	526	466	874	1405	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx	0.03	0.00	0.03	0.03	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	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*		
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT		LT	LTR	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	716	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.4	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	B	*	*	*	*		*	*	*	
ApproachDel:	xxxxxx			10.4			xxxxxx				xxxxxx			
ApproachLOS:	*			B			*				*			

****

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

****

Agoura Business Center West Development Agreement
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #12 Chesbro Road/Canwood Street (NS) at Driver Avenue/Palo Comado C

Cycle (sec):	0	Critical Vol./Cap.(X):	0.423
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.7
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 1	0 0	1	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	5	1	112	41	3	7	9	255	3	193	135	38
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	5	1	116	43	3	7	9	265	3	200	140	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1	116	43	3	7	9	265	3	200	140	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1	116	43	3	7	9	265	3	200	140	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	1	116	43	3	7	9	265	3	200	140	39
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:	0.83	0.17	1.00	0.80	0.06	0.14	0.03	0.97	1.00	1.00	0.78	0.22
Final Sat.:	425	85	608	420	31	72	22	626	736	610	535	150
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.19	0.10	0.10	0.10	0.42	0.42	0.00	0.33	0.26	0.26
Crit Moves:			****	****			****			****		
Delay/Veh:	9.4	9.4	9.3	10.0	10.0	10.0	11.9	11.9	7.4	11.2	9.6	9.6
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:	9.4	9.4	9.3	10.0	10.0	10.0	11.9	11.9	7.4	11.2	9.6	9.6
LOS by Move:	A	A	A	A	A	A	B	B	A	B	A	A
ApproachDel:	9.3			10.0			11.8			10.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.3			10.0			11.8			10.4		
LOS by Appr:	A			A			B			B		
AllWayAvgQ:	0.0	0.0	0.2	0.1	0.1	0.1	0.7	0.7	0.0	0.5	0.3	0.3

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

Agoura Business Center West Development Agreement
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #12 Chesbro Road/Canwood Street (NS) at Driver Avenue/Palo Comado C

Cycle (sec): 0 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.7
Optimal Cycle: 0 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:	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	1	0	0	1		0	0	1!	0	0		0	1	0	0	1		1	0	0	1	0	
Volume Module:																								
Base Vol:	11	5	252				27	6	9				11	177	12				112	387	50			
Growth Adj:	1.04	1.04	1.04				1.04	1.04	1.04				1.04	1.04	1.04				1.04	1.04	1.04			
Initial Bse:	11	5	262				28	6	9				11	184	12				116	402	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:	11	5	262				28	6	9				11	184	12				116	402	52			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	11	5	262				28	6	9				11	184	12				116	402	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:	11	5	262				28	6	9				11	184	12				116	402	52			
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:	0.69	0.31	1.00				0.65	0.14	0.21				0.06	0.94	1.00				1.00	0.89	0.11			
Final Sat.:	339	154	581				299	66	100				33	523	619				562	554	72			
Capacity Analysis Module:																								
Vol/Sat:	0.03	0.03	0.45				0.09	0.09	0.09				0.35	0.35	0.02				0.21	0.72	0.72			
Crit Moves:			****					****					****							****				
Delay/Veh:	9.8	9.8	12.8				10.6	10.6	10.6				12.0	12.0	8.3				10.5	21.2	21.2			
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:	9.8	9.8	12.8				10.6	10.6	10.6				12.0	12.0	8.3				10.5	21.2	21.2			
LOS by Move:	A	A	B				B	B	B				B	B	A				B	C	C			
ApproachDel:	12.6						10.6						11.8						19.0					
Delay Adj:	1.00						1.00						1.00						1.00					
ApprAdjDel:	12.6						10.6						11.8						19.0					
LOS by Appr:	B						B						B						C					
AllWayAvgQ:	0.0	0.0	0.7				0.1	0.1	0.1				0.5	0.5	0.0				0.2	2.2	2.2			

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

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #13 Palo Comado Canyon Road (NS) at SR-101 Freeway NB Ramps (EW)

Average Delay (sec/veh): 7.9 Worst Case Level Of Service: C[17.6]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	0	0		0	0	1	0	1		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	56	141		0			0	328		101			0		0		0		231		0		234	
Growth Adj:	1.04	1.04		1.04			1.04	1.04		1.04			1.04		1.04		1.04		1.04		1.04		1.04	
Initial Bse:	58	146		0			0	340		105			0		0		0		240		0		243	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	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	146		0			0	340		105			0		0		0		240		0		243	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	58	146		0			0	340		105			0		0		0		240		0		243	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx	xxxxx			6.4	xxxx		6.2								
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx	xxxxx			3.5	xxxx		3.3								
Capacity Module:																								
Cnflict Vol:	445	xxxx	xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx	xxxxx			656	xxxx		146								
Potent Cap.:	1126	xxxx	xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx	xxxxx			434	xxxx		906								
Move Cap.:	1126	xxxx	xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx	xxxxx			416	xxxx		906								
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	xxxx			0.58	xxxx		0.27								
Level Of Service Module:																								
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx	xxxxx			3.5	xxxx		1.1								
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx	xxxxx			24.8	xxxx		10.4								
LOS by Move:	A	*		*	*		*	*	*	*			C	*		B								
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:	0.2	xxxx	xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx		xxxxx								
Shrd ConDel:	8.4	xxxx	xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx		xxxxx								
Shared LOS:	A	*		*	*		*	*	*	*			*	*		*								
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			17.6														
ApproachLOS:	*			*			*			C														

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

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #13 Palo Comado Canyon Road (NS) at SR-101 Freeway NB Ramps (EW)

Average Delay (sec/veh): 55.7 Worst Case Level Of Service: F[167.3]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	0	0		0	0	1	0	1		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	264	255	0		0		378	126					0	0	0				220	0	268			
Growth Adj:	1.04	1.04	1.04		1.04		1.04	1.04					1.04	1.04	1.04				1.04	1.04	1.04			
Initial Bse:	274	265	0		0		392	131					0	0	0				228	0	278			
User Adj:	1.00	1.00	1.00		1.00		1.00	1.00					1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00		1.00		1.00	1.00					1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	274	265	0		0		392	131					0	0	0				228	0	278			
Reduct Vol:	0	0	0		0		0	0					0	0	0				0	0	0			
FinalVolume:	274	265	0		0		392	131					0	0	0				228	0	278			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx		xxxxx		xxxx	xxxxx					xxxxx	xxxx	xxxxx				6.4	xxxx	6.2			
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx		xxxx	xxxxx					xxxxx	xxxx	xxxxx				3.5	xxxx	3.3			
Capacity Module:																								
Cnflict Vol:	523	xxxx	xxxxx		xxxx		xxxx	xxxxx					xxxx	xxxx	xxxxx				1271	xxxx	265			
Potent Cap.:	1054	xxxx	xxxxx		xxxx		xxxx	xxxxx					xxxx	xxxx	xxxxx				187	xxxx	779			
Move Cap.:	1054	xxxx	xxxxx		xxxx		xxxx	xxxxx					xxxx	xxxx	xxxxx				143	xxxx	779			
Volume/Cap:	0.26	xxxx	xxxx		xxxx		xxxx	xxxx					xxxx	xxxx	xxxx				1.60	xxxx	0.36			
Level Of Service Module:																								
2Way95thQ:	1.0	xxxx	xxxxx		xxxx		xxxx	xxxxx					xxxx	xxxx	xxxxx				16.0	xxxx	1.6			
Control Del:	9.6	xxxx	xxxxx		xxxxx		xxxx	xxxxx					xxxxx	xxxx	xxxxx				356.3	xxxx	12.2			
LOS by Move:	A	*	*		*		*	*					*	*	*				F	*	B			
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:	1.0	xxxx	xxxxx		xxxxx		xxxx	xxxxx					xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	9.6	xxxx	xxxxx		xxxxx		xxxx	xxxxx					xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	A	*	*		*		*	*					*	*	*				*	*	*			
ApproachDel:	xxxxxx				xxxxxx								xxxxxx						167.3					
ApproachLOS:	*				*								*						F					

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

Agoura Business Center West Development Agreement
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #14 Palo Comado Canyon Road (NS) at Chesebro Road (EW)

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[10.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	20	80	0	0	140	360	120	0	20	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	21	83	0	0	145	374	125	0	21	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
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	83	0	0	145	374	125	0	21	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	21	83	0	0	145	374	125	0	21	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	519	xxxx	xxxxx	xxxx	xxxx	xxxxx	270	xxxx	145	xxxx	xxxx	xxxxx
Potent Cap.:	1057	xxxx	xxxxx	xxxx	xxxx	xxxxx	724	xxxx	907	xxxx	xxxx	xxxxx
Move Cap.:	1057	xxxx	xxxxx	xxxx	xxxx	xxxxx	713	xxxx	907	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.17	xxxx	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.1	xxxx	9.1	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	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:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.8			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Agoura Business Center West Development Agreement
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #14 Palo Comado Canyon Road (NS) at Chesebro Road (EW)

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: B[14.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	0	0 0 1	0	1	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	30 170	0		0 200	380		190	0	40	0	0	0
Growth Adj:	1.04 1.04	1.04		1.04 1.04	1.04		1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	31 176	0		0 208	394		197	0	42	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
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31 176	0		0 208	394		197	0	42	0	0	0
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
FinalVolume:	31 176	0		0 208	394		197	0	42	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	602 xxxx	xxxxx	xxxx	xxxx	xxxxx		446	xxxx	208	xxxx	xxxx	xxxxx
Potent Cap.:	985 xxxx	xxxxx	xxxx	xxxx	xxxxx		573	xxxx	838	xxxx	xxxx	xxxxx
Move Cap.:	985 xxxx	xxxxx	xxxx	xxxx	xxxxx		559	xxxx	838	xxxx	xxxx	xxxxx
Volume/Cap:	0.03 xxxx	xxxx	xxxx	xxxx	xxxx		0.35	xxxx	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1 xxxx	xxxxx	xxxx	xxxx	xxxxx		1.6	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	8.8 xxxx	xxxxx	xxxxx	xxxx	xxxxx		14.9	xxxx	9.5	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*		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:	0.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.8 xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*		*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.0			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #15 SR-101 Freeway SB Ramps (NS) at Dorothy Drive (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.763
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.1
Optimal Cycle:	0	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:	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	0 1	0 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	90	330	30	50	130	70	90	60	70	20	10	40
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	93	343	31	52	135	73	93	62	73	21	10	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	343	31	52	135	73	93	62	73	21	10	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	343	31	52	135	73	93	62	73	21	10	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	343	31	52	135	73	93	62	73	21	10	42
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:	0.20	0.73	0.07	0.28	0.72	1.00	0.60	0.40	1.00	0.29	0.14	0.57
Final Sat.:	122	449	41	156	405	643	295	197	569	138	69	276
Capacity Analysis Module:												
Vol/Sat:	0.76	0.76	0.76	0.33	0.33	0.11	0.32	0.32	0.13	0.15	0.15	0.15
Crit Moves:			****		****			****			****	
Delay/Veh:	24.3	24.3	24.3	11.8	11.8	8.7	12.4	12.4	9.4	10.7	10.7	10.7
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:	24.3	24.3	24.3	11.8	11.8	8.7	12.4	12.4	9.4	10.7	10.7	10.7
LOS by Move:	C	C	C	B	B	A	B	B	A	B	B	B
ApproachDel:		24.3			10.9			11.5			10.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		24.3			10.9			11.5			10.7	
LOS by Appr:		C			B			B			B	
AllWayAvgQ:	2.6	2.6	2.6	0.4	0.4	0.1	0.4	0.4	0.1	0.1	0.1	0.1

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

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #15 SR-101 Freeway SB Ramps (NS) at Dorothy Drive (EW)

Cycle (sec): 0 Critical Vol./Cap.(X): 0.729
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.0
Optimal Cycle: 0 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:	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	0 1	0 0	1	0 1	0 0	1	0 0	1!	0 0
Volume Module:												
Base Vol:	50	310	70	40	80	70	100	60	60	20	70	20
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	52	322	73	42	83	73	104	62	62	21	73	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:	52	322	73	42	83	73	104	62	62	21	73	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	322	73	42	83	73	104	62	62	21	73	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:	52	322	73	42	83	73	104	62	62	21	73	21
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:	0.12	0.72	0.16	0.33	0.67	1.00	0.62	0.38	1.00	0.18	0.64	0.18
Final Sat.:	71	441	100	180	360	620	312	187	580	90	314	90
Capacity Analysis Module:												
Vol/Sat:	0.73	0.73	0.73	0.23	0.23	0.12	0.33	0.33	0.11	0.23	0.23	0.23
Crit Moves:		****		****			****				****	
Delay/Veh:	22.0	22.0	22.0	10.8	10.8	8.8	12.5	12.5	9.1	11.4	11.4	11.4
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:	22.0	22.0	22.0	10.8	10.8	8.8	12.5	12.5	9.1	11.4	11.4	11.4
LOS by Move:	C	C	C	B	B	A	B	B	A	B	B	B
ApproachDel:		22.0			10.1			11.6			11.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		22.0			10.1			11.6			11.4	
LOS by Appr:		C			B			B			B	
AllWayAvgQ:	2.2	2.2	2.2	0.3	0.3	0.1	0.4	0.4	0.1	0.2	0.2	0.2

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

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

Intersection #1 Kanan Road (NS) at Thousand Oaks Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.777
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	110	720	90	110	1240	100	90	70	120	190	100	90
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	123	805	101	123	1387	112	101	78	134	213	112	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	805	101	123	1387	112	101	78	134	213	112	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	805	101	123	1387	112	101	78	134	213	112	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	805	101	123	1387	112	101	78	134	213	112	101
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	2880	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.06	0.08	0.43	0.07	0.03	0.02	0.08	0.13	0.03	0.06
Crit Moves:	****				****				****	****		

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

Intersection #1 Kanan Road (NS) at Thousand Oaks Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.795
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	1 0 2	0	1	2 0 2	0	1	1 0 2	0	1
Volume Module:												
Base Vol:	290 1290		290	120 920		150	300 240		170	130 170		120
Growth Adj:	1.12 1.12		1.12	1.12 1.12		1.12	1.12 1.12		1.12	1.12 1.12		1.12
Initial Bse:	324 1443		324	134 1029		168	336 268		190	145 190		134
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	324 1443		324	134 1029		168	336 268		190	145 190		134
Reduct Vol:	0 0		0	0 0		0	0 0		0	0 0		0
Reduced Vol:	324 1443		324	134 1029		168	336 268		190	145 190		134
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
FinalVolume:	324 1443		324	134 1029		168	336 268		190	145 190		134
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	0.90 1.00		1.00	1.00 1.00		1.00
Lanes:	1.00 2.00		1.00	1.00 2.00		1.00	2.00 2.00		1.00	1.00 2.00		1.00
Final Sat.:	1600 3200		1600	1600 3200		1600	2880 3200		1600	1600 3200		1600
Capacity Analysis Module:												
Vol/Sat:	0.20 0.45		0.20	0.08 0.32		0.10	0.12 0.08		0.12	0.09 0.06		0.08
Crit Moves:	****			****					****	****		

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

Intersection #2 Kanan Road (NS) at Canwood Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.560
Loss Time (sec):	5 (Y+R=0.0 sec)	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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	2 0	3	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	940	360	50	1820	0	0	0	0	220	0	50
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	1051	403	56	2036	0	0	0	0	246	0	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:	0	1051	403	56	2036	0	0	0	0	246	0	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1051	403	56	2036	0	0	0	0	246	0	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:	0	1051	403	56	2036	0	0	0	0	246	0	56
OvlAdjVol:												25
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	2880	4800	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.25	0.02	0.42	0.00	0.00	0.00	0.00	0.09	0.00	0.03
OvlAdjV/S:												0.02
Crit Moves:	****				****					****		

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

Intersection #2 Kanan Road (NS) at Canwood Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.757
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	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
Lanes:	0 0	2	0 1	2 0	3	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	1590	230	60	1310	0	0	0	0	330	0	180
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	1779	257	67	1465	0	0	0	0	369	0	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1779	257	67	1465	0	0	0	0	369	0	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1779	257	67	1465	0	0	0	0	369	0	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1779	257	67	1465	0	0	0	0	369	0	201
OvlAdjVol:												164
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	2880	4800	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.56	0.16	0.02	0.31	0.00	0.00	0.00	0.00	0.13	0.00	0.13
OvlAdjV/S:												0.10
Crit Moves:		****			****						****	

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

Intersection #3 Kanan Road (NS) at SR-101 Freeway NB Ramps/Canwood Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.721
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	0 0 3	0	1	1 0 0	0	1	1 1 0	0	2
Volume Module:												
Base Vol:	38	732	163	0	1605	486	48	0	100	540	34	466
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	43	819	182	0	1795	544	54	0	112	604	38	521
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	819	182	0	1795	544	54	0	112	604	38	521
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	819	182	0	1795	544	54	0	112	604	38	521
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	819	182	0	1795	544	54	0	112	604	38	521
OvlAdjVol:			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	2.00	1.00	0.00	3.00	1.00	1.00	0.00	1.00	1.88	0.12	2.00
Final Sat.:	1600	3200	1600	0	4800	1600	1600	0	1600	3010	190	3200
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.11	0.00	0.37	0.34	0.03	0.00	0.07	0.20	0.20	0.16
OvlAdjV/S:			0.00									
Crit Moves:	****				****				****	****		

Agoura Business Center West Development Agreement
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Kanan Road (NS) at SR-101 Freeway NB Ramps/Canwood Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.859
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	0 0 3	0	1	1 0 0	0	1	1 1 0	0	2
Volume Module:												
Base Vol:	7	1215	458	0	981	518	53	0	178	263	63	743
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	8	1359	512	0	1097	579	59	0	199	294	70	831
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	1359	512	0	1097	579	59	0	199	294	70	831
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1359	512	0	1097	579	59	0	199	294	70	831
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	1359	512	0	1097	579	59	0	199	294	70	831
OvlAdjVol:			97									
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	2.00	1.00	0.00	3.00	1.00	1.00	0.00	1.00	1.61	0.39	2.00
Final Sat.:	1600	3200	1600	0	4800	1600	1600	0	1600	2582	618	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.32	0.00	0.23	0.36	0.04	0.00	0.12	0.11	0.11	0.26
OvlAdjV/S:			0.06									
Crit Moves:		****		****					****			****

Agoura Business Center West Development Agreement
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Kanan Road (NS) at SR-101 Freeway SB Ramps/Roadside Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.780
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	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			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1 0	2	0 1	1 0	1!	0 1	1 0	0	0 1
Volume Module:												
Base Vol:	0	493	30	124	1071	950	345	133	253	21	0	94
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	551	34	139	1198	1063	386	149	283	23	0	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:	0	551	34	139	1198	1063	386	149	283	23	0	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	551	34	139	1198	1063	386	149	283	23	0	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:	0	551	34	139	1198	1063	386	149	283	23	0	105
OvlAdjVol:						790						
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:	0.00	2.83	0.17	1.00	2.00	1.00	1.42	0.54	1.04	1.00	0.00	1.00
Final Sat.:	0	4525	275	1600	3200	1600	2265	873	1661	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.09	0.37	0.66	0.17	0.17	0.17	0.01	0.00	0.07
OvlAdjV/S:						0.49						
Crit Moves:	****					****		****				****

Agoura Business Center West Development Agreement
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Kanan Road (NS) at SR-101 Freeway SB Ramps/Roadside Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.843
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	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			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1 0	2	0 1	1 0	1!	0 1	1 0	0	0 1
Volume Module:												
Base Vol:	0	970	23	179	680	521	369	84	572	19	0	282
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	1085	26	200	761	583	413	94	640	21	0	315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1085	26	200	761	583	413	94	640	21	0	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1085	26	200	761	583	413	94	640	21	0	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1085	26	200	761	583	413	94	640	21	0	315
OvlAdjVol:						201						
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:	0.00	2.93	0.07	1.00	2.00	1.00	1.08	0.25	1.67	1.00	0.00	1.00
Final Sat.:	0	4689	111	1600	3200	1600	1728	393	2679	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.13	0.24	0.36	0.24	0.24	0.24	0.01	0.00	0.20
OvlAdjV/S:						0.13						
Crit Moves:		****			****			****				****

Agoura Business Center West Development Agreement
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Kanan Road (NS) at Agoura Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.735
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	50	420	20	110	700	220	90	90	90	50	60	100
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	56	470	22	123	783	246	101	101	101	56	67	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:	56	470	22	123	783	246	101	101	101	56	67	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	470	22	123	783	246	101	101	101	56	67	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:	56	470	22	123	783	246	101	101	101	56	67	112
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.91	0.09	1.00	1.00	1.00	1.00	0.50	0.50	1.00	1.00	1.00
Final Sat.:	1600	3055	145	1600	1600	1600	1600	800	800	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.08	0.49	0.15	0.06	0.13	0.13	0.03	0.04	0.07
Crit Moves:	****				****			****			****	

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

Intersection #5 Kanan Road (NS) at Agoura Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	50	650	20	150	490	130	150	120	30	70	140	220
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	56	727	22	168	548	145	168	134	34	78	157	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	727	22	168	548	145	168	134	34	78	157	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	727	22	168	548	145	168	134	34	78	157	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	727	22	168	548	145	168	134	34	78	157	246
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.00	1.00	1.00	0.80	0.20	1.00	1.00	1.00
Final Sat.:	1600	3104	96	1600	1600	1600	1600	1280	320	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.10	0.34	0.09	0.10	0.10	0.10	0.05	0.10	0.15
Crit Moves:	****				****		****					****

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 Clareton Drive (NS) at Canwood Street (EW)

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: B[14.2]

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 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	55	0	39	128	271	0	0	65	83
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	62	0	44	143	303	0	0	73	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	44	143	303	0	0	73	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	62	0	44	143	303	0	0	73	93
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	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:												
Cnflict Vol:	xxxx	xxxx	xxxxx	709	709	119	166	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	404	362	938	1425	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	370	322	938	1425	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.17	0.00	0.05	0.10	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	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	494	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	14.2	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			14.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Agoura Business Center West Development Agreement
Opening Year (2022) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #6 Clareton Drive (NS) at Canwood Street (EW)

****

Average Delay (sec/veh): 10.1 Worst Case Level Of Service: C[23.4]

****

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 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	104	0	228	151	135	0	0	184	92
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	116	0	255	169	151	0	0	206	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:	0	0	0	116	0	255	169	151	0	0	206	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	116	0	255	169	151	0	0	206	103
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	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:												
Cnflict Vol:	xxxx	xxxx	xxxxx	746	746	257	309	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	384	344	786	1263	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	340	293	786	1263	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.34	0.00	0.32	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	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	558	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	4.9	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	23.4	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			23.4			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

****

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

****

Agoura Business Center West Development Agreement
Opening Year (2022) Without Project
Morning Peak Hour - With Improvements

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

Intersection #6 Clareton Drive (NS) at Canwood Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.309
Loss Time (sec):	5 (Y+R=0.0 sec)	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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1! 0	0	1 0	1	0 0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	55	0	39	128	271	0	0	65	83
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	62	0	44	143	303	0	0	73	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	44	143	303	0	0	73	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	62	0	44	143	303	0	0	73	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	44	143	303	0	0	73	93
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:	0.00	0.00	0.00	0.59	0.00	0.41	1.00	1.00	0.00	0.00	0.44	0.56
Final Sat.:	0	0	0	936	0	664	1600	1600	0	0	703	897
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.07	0.09	0.19	0.00	0.00	0.10	0.10
Crit Moves:						****	****				****	

Agoura Business Center West Development Agreement
Opening Year (2022) Without Project
Evening Peak Hour - With Improvements

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

Intersection #6 Clareton Drive (NS) at Canwood Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.581
Loss Time (sec):	5 (Y+R=0.0 sec)	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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	0 1!	0 0	1 0	1	0 0	0	0 0	1 0
Volume Module:												
Base Vol:	0	0	0	104	0	228	151	135	0	0	184	92
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	116	0	255	169	151	0	0	206	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:	0	0	0	116	0	255	169	151	0	0	206	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	116	0	255	169	151	0	0	206	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:	0	0	0	116	0	255	169	151	0	0	206	103
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:	0.00	0.00	0.00	0.31	0.00	0.69	1.00	1.00	0.00	0.00	0.67	0.33
Final Sat.:	0	0	0	501	0	1099	1600	1600	0	0	1067	533
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.23	0.11	0.09	0.00	0.00	0.19	0.19
Crit Moves:						****	****				****	

Agoura Business Center West Development Agreement
Opening Year (2022) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 Derry Avenue (NS) at Canwood Street (EW)

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: B[11.7]

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 0 1			1 0 1 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	28	0	29	94	231	0	0	109	86
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	31	0	32	105	258	0	0	122	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	31	0	32	105	258	0	0	122	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	31	0	32	105	258	0	0	122	96
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	639	xxxx	170	218	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	444	xxxx	879	1363	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	417	xxxx	879	1363	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	0.04	0.08	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	0.1	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	14.3	xxxx	9.3	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	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
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			11.7			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Agoura Business Center West Development Agreement
Opening Year (2022) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 Derry Avenue (NS) at Canwood Street (EW)

Average Delay (sec/veh): 5.9 Worst Case Level Of Service: B[12.7]

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 0 1			1 0 1 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	120	0	132	102	136	0	0	120	63
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	134	0	148	114	152	0	0	134	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	134	0	148	114	152	0	0	134	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	134	0	148	114	152	0	0	134	70
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	550	xxxx	169	205	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	500	xxxx	880	1379	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	468	xxxx	880	1379	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.29	xxxx	0.17	0.08	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.2	xxxx	0.6	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	15.8	xxxx	9.9	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	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
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			12.7			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Agoura Business Center West Development Agreement
Opening Year (2022) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #11 Colodny Drive (NS) at Canwood Street (EW)

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[11.5]

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			0 0 1! 0 0			1 0 1 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	33	0	17	45	198	0	0	148	10
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	37	0	19	50	221	0	0	166	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	37	0	19	50	221	0	0	166	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	37	0	19	50	221	0	0	166	11
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	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:												
Cnflict Vol:	xxxx	xxxx	xxxxx	493	493	171	177	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	539	480	878	1412	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	524	463	878	1412	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	0.00	0.02	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	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	607	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			11.5			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Agoura Business Center West Development Agreement
Opening Year (2022) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #11 Colodny Drive (NS) at Canwood Street (EW)

****

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[10.6]

****

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		1	0	1	0	0		0	0	0	1	0	
Volume Module:																								
Base Vol:	0	0	0				14	0	28				35	239	0				0	161	15			
Growth Adj:	1.12	1.12	1.12				1.12	1.12	1.12				1.12	1.12	1.12				1.12	1.12	1.12			
Initial Bse:	0	0	0				16	0	31				39	267	0				0	180	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				16	0	31				39	267	0				0	180	17			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	0	0				16	0	31				39	267	0				0	180	17			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				6.4	6.5	6.2				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:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				534	534	188				197	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx				510	455	859				1388	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx				499	442	859				1388	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx				0.03	0.00	0.04				0.03	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				7.7	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*				*	*	*				A	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	692	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	0.2	xxxxx				xxxxx	xxxxx	xxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	10.6	xxxxx				xxxxx	xxxxx	xxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	B	*				*	*	*				*	*	*			
ApproachDel:	xxxxxx						10.6						xxxxxx						xxxxxx					
ApproachLOS:	*						B						*						*					

****

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

****

Agoura Business Center West Development Agreement
Opening Year (2022) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #12 Chesbro Road/Canwood Street (NS) at Driver Avenue/Palo Comado C

Cycle (sec):	0	Critical Vol./Cap.(X):	0.464
Loss Time (sec):	0 (Y+R=4.0 sec)	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 1	0 0	1	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	5	1	112	41	3	7	9	255	3	193	135	38
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	6	1	125	46	3	8	10	285	3	216	151	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	1	125	46	3	8	10	285	3	216	151	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1	125	46	3	8	10	285	3	216	151	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	1	125	46	3	8	10	285	3	216	151	43
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:	0.83	0.17	1.00	0.80	0.06	0.14	0.03	0.97	1.00	1.00	0.78	0.22
Final Sat.:	416	83	592	409	30	70	22	615	720	601	525	148
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.21	0.11	0.11	0.11	0.46	0.46	0.00	0.36	0.29	0.29
Crit Moves:			****			****	****			****		
Delay/Veh:	9.5	9.5	9.7	10.2	10.2	10.2	12.7	12.7	7.5	11.7	9.9	9.9
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:	9.5	9.5	9.7	10.2	10.2	10.2	12.7	12.7	7.5	11.7	9.9	9.9
LOS by Move:	A	A	A	B	B	B	B	B	A	B	A	A
ApproachDel:		9.6			10.2			12.7			10.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.6			10.2			12.7			10.9	
LOS by Appr:		A			B			B			B	
AllWayAvgQ:	0.0	0.0	0.2	0.1	0.1	0.1	0.8	0.8	0.0	0.5	0.4	0.4

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

Agoura Business Center West Development Agreement
Opening Year (2022) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #12 Chesbro Road/Canwood Street (NS) at Driver Avenue/Palo Comado C

****

Cycle (sec): 0 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 18.5
Optimal Cycle: 0 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:	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 1	0 0	1	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	11	5	252	27	6	9	11	177	12	112	387	50
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	12	6	282	30	7	10	12	198	13	125	433	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:	12	6	282	30	7	10	12	198	13	125	433	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	6	282	30	7	10	12	198	13	125	433	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:	12	6	282	30	7	10	12	198	13	125	433	56
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:	0.69	0.31	1.00	0.65	0.14	0.21	0.06	0.94	1.00	1.00	0.89	0.11
Final Sat.:	331	151	566	290	64	97	32	507	598	551	543	70
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.50	0.10	0.10	0.10	0.39	0.39	0.02	0.23	0.80	0.80
Crit Moves:			****		****			****				****
Delay/Veh:	10.0	10.0	14.0	11.0	11.0	11.0	12.9	12.9	8.5	10.9	26.7	26.7
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:	10.0	10.0	14.0	11.0	11.0	11.0	12.9	12.9	8.5	10.9	26.7	26.7
LOS by Move:	B	B	B	B	B	B	B	B	A	B	D	D
ApproachDel:		13.7			11.0			12.6			23.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.7			11.0			12.6			23.5	
LOS by Appr:		B			B			B			C	
AllWayAvgQ:	0.0	0.0	0.8	0.1	0.1	0.1	0.6	0.6	0.0	0.3	3.1	3.1

****

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

****

Agoura Business Center West Development Agreement
Opening Year (2022) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #13 Palo Comado Canyon Road (NS) at SR-101 Freeway NB Ramps (EW)

Average Delay (sec/veh): 9.3 Worst Case Level Of Service: C[20.9]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	0	0		0	0	1	0	1		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	56	141		0		0	328		101				0		0		0		231		0		234	
Growth Adj:	1.12	1.12		1.12		1.12	1.12		1.12				1.12		1.12		1.12		1.12		1.12		1.12	
Initial Bse:	63	158		0		0	367		113				0		0		0		258		0		262	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00				1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00				1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	63	158		0		0	367		113				0		0		0		258		0		262	
Reduct Vol:	0	0		0		0	0		0				0		0		0		0		0		0	
FinalVolume:	63	158		0		0	367		113				0		0		0		258		0		262	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				6.4	xxxx		6.2								
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				3.5	xxxx		3.3								
Capacity Module:																								
Cnflict Vol:	480	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				706	xxxx		158								
Potent Cap.:	1093	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				405	xxxx		893								
Move Cap.:	1093	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				387	xxxx		893								
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				0.67	xxxx		0.29								
Level Of Service Module:																								
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				4.7	xxxx		1.2								
Control Del:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				31.2	xxxx		10.7								
LOS by Move:	A	*		*		*	*		*				D	*		B								
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:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	A	*		*		*	*		*		*													
ApproachDel:	xxxxxx			xxxxxx			xxxxxx						20.9											
ApproachLOS:	*			*			*						C											

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

Agoura Business Center West Development Agreement
Opening Year (2022) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #13 Palo Comado Canyon Road (NS) at SR-101 Freeway NB Ramps (EW)

Average Delay (sec/veh): 86.6 Worst Case Level Of Service: F[262.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0 0	0	0	1	0 1	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	264	255	0	0	378	126			0	0	0		220	0	268	
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12			1.12	1.12	1.12		1.12	1.12	1.12	
Initial Bse:	295	285	0	0	423	141			0	0	0		246	0	300	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	295	285	0	0	423	141			0	0	0		246	0	300	
Reduct Vol:	0	0	0	0	0	0			0	0	0		0	0	0	
FinalVolume:	295	285	0	0	423	141			0	0	0		246	0	300	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx xxxxx					6.4	xxxx	6.2	
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx xxxxx					3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	564	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx xxxxx					1369	xxxx	285	
Potent Cap.:	1018	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx xxxxx					163	xxxx	759	
Move Cap.:	1018	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx xxxxx					119	xxxx	759	
Volume/Cap:	0.29	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx xxxx					2.06	xxxx	0.40	
Level Of Service Module:																
2Way95thQ:	1.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx xxxxx					20.4	xxxx	1.9	
Control Del:	10.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx xxxxx					567.2	xxxx	12.8	
LOS by Move:	A	*	*	*	*	*	*	* *					F	*	B	
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:	1.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx xxxxx					xxxxx	xxxx	xxxxx	
Shrd ConDel:	10.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx xxxxx					xxxxx	xxxx	xxxxx	
Shared LOS:	A	*	*	*	*	*	*	* *					*	*	*	
ApproachDel:	xxxxxx			xxxxxx			xxxxxx						262.7			
ApproachLOS:	*			*			*						F			

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

Agoura Business Center West Development Agreement
Opening Year (2022) Without Project
Morning Peak Hour - With Improvements

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

Intersection #13 Palo Comado Canyon Road (NS) at SR-101 Freeway NB Ramps (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.480
Loss Time (sec):	5 (Y+R=0.0 sec)	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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0 0		0 0 1	0 1		0 0 0	0 0		1 0 0	0 1	
Volume Module:												
Base Vol:	56	141	0	0	328	101	0	0	0	231	0	234
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	63	158	0	0	367	113	0	0	0	258	0	262
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	158	0	0	367	113	0	0	0	258	0	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	158	0	0	367	113	0	0	0	258	0	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	158	0	0	367	113	0	0	0	258	0	262
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	1600	0	0	1600	1600	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.00	0.00	0.23	0.07	0.00	0.00	0.00	0.16	0.00	0.16
Crit Moves:	****				****					****		

Agoura Business Center West Development Agreement
Opening Year (2022) Without Project
Evening Peak Hour - With Improvements

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

Intersection #13 Palo Comado Canyon Road (NS) at SR-101 Freeway NB Ramps (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	264	255	0	0	378	126	0	0	0	220	0	268
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	295	285	0	0	423	141	0	0	0	246	0	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	295	285	0	0	423	141	0	0	0	246	0	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	285	0	0	423	141	0	0	0	246	0	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	295	285	0	0	423	141	0	0	0	246	0	300
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	1600	0	0	1600	1600	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.00	0.00	0.26	0.09	0.00	0.00	0.00	0.15	0.00	0.19
Crit Moves:	****				****							****

Agoura Business Center West Development Agreement
Opening Year (2022) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #14 Palo Comado Canyon Road (NS) at Chesebro Road (EW)

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[11.1]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	0	0		0	0	1	0	1		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	20	80	0				0	140	360				120	0	20				0	0	0			
Growth Adj:	1.12	1.12	1.12				1.12	1.12	1.12				1.12	1.12	1.12				1.12	1.12	1.12			
Initial Bse:	22	89	0				0	157	403				134	0	22				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			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	22	89	0				0	157	403				134	0	22				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	22	89	0				0	157	403				134	0	22				0	0	0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.4	xxxx		6.2	xxxxx	xxxx	xxxxx					
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	xxxx		3.3	xxxxx	xxxx	xxxxx					
Capacity Module:																								
Cnflict Vol:	559	xxxx	xxxxx	xxxx	xxxx	xxxxx							291	xxxx		157	xxxx	xxxx	xxxxx					
Potent Cap.:	1022	xxxx	xxxxx	xxxx	xxxx	xxxxx							704	xxxx		894	xxxx	xxxx	xxxxx					
Move Cap.:	1022	xxxx	xxxxx	xxxx	xxxx	xxxxx							692	xxxx		894	xxxx	xxxx	xxxxx					
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx							0.19	xxxx		0.03	xxxx	xxxx	xxxx					
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx							0.7	xxxx		0.1	xxxx	xxxx	xxxxx					
Control Del:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx							11.4	xxxx		9.1	xxxxx	xxxx	xxxxx					
LOS by Move:	A	*	*	*	*	*							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:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	A	*	*	*	*	*							*	*	*	*	*	*						
ApproachDel:	xxxxxx			xxxxxx									11.1			xxxxxx								
ApproachLOS:	*			*									B			*								

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

Agoura Business Center West Development Agreement
Opening Year (2022) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #14 Palo Comado Canyon Road (NS) at Chesebro Road (EW)

****

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: C[15.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 0	0	0 1	0 1	1	0	0 0 1	0	0	0 0 0
Volume Module:												
Base Vol:	30	170	0	0	200	380	190	0	40	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	34	190	0	0	224	425	213	0	45	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
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	190	0	0	224	425	213	0	45	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	34	190	0	0	224	425	213	0	45	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	649	xxxx	xxxxx	xxxx	xxxx	xxxxx	481	xxxx	224	xxxx	xxxx	xxxxx
Potent Cap.:	947	xxxx	xxxxx	xxxx	xxxx	xxxxx	548	xxxx	821	xxxx	xxxx	xxxxx
Move Cap.:	947	xxxx	xxxxx	xxxx	xxxx	xxxxx	532	xxxx	821	xxxx	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.40	xxxx	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.9	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	16.2	xxxx	9.6	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	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:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			15.0			xxxxxx		
ApproachLOS:	*			*			C			*		

****

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

****

Agoura Business Center West Development Agreement
Opening Year (2022) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #15 SR-101 Freeway SB Ramps (NS) at Dorothy Drive (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.839
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.7
Optimal Cycle:	0	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:	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 0	1	0	0 1	0	1	0 0	1!	0
Volume Module:												
Base Vol:	90	330	30	50	130	70	90	60	70	20	10	40
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	101	369	34	56	145	78	101	67	78	22	11	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	369	34	56	145	78	101	67	78	22	11	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	369	34	56	145	78	101	67	78	22	11	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	369	34	56	145	78	101	67	78	22	11	45
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:	0.20	0.73	0.07	0.28	0.72	1.00	0.60	0.40	1.00	0.29	0.14	0.57
Final Sat.:	120	440	40	151	393	623	288	192	553	136	68	271
Capacity Analysis Module:												
Vol/Sat:	0.84	0.84	0.84	0.37	0.37	0.13	0.35	0.35	0.14	0.16	0.16	0.16
Crit Moves:			****	****				****			****	
Delay/Veh:	31.5	31.5	31.5	12.5	12.5	9.0	13.2	13.2	9.7	11.1	11.1	11.1
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:	31.5	31.5	31.5	12.5	12.5	9.0	13.2	13.2	9.7	11.1	11.1	11.1
LOS by Move:	D	D	D	B	B	A	B	B	A	B	B	B
ApproachDel:		31.5			11.5			12.1			11.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		31.5			11.5			12.1			11.1	
LOS by Appr:		D			B			B			B	
AllWayAvgQ:	3.8	3.8	3.8	0.5	0.5	0.1	0.5	0.5	0.1	0.2	0.2	0.2

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

Agoura Business Center West Development Agreement
Opening Year (2022) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #15 SR-101 Freeway SB Ramps (NS) at Dorothy Drive (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.802
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.9
Optimal Cycle:	0	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:	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	0 1	0 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	50	310	70	40	80	70	100	60	60	20	70	20
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	56	347	78	45	89	78	112	67	67	22	78	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:	56	347	78	45	89	78	112	67	67	22	78	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	347	78	45	89	78	112	67	67	22	78	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:	56	347	78	45	89	78	112	67	67	22	78	22
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:	0.12	0.72	0.16	0.33	0.67	1.00	0.62	0.38	1.00	0.18	0.64	0.18
Final Sat.:	70	432	98	174	348	597	302	181	560	87	303	87
Capacity Analysis Module:												
Vol/Sat:	0.80	0.80	0.80	0.26	0.26	0.13	0.37	0.37	0.12	0.26	0.26	0.26
Crit Moves:	****				****			****		****		
Delay/Veh:	27.7	27.7	27.7	11.3	11.3	9.1	13.4	13.4	9.4	12.0	12.0	12.0
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:	27.7	27.7	27.7	11.3	11.3	9.1	13.4	13.4	9.4	12.0	12.0	12.0
LOS by Move:	D	D	D	B	B	A	B	B	A	B	B	B
ApproachDel:	27.7			10.5			12.3			12.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	27.7			10.5			12.3			12.0		
LOS by Appr:	D			B			B			B		
AllWayAvgQ:	3.1	3.1	3.1	0.3	0.3	0.1	0.5	0.5	0.1	0.3	0.3	0.3

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

Opening Year (2022) With "West" Project

Agoura Business Center West Development Agreement
Opening Year (2022) With "West" Project
Morning Peak Hour

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

Intersection #1 Kanan Road (NS) at Thousand Oaks Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.779
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	110	720	90	110	1240	100	90	70	120	190	100	90
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	123	805	101	123	1387	112	101	78	134	213	112	101
Added Vol:	1	1	0	0	1	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	806	101	123	1388	112	101	78	135	213	112	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	806	101	123	1388	112	101	78	135	213	112	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	806	101	123	1388	112	101	78	135	213	112	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	806	101	123	1388	112	101	78	135	213	112	101
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	2880	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.06	0.08	0.43	0.07	0.03	0.02	0.08	0.13	0.03	0.06
Crit Moves:	****				****				****	****		

Agoura Business Center West Development Agreement
Opening Year (2022) With "West" Project
Evening Peak Hour

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

Intersection #1 Kanan Road (NS) at Thousand Oaks Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.796
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	1 0 2	0	1	2 0 2	0	1	1 0 2	0	1
Volume Module:												
Base Vol:	290 1290		290	120 920		150	300 240		170	130 170		120
Growth Adj:	1.12 1.12		1.12	1.12 1.12		1.12	1.12 1.12		1.12	1.12 1.12		1.12
Initial Bse:	324 1443		324	134 1029		168	336 268		190	145 190		134
Added Vol:	2 2		0	0 1		0	0 0		1	0 0		0
PasserByVol:	0 0		0	0 0		0	0 0		0	0 0		0
Initial Fut:	326 1445		324	134 1030		168	336 268		191	145 190		134
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	326 1445		324	134 1030		168	336 268		191	145 190		134
Reduct Vol:	0 0		0	0 0		0	0 0		0	0 0		0
Reduced Vol:	326 1445		324	134 1030		168	336 268		191	145 190		134
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
FinalVolume:	326 1445		324	134 1030		168	336 268		191	145 190		134
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	0.90 1.00		1.00	1.00 1.00		1.00
Lanes:	1.00 2.00		1.00	1.00 2.00		1.00	2.00 2.00		1.00	1.00 2.00		1.00
Final Sat.:	1600 3200		1600	1600 3200		1600	2880 3200		1600	1600 3200		1600
Capacity Analysis Module:												
Vol/Sat:	0.20 0.45		0.20	0.08 0.32		0.10	0.12 0.08		0.12	0.09 0.06		0.08
Crit Moves:	****			****					****	****		

Agoura Business Center West Development Agreement
Opening Year (2022) With "West" Project
Morning Peak Hour

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

Intersection #2 Kanan Road (NS) at Canwood Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.561
Loss Time (sec):	5 (Y+R=0.0 sec)	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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	2 0	3	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	940	360	50	1820	0	0	0	0	220	0	50
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	1051	403	56	2036	0	0	0	0	246	0	56
Added Vol:	0	0	7	2	0	0	0	0	0	4	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1051	410	58	2036	0	0	0	0	250	0	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1051	410	58	2036	0	0	0	0	250	0	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1051	410	58	2036	0	0	0	0	250	0	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	1051	410	58	2036	0	0	0	0	250	0	57
OvlAdjVol:												25
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	2880	4800	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.26	0.02	0.42	0.00	0.00	0.00	0.00	0.09	0.00	0.04
OvlAdjV/S:												0.02
Crit Moves:	****				****					****		

Agoura Business Center West Development Agreement
Opening Year (2022) With "West" Project
Evening Peak Hour

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

Intersection #2 Kanan Road (NS) at Canwood Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.762
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	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
Lanes:	0 0 2	0	1	2 0 3	0	0	0 0 0	0	0	2 0 0	0	1
Volume Module:												
Base Vol:	0 1590		230	60 1310		0	0	0	0	330	0	180
Growth Adj:	1.12 1.12		1.12	1.12 1.12		1.12	1.12 1.12		1.12	1.12 1.12		1.12
Initial Bse:	0 1779		257	67 1465		0	0	0	0	369	0	201
Added Vol:	0	0	10	3	0	0	0	0	0	12	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0 1779		267	70 1465		0	0	0	0	381	0	204
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 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 1779		267	70 1465		0	0	0	0	381	0	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0 1779		267	70 1465		0	0	0	0	381	0	204
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
FinalVolume:	0 1779		267	70 1465		0	0	0	0	381	0	204
OvlAdjVol:												165
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	0.90 1.00		1.00	1.00 1.00		1.00	0.90 1.00		1.00
Lanes:	0.00 2.00		1.00	2.00 3.00		0.00	0.00 0.00		0.00	2.00 0.00		1.00
Final Sat.:	0 3200		1600	2880 4800		0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00 0.56		0.17	0.02 0.31		0.00	0.00 0.00		0.00	0.13 0.00		0.13
OvlAdjV/S:												0.10
Crit Moves:	****			****						****		

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

Intersection #3 Kanan Road (NS) at SR-101 Freeway NB Ramps/Canwood Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	0 0 3	0	1	1 0 0	0	1	1 1 0	0	2
Volume Module:												
Base Vol:	38	732	163	0	1605	486	48	0	100	540	34	466
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	43	819	182	0	1795	544	54	0	112	604	38	521
Added Vol:	0	7	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	826	182	0	1799	544	54	0	112	604	38	521
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	826	182	0	1799	544	54	0	112	604	38	521
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	826	182	0	1799	544	54	0	112	604	38	521
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	826	182	0	1799	544	54	0	112	604	38	521
OvlAdjVol:			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	2.00	1.00	0.00	3.00	1.00	1.00	0.00	1.00	1.88	0.12	2.00
Final Sat.:	1600	3200	1600	0	4800	1600	1600	0	1600	3010	190	3200
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.11	0.00	0.37	0.34	0.03	0.00	0.07	0.20	0.20	0.16
OvlAdjV/S:			0.00									
Crit Moves:	****				****				****	****		

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

Intersection #3 Kanan Road (NS) at SR-101 Freeway NB Ramps/Canwood Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.862
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	0 0 3	0	1	1 0 0	0	1	1 1 0	0	2
Volume Module:												
Base Vol:	7	1215	458	0	981	518	53	0	178	263	63	743
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	8	1359	512	0	1097	579	59	0	199	294	70	831
Added Vol:	0	10	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	1369	512	0	1109	579	59	0	199	294	70	831
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	1369	512	0	1109	579	59	0	199	294	70	831
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1369	512	0	1109	579	59	0	199	294	70	831
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	1369	512	0	1109	579	59	0	199	294	70	831
OvlAdjVol:			97									
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	2.00	1.00	0.00	3.00	1.00	1.00	0.00	1.00	1.61	0.39	2.00
Final Sat.:	1600	3200	1600	0	4800	1600	1600	0	1600	2582	618	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.32	0.00	0.23	0.36	0.04	0.00	0.12	0.11	0.11	0.26
OvlAdjV/S:			0.06									
Crit Moves:		****			****				****			****

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

Intersection #4 Kanan Road (NS) at SR-101 Freeway SB Ramps/Roadside Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.780
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	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			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1 0	2	0 1	1 0	1!	0 1	1 0	0	0 1
Volume Module:												
Base Vol:	0	493	30	124	1071	950	345	133	253	21	0	94
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	551	34	139	1198	1063	386	149	283	23	0	105
Added Vol:	0	2	0	0	1	0	5	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	553	34	139	1199	1063	391	149	283	23	0	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:	0	553	34	139	1199	1063	391	149	283	23	0	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	553	34	139	1199	1063	391	149	283	23	0	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:	0	553	34	139	1199	1063	391	149	283	23	0	105
OvlAdjVol:						788						
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:	0.00	2.83	0.17	1.00	2.00	1.00	1.43	0.54	1.03	1.00	0.00	1.00
Final Sat.:	0	4526	274	1600	3200	1600	2281	868	1651	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.09	0.37	0.66	0.17	0.17	0.17	0.01	0.00	0.07
OvlAdjV/S:						0.49						
Crit Moves:	****					****			****			****

Agoura Business Center West Development Agreement
Opening Year (2022) With "West" Project
Evening Peak Hour

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

Intersection #4 Kanan Road (NS) at SR-101 Freeway SB Ramps/Roadside Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.845
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	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			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	1	0	1 0	2	0 1	1 0	1!	0 1	1 0	0	0 1
Volume Module:												
Base Vol:	0	970	23	179	680	521	369	84	572	19	0	282
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	1085	26	200	761	583	413	94	640	21	0	315
Added Vol:	0	3	0	0	3	0	8	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1088	26	200	764	583	421	94	640	21	0	315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1088	26	200	764	583	421	94	640	21	0	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1088	26	200	764	583	421	94	640	21	0	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1088	26	200	764	583	421	94	640	21	0	315
OvlAdjVol:						198						
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:	0.00	2.93	0.07	1.00	2.00	1.00	1.09	0.24	1.67	1.00	0.00	1.00
Final Sat.:	0	4689	111	1600	3200	1600	1749	391	2660	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.13	0.24	0.36	0.24	0.24	0.24	0.01	0.00	0.20
OvlAdjV/S:						0.12						
Crit Moves:		****			****			****				****

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

Intersection #5 Kanan Road (NS) at Agoura Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.736
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	50	420	20	110	700	220	90	90	90	50	60	100
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	56	470	22	123	783	246	101	101	101	56	67	112
Added Vol:	0	1	0	0	1	1	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	471	22	123	784	247	102	101	101	56	67	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:	56	471	22	123	784	247	102	101	101	56	67	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	471	22	123	784	247	102	101	101	56	67	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:	56	471	22	123	784	247	102	101	101	56	67	112
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.91	0.09	1.00	1.00	1.00	1.00	0.50	0.50	1.00	1.00	1.00
Final Sat.:	1600	3055	145	1600	1600	1600	1600	800	800	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.08	0.49	0.15	0.06	0.13	0.13	0.03	0.04	0.07
Crit Moves:	****				****			****			****	

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

Intersection #5 Kanan Road (NS) at Agoura Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	50	650	20	150	490	130	150	120	30	70	140	220
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	56	727	22	168	548	145	168	134	34	78	157	246
Added Vol:	0	1	0	0	2	2	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	728	22	168	550	147	169	134	34	78	157	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	728	22	168	550	147	169	134	34	78	157	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	728	22	168	550	147	169	134	34	78	157	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	728	22	168	550	147	169	134	34	78	157	246
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.00	1.00	1.00	0.80	0.20	1.00	1.00	1.00
Final Sat.:	1600	3105	95	1600	1600	1600	1600	1280	320	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.10	0.34	0.09	0.11	0.10	0.10	0.05	0.10	0.15
Crit Moves:	****				****		****					****

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Clareton Drive (NS) at Canwood Street (EW)

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: B[14.5]

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		0 0 1!	0 0		0 1 0	0 0		0 0 0	1 0	
Volume Module:												
Base Vol:	0	0	0	55	0	39	128	271	0	0	65	83
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	62	0	44	143	303	0	0	73	93
Added Vol:	0	0	0	1	0	0	0	9	0	0	6	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	63	0	44	143	312	0	0	79	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	63	0	44	143	312	0	0	79	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	63	0	44	143	312	0	0	79	94
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	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:												
Cnflict Vol:	xxxx	xxxx	xxxxx	724	724	126	173	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	395	354	930	1417	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	362	315	930	1417	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.17	0.00	0.05	0.10	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	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	484	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	14.5	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			14.5			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Agoura Business Center West Development Agreement
Opening Year (2022) With "West" Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Clareton Drive (NS) at Canwood Street (EW)

Average Delay (sec/veh): 10.5 Worst Case Level Of Service: D[25.3]

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 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	104	0	228	151	135	0	0	184	92
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	116	0	255	169	151	0	0	206	103
Added Vol:	0	0	0	1	0	0	0	13	0	0	16	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	117	0	255	169	164	0	0	222	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:	0	0	0	117	0	255	169	164	0	0	222	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	117	0	255	169	164	0	0	222	105
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	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:												
Cnflict Vol:	xxxx	xxxx	xxxxx	776	776	274	327	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	369	331	769	1244	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	326	281	769	1244	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.36	0.00	0.33	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	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	539	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	5.3	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	25.3	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			25.3			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

Agoura Business Center West Development Agreement
Opening Year (2022) With "West" Project
Morning Peak Hour - With Improvements

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

Intersection #6 Clareton Drive (NS) at Canwood Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.314
Loss Time (sec):	5 (Y+R=0.0 sec)	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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 1 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	55	0	39	128	271	0	0	65	83
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	62	0	44	143	303	0	0	73	93
Added Vol:	0	0	0	1	0	0	0	9	0	0	6	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	63	0	44	143	312	0	0	79	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	63	0	44	143	312	0	0	79	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	63	0	44	143	312	0	0	79	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	63	0	44	143	312	0	0	79	94
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:	0.00	0.00	0.00	0.59	0.00	0.41	1.00	1.00	0.00	0.00	0.46	0.54
Final Sat.:	0	0	0	942	0	658	1600	1600	0	0	730	870
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.07	0.09	0.20	0.00	0.00	0.11	0.11
Crit Moves:						****	****				****	

Agoura Business Center West Development Agreement
Opening Year (2022) With "West" Project
Evening Peak Hour - With Improvements

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

Intersection #6 Clareton Drive (NS) at Canwood Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.593
Loss Time (sec):	5 (Y+R=0.0 sec)	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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	0 1!	0 0	1 0	1	0 0	0	0 0	1 0
Volume Module:												
Base Vol:	0	0	0	104	0	228	151	135	0	0	184	92
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	116	0	255	169	151	0	0	206	103
Added Vol:	0	0	0	1	0	0	0	13	0	0	16	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	117	0	255	169	164	0	0	222	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:	0	0	0	117	0	255	169	164	0	0	222	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	117	0	255	169	164	0	0	222	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:	0	0	0	117	0	255	169	164	0	0	222	105
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:	0.00	0.00	0.00	0.32	0.00	0.68	1.00	1.00	0.00	0.00	0.68	0.32
Final Sat.:	0	0	0	504	0	1096	1600	1600	0	0	1086	514
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.23	0.11	0.10	0.00	0.00	0.20	0.20
Crit Moves:						****	****				****	

Agoura Business Center West Development Agreement
Opening Year (2022) With "West" Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #8 Agoura Business Center West Driveway (NS) at Canwood Street (EW)

****

Average Delay (sec/veh): 0.1 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 0 0 1			0 0 1 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	326	0	0	148	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	0	0	0	0	365	0	0	166	0
Added Vol:	0	0	0	0	0	6	0	9	0	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	6	0	374	0	0	166	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:	1.00	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	0	0	6	0	374	0	0	166	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	6	0	374	0	0	166	7
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	169	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	880	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	880	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	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	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			9.1			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

****

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

****

Agoura Business Center West Development Agreement
Opening Year (2022) With "West" Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Agoura Business Center West Driveway (NS) at Canwood Street (EW)

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[10.0]

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 0 0	0 1		0 0 1	0 0		0 0 0	1 0	
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	239	0	0	276	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	0	0	0	0	267	0	0	309	0
Added Vol:	0	0	0	0	0	17	0	14	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	17	0	281	0	0	309	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:	0	0	0	0	0	17	0	281	0	0	309	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	17	0	281	0	0	309	10
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	314	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	731	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	731	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.0	xxxxx	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	xxxx	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			10.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Agoura Business Center West Development Agreement
Opening Year (2022) With "West" Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Agoura Business Center West Driveway (NS) at Canwood Street (EW)

Average Delay (sec/veh): 0.1 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	0	1	0 0	1	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	326	0	0	148	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	0	0	0	0	365	0	0	166	0
Added Vol:	0	0	0	0	0	6	0	9	0	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	6	0	374	0	0	166	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:	1.00	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	0	0	6	0	374	0	0	166	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	6	0	374	0	0	166	7
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	169	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	880	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	880	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	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	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			9.1			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

Agoura Business Center West Development Agreement
Opening Year (2022) With "West" Project
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Agoura Business Center West Driveway (NS) at Canwood Street (EW)

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[10.0]

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	0	0 1	0 0	1	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	239	0	0	276	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	0	0	0	0	267	0	0	309	0
Added Vol:	0	0	0	0	0	17	0	14	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	17	0	281	0	0	309	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:	0	0	0	0	0	17	0	281	0	0	309	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	17	0	281	0	0	309	10
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	314	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	731	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	731	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.0	xxxxx	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	xxxx	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			10.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Agoura Business Center West Development Agreement
Opening Year (2022) With "West" Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #9 Derry Avenue (NS) at Agoura Business Center West Driveway (EW)

****

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[8.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	0	0	0 0 1	0	0	0 1! 0	0	0	0 0	0
Volume Module:												
Base Vol:	0 180	0	0	57	0	0	0	0	0	0	0	0
Growth Adj:	1.12 1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0 201	0	0	64	0	0	0	0	0	0	0	0
Added Vol:	9 0	0	0	0	1	1	0	4	0	0	0	0
PasserByVol:	0 0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9 201	0	0	64	1	1	0	4	0	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
PHF Adj:	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 Volume:	9 201	0	0	64	1	1	0	4	0	0	0	0
Reduct Vol:	0 0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9 201	0	0	64	1	1	0	4	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2 xxxx xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx		
Capacity Module:												
Cnflict Vol:	65 xxxx xxxxx	xxxx	xxxx	xxxxx	284	284	64	xxxx	xxxx	xxxxx		
Potent Cap.:	1550 xxxx xxxxx	xxxx	xxxx	xxxxx	711	629	1006	xxxx	xxxx	xxxxx		
Move Cap.:	1550 xxxx xxxxx	xxxx	xxxx	xxxxx	708	625	1006	xxxx	xxxx	xxxxx		
Volume/Cap:	0.01 xxxx xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx		
Level Of Service Module:												
2Way95thQ:	0.0 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Control Del:	7.3 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	A *	*	*	*	*	*	*	*	*	*		
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx		xxxx	xxxx	xxxxx	xxxx	928	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	0.0 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	7.3 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.9	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	A *	*	*	*	*	*	A	*	*	*	*	
ApproachDel:	xxxxxx		xxxxxx			8.9		xxxxxx				
ApproachLOS:	*		*			A		*				

****

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

****

Agoura Business Center West Development Agreement
Opening Year (2022) With "West" Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #9 Derry Avenue (NS) at Agoura Business Center West Driveway (EW)

****

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[10.1]

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0 0	0	0	0	1 0	0	0	1!	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	165	0		0	252	0		0	0	0		0	0	0	
Growth Adj:	1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12	
Initial Bse:	0	185	0		0	282	0		0	0	0		0	0	0	
Added Vol:	14	0	0		0	0	1		2	0	12		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	14	185	0		0	282	1		2	0	12		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	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	14	185	0		0	282	1		2	0	12		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	14	185	0		0	282	1		2	0	12		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.4	6.5	6.2	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	4.0	3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	283	xxxx	xxxxx	xxxx	xxxx	xxxxx			495	495	282	xxxx	xxxx	xxxxx		
Potent Cap.:	1291	xxxx	xxxxx	xxxx	xxxx	xxxxx			538	479	761	xxxx	xxxx	xxxxx		
Move Cap.:	1291	xxxx	xxxxx	xxxx	xxxx	xxxxx			533	473	761	xxxx	xxxx	xxxxx		
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx			0.00	0.00	0.02	xxxx	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	717	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx		xxxxx	0.1	xxxxx		xxxx	xxxx	xxxxx	
Shrd ConDel:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx		xxxxx	10.1	xxxxx		xxxx	xxxx	xxxxx	
Shared LOS:	A	*	*	*	*	*	*		*	B	*		*	*	*	
ApproachDel:	xxxxxx			xxxxxx				10.1				xxxxxx				
ApproachLOS:	*			*				B				*				

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

****

Agoura Business Center West Development Agreement
Opening Year (2022) With "West" Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 Derry Avenue (NS) at Agoura Business Center West Driveway (EW)

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[8.9]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	0	0		0	0	0	1	0		0	0	1!	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	0	180		0			0	57		0			0	0		0			0	0		0		
Growth Adj:	1.12	1.12		1.12			1.12	1.12		1.12			1.12	1.12		1.12			1.12	1.12		1.12		
Initial Bse:	0	201		0			0	64		0			0	0		0			0	0		0		
Added Vol:	9	0		0			0	0		1			1	0		4			0	0		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	9	201		0			0	64		1			1	0		4			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		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	9	201		0			0	64		1			1	0		4			0	0		0		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
FinalVolume:	9	201		0			0	64		1			1	0		4			0	0		0		
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.4	6.5		6.2	xxxxx	xxxx	xxxxx					
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	4.0		3.3	xxxxx	xxxx	xxxxx					
Capacity Module:																								
Cnflict Vol:	65	xxxx	xxxxx	xxxx	xxxx	xxxxx							284	284		64	xxxx	xxxx	xxxxx					
Potent Cap.:	1550	xxxx	xxxxx	xxxx	xxxx	xxxxx							711	629		1006	xxxx	xxxx	xxxxx					
Move Cap.:	1550	xxxx	xxxxx	xxxx	xxxx	xxxxx							708	625		1006	xxxx	xxxx	xxxxx					
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx							0.00	0.00		0.00	xxxx	xxxx	xxxx					
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*												
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	928	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.9	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*												
ApproachDel:	xxxxxx			xxxxxx			8.9			xxxxxx														
ApproachLOS:	*			*			A			*														

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

Agoura Business Center West Development Agreement
Opening Year (2022) With "West" Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 Derry Avenue (NS) at Agoura Business Center West Driveway (EW)

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[10.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0 165	0	0	252	0	0	0	0	0	0	0	0
Growth Adj:	1.12 1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0 185	0	0	282	0	0	0	0	0	0	0	0
Added Vol:	14 0	0	0	0	1	2	0	12	0	0	0	0
PasserByVol:	0 0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14 185	0	0	282	1	2	0	12	0	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
PHF Adj:	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 Volume:	14 185	0	0	282	1	2	0	12	0	0	0	0
Reduct Vol:	0 0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14 185	0	0	282	1	2	0	12	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	283 xxxx	xxxxx	xxxx	xxxx	xxxxx	495	495	282	xxxx	xxxx	xxxxx	
Potent Cap.:	1291 xxxx	xxxxx	xxxx	xxxx	xxxxx	538	479	761	xxxx	xxxx	xxxxx	
Move Cap.:	1291 xxxx	xxxxx	xxxx	xxxx	xxxxx	533	473	761	xxxx	xxxx	xxxxx	
Volume/Cap:	0.01 xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.02	xxxx	xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	0.0 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	7.8 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT		
Shared Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	717	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	0.0 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	7.8 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.1	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx			10.1			xxxxxx			
ApproachLOS:	*		*			B			*			

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

Agoura Business Center West Development Agreement
Opening Year (2022) With "West" Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Derry Avenue (NS) at Canwood Street (EW)

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[12.2]

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			1 0 0 0 1			1 0 1 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	28	0	29	94	231	0	0	109	86
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	31	0	32	105	258	0	0	122	96
Added Vol:	0	0	0	4	0	0	9	0	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	35	0	32	114	258	0	0	129	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	35	0	32	114	258	0	0	129	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	35	0	32	114	258	0	0	129	96
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	664	xxxx	177	225	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	429	xxxx	871	1355	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	401	xxxx	871	1355	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	0.04	0.08	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	0.1	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	14.8	xxxx	9.3	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	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
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			12.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Agoura Business Center West Development Agreement
Opening Year (2022) With "West" Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #10 Derry Avenue (NS) at Canwood Street (EW)

****

Average Delay (sec/veh): 6.3 Worst Case Level Of Service: B[13.6]

****

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			1 0 0 0 1			1 0 1 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	120	0	132	102	136	0	0	120	63
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	134	0	148	114	152	0	0	134	70
Added Vol:	0	0	0	12	0	0	14	0	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	146	0	148	128	152	0	0	144	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	146	0	148	128	152	0	0	144	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	146	0	148	128	152	0	0	144	70
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	588	xxxx	179	215	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	475	xxxx	869	1367	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	441	xxxx	869	1367	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.33	xxxx	0.17	0.09	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.4	xxxx	0.6	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	17.2	xxxx	10.0	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	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
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			13.6			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

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

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Agoura Business Center West Development Agreement
Opening Year (2022) With "West" Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 Colodny Drive (NS) at Canwood Street (EW)

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[11.6]

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		1 0 1	0 0		0 0 0	1 0	
Volume Module:												
Base Vol:	0	0	0	33	0	17	45	198	0	0	148	10
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	37	0	19	50	221	0	0	166	11
Added Vol:	0	0	0	0	0	0	0	4	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	37	0	19	50	225	0	0	173	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	37	0	19	50	225	0	0	173	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	37	0	19	50	225	0	0	173	11
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	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:												
Cnflict Vol:	xxxx	xxxx	xxxxx	504	504	178	184	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	531	473	870	1403	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	516	456	870	1403	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	0.00	0.02	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	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	599	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			11.6			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Agoura Business Center West Development Agreement
Opening Year (2022) With "West" Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #11 Colodny Drive (NS) at Canwood Street (EW)

****

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[10.7]

****

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			0 0 1! 0 0			1 0 1 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	14	0	28	35	239	0	0	161	15
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	16	0	31	39	267	0	0	180	17
Added Vol:	0	0	0	0	0	0	0	12	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	16	0	31	39	279	0	0	190	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	16	0	31	39	279	0	0	190	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	16	0	31	39	279	0	0	190	17
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	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:												
Cnflict Vol:	xxxx	xxxx	xxxxx	556	556	198	207	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	495	442	848	1376	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	485	429	848	1376	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	0.00	0.04	0.03	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	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	678	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.7			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

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

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Agoura Business Center West Development Agreement
Opening Year (2022) With "West" Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Chesbro Road/Canwood Street (NS) at Driver Avenue/Palo Comado C

Cycle (sec):	0	Critical Vol./Cap.(X):	0.466
Loss Time (sec):	0 (Y+R=4.0 sec)	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	1 0	0	1	0	0	1! 0	0	0	1 0	0	1	1	0 0	1	0
Volume Module:																
Base Vol:	5	1	112		41	3	7		9	255	3		193	135	38	
Growth Adj:	1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12	
Initial Bse:	6	1	125		46	3	8		10	285	3		216	151	43	
Added Vol:	0	0	4		0	0	0		0	0	0		6	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	6	1	129		46	3	8		10	285	3		222	151	43	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	6	1	129		46	3	8		10	285	3		222	151	43	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	1	129		46	3	8		10	285	3		222	151	43	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	6	1	129		46	3	8		10	285	3		222	151	43	
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:	0.83	0.17	1.00		0.80	0.06	0.14		0.03	0.97	1.00		1.00	0.78	0.22	
Final Sat.:	414	83	591		407	30	69		22	612	717		599	524	147	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.22		0.11	0.11	0.11		0.47	0.47	0.00		0.37	0.29	0.29	
Crit Moves:			****				****		****				****			
Delay/Veh:	9.5	9.5	9.7		10.3	10.3	10.3		12.8	12.8	7.6		11.9	10.0	10.0	
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:	9.5	9.5	9.7		10.3	10.3	10.3		12.8	12.8	7.6		11.9	10.0	10.0	
LOS by Move:	A	A	A		B	B	B		B	B	A		B	A	A	
ApproachDel:		9.7				10.3				12.7				11.0		
Delay Adj:		1.00				1.00				1.00				1.00		
ApprAdjDel:		9.7				10.3				12.7				11.0		
LOS by Appr:		A				B				B				B		
AllWayAvgQ:	0.0	0.0	0.2		0.1	0.1	0.1		0.8	0.8	0.0		0.6	0.4	0.4	

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

Agoura Business Center West Development Agreement
Opening Year (2022) With "West" Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Chesbro Road/Canwood Street (NS) at Driver Avenue/Palo Comado C

Cycle (sec): 0 Critical Vol./Cap.(X): 0.804
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 18.8
Optimal Cycle: 0 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:	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 1	0	0 1	0	0 1!	0	0 1	0	0 1	1	0	0 1 0
Volume Module:												
Base Vol:	11	5	252	27	6	9	11	177	12	112	387	50
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	12	6	282	30	7	10	12	198	13	125	433	56
Added Vol:	0	0	11	0	0	0	0	0	0	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	6	293	30	7	10	12	198	13	134	433	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:	12	6	293	30	7	10	12	198	13	134	433	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	6	293	30	7	10	12	198	13	134	433	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:	12	6	293	30	7	10	12	198	13	134	433	56
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:	0.69	0.31	1.00	0.65	0.14	0.21	0.06	0.94	1.00	1.00	0.89	0.11
Final Sat.:	331	150	566	288	64	96	31	503	592	547	539	70
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.52	0.10	0.10	0.10	0.39	0.39	0.02	0.25	0.80	0.80
Crit Moves:			****		****			****			****	
Delay/Veh:	10.1	10.1	14.5	11.0	11.0	11.0	13.0	13.0	8.6	11.1	27.4	27.4
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:	10.1	10.1	14.5	11.0	11.0	11.0	13.0	13.0	8.6	11.1	27.4	27.4
LOS by Move:	B	B	B	B	B	B	B	B	A	B	D	D
ApproachDel:	14.2			11.0			12.8			23.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.2			11.0			12.8			23.9		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.0	0.0	0.9	0.1	0.1	0.1	0.6	0.6	0.0	0.3	3.2	3.2

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

Agoura Business Center West Development Agreement
Opening Year (2022) With "West" Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Palo Comado Canyon Road (NS) at SR-101 Freeway NB Ramps (EW)

Average Delay (sec/veh): 9.4 Worst Case Level Of Service: C[21.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1 0	0	0	0	0 1	0	1	0	0 0	0	0	1	0 0	0	1
Volume Module:																
Base Vol:	56	141	0	0	328	101	0		0	0	0		231	0	234	
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12	
Initial Bse:	63	158	0	0	367	113	0		0	0	0		258	0	262	
Added Vol:	0	1	0	0	4	0	0		0	0	0		0	0	5	
PasserByVol:	0	0	0	0	0	0	0		0	0	0		0	0	0	
Initial Fut:	63	159	0	0	371	113	0		0	0	0		258	0	267	
User Adj:	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:	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 Volume:	63	159	0	0	371	113	0		0	0	0		258	0	267	
Reduct Vol:	0	0	0	0	0	0	0		0	0	0		0	0	0	
FinalVolume:	63	159	0	0	371	113	0		0	0	0		258	0	267	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.4	xxxx	6.2			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	xxxx	3.3			
Capacity Module:																
Cnflict Vol:	484	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		711	xxxx	159			
Potent Cap.:	1089	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		402	xxxx	892			
Move Cap.:	1089	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		384	xxxx	892			
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.67	xxxx	0.30			
Level Of Service Module:																
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		4.7	xxxx	1.3			
Control Del:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		31.6	xxxx	10.7			
LOS by Move:	A	*	*	*	*	*	*	*	*		D	*	B			
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:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Shrd ConDel:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Shared LOS:	A	*	*	*	*	*	*	*	*		*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				21.0					
ApproachLOS:	*			*			*				C					

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

Agoura Business Center West Development Agreement
Opening Year (2022) With "West" Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #13 Palo Comado Canyon Road (NS) at SR-101 Freeway NB Ramps (EW)

****

Average Delay (sec/veh): 88.6 Worst Case Level Of Service: F[268.1]

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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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0		0 0 1	0 1		0 0 0	0 0		1 0 0	0 1	
Volume Module:												
Base Vol:	264	255	0	0	378	126	0	0	0	220	0	268
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	295	285	0	0	423	141	0	0	0	246	0	300
Added Vol:	0	1	0	0	11	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	295	286	0	0	434	141	0	0	0	246	0	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	295	286	0	0	434	141	0	0	0	246	0	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	295	286	0	0	434	141	0	0	0	246	0	308
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	575	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1381	xxxx	286
Potent Cap.:	1008	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	160	xxxx	758
Move Cap.:	1008	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	117	xxxx	758
Volume/Cap:	0.29	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.11	xxxx	0.41
Level Of Service Module:												
2Way95thQ:	1.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	20.6	xxxx	2.0
Control Del:	10.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	587.1	xxxx	13.0
LOS by Move:	B	*	*	*	*	*	*	*	*	F	*	B
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:	1.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	10.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			268.1		
ApproachLOS:	*			*			*			F		

****

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

****

Agoura Business Center West Development Agreement
Opening Year (2022) With "West" Project
Morning Peak Hour - With Improvements

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

Intersection #13 Palo Comado Canyon Road (NS) at SR-101 Freeway NB Ramps (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.488
Loss Time (sec):	5 (Y+R=0.0 sec)	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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	56	141	0	0	328	101	0	0	0	231	0	234
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	63	158	0	0	367	113	0	0	0	258	0	262
Added Vol:	0	1	0	0	4	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	159	0	0	371	113	0	0	0	258	0	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	159	0	0	371	113	0	0	0	258	0	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	159	0	0	371	113	0	0	0	258	0	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	159	0	0	371	113	0	0	0	258	0	267
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	1600	0	0	1600	1600	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.00	0.00	0.23	0.07	0.00	0.00	0.00	0.16	0.00	0.17
Crit Moves:	****				****							****

Agoura Business Center West Development Agreement
Opening Year (2022) With "West" Project
Evening Peak Hour - With Improvements

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

Intersection #13 Palo Comado Canyon Road (NS) at SR-101 Freeway NB Ramps (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.698
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0	0 1	0 1	0	0 0	0 0 0	1	0	0 0 1
Volume Module:												
Base Vol:	264	255	0	0	378	126	0	0	0	220	0	268
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	295	285	0	0	423	141	0	0	0	246	0	300
Added Vol:	0	1	0	0	11	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	295	286	0	0	434	141	0	0	0	246	0	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	295	286	0	0	434	141	0	0	0	246	0	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	286	0	0	434	141	0	0	0	246	0	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	295	286	0	0	434	141	0	0	0	246	0	308
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	1600	0	0	1600	1600	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.00	0.00	0.27	0.09	0.00	0.00	0.00	0.15	0.00	0.19
Crit Moves:	****				****							****

Agoura Business Center West Development Agreement
Opening Year (2022) With "West" Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 Palo Comado Canyon Road (NS) at Chesebro Road (EW)

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[11.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	20	80	0	0	140	360	120	0	20	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	22	89	0	0	157	403	134	0	22	0	0	0
Added Vol:	0	1	0	0	1	3	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	90	0	0	158	406	134	0	22	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
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	90	0	0	158	406	134	0	22	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	22	90	0	0	158	406	134	0	22	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	563	xxxx	xxxxx	xxxx	xxxx	xxxxx	293	xxxx	158	xxxx	xxxx	xxxxx
Potent Cap.:	1018	xxxx	xxxxx	xxxx	xxxx	xxxxx	702	xxxx	893	xxxx	xxxx	xxxxx
Move Cap.:	1018	xxxx	xxxxx	xxxx	xxxx	xxxxx	690	xxxx	893	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.19	xxxx	0.03	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.5	xxxx	9.1	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	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:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.1			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Agoura Business Center West Development Agreement
Opening Year (2022) With "West" Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 Palo Comado Canyon Road (NS) at Chesebro Road (EW)

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: C[15.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	0	0 0	1	0 1	1 0	0	1	0 0	0	0 0
Volume Module:												
Base Vol:	30 170	0	0	200	380	190	0	40	0	0	0	
Growth Adj:	1.12 1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	
Initial Bse:	34 190	0	0	224	425	213	0	45	0	0	0	
Added Vol:	0 1	0	0	2	9	0	0	0	0	0	0	
PasserByVol:	0 0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	34 191	0	0	226	434	213	0	45	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	
PHF Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	34 191	0	0	226	434	213	0	45	0	0	0	
Reduct Vol:	0 0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	34 191	0	0	226	434	213	0	45	0	0	0	
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2 xxxx xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx		
Capacity Module:												
Cnflict Vol:	660 xxxx xxxxx	xxxx	xxxx	xxxxx	484	xxxx	226	xxxx	xxxx	xxxxx		
Potent Cap.:	938 xxxx xxxxx	xxxx	xxxx	xxxxx	545	xxxx	819	xxxx	xxxx	xxxxx		
Move Cap.:	938 xxxx xxxxx	xxxx	xxxx	xxxxx	530	xxxx	819	xxxx	xxxx	xxxxx		
Volume/Cap:	0.04 xxxx xxxx	xxxx	xxxx	xxxx	0.40	xxxx	0.05	xxxx	xxxx	xxxx		
Level Of Service Module:												
2Way95thQ:	0.1 xxxx xxxxx	xxxx	xxxx	xxxxx	1.9	xxxx	0.2	xxxx	xxxx	xxxxx		
Control Del:	9.0 xxxx xxxxx	xxxxx	xxxx	xxxxx	16.3	xxxx	9.7	xxxxx	xxxx	xxxxx		
LOS by Move:	A *	*	*	*	*	C	*	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:	0.1 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	9.0 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	A *	*	*	*	*	*	*	*	*	*	*	
ApproachDel:	xxxxxx		xxxxxx		15.1		xxxxxx					
ApproachLOS:	*		*		C		*					

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

Agoura Business Center West Development Agreement
Opening Year (2022) With "West" Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #15 SR-101 Freeway SB Ramps (NS) at Dorothy Drive (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.844
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.0
Optimal Cycle:	0	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:	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	0 1	0 0	1	0 1	0 0	1	0 0	1!	0 0
Volume Module:												
Base Vol:	90	330	30	50	130	70	90	60	70	20	10	40
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	101	369	34	56	145	78	101	67	78	22	11	45
Added Vol:	0	3	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:	101	372	34	56	145	78	101	67	78	22	11	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	372	34	56	145	78	101	67	78	22	11	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	372	34	56	145	78	101	67	78	22	11	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	372	34	56	145	78	101	67	78	22	11	45
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:	0.20	0.73	0.07	0.28	0.72	1.00	0.60	0.40	1.00	0.29	0.14	0.57
Final Sat.:	119	441	40	151	392	622	288	192	553	136	68	271
Capacity Analysis Module:												
Vol/Sat:	0.84	0.84	0.84	0.37	0.37	0.13	0.35	0.35	0.14	0.16	0.16	0.16
Crit Moves:		****		****			****				****	
Delay/Veh:	32.1	32.1	32.1	12.5	12.5	9.0	13.2	13.2	9.7	11.1	11.1	11.1
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:	32.1	32.1	32.1	12.5	12.5	9.0	13.2	13.2	9.7	11.1	11.1	11.1
LOS by Move:	D	D	D	B	B	A	B	B	A	B	B	B
ApproachDel:		32.1			11.5			12.1			11.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		32.1			11.5			12.1			11.1	
LOS by Appr:		D			B			B			B	
AllWayAvgQ:	3.9	3.9	3.9	0.5	0.5	0.1	0.5	0.5	0.1	0.2	0.2	0.2

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

Agoura Business Center West Development Agreement
Opening Year (2022) With "West" Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #15 SR-101 Freeway SB Ramps (NS) at Dorothy Drive (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.6
Optimal Cycle:	0	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:	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	0 1	0 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	50	310	70	40	80	70	100	60	60	20	70	20
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	56	347	78	45	89	78	112	67	67	22	78	22
Added Vol:	0	9	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:	56	356	78	45	89	78	112	67	67	22	78	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:	56	356	78	45	89	78	112	67	67	22	78	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	356	78	45	89	78	112	67	67	22	78	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:	56	356	78	45	89	78	112	67	67	22	78	22
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:	0.11	0.73	0.16	0.33	0.67	1.00	0.62	0.38	1.00	0.18	0.64	0.18
Final Sat.:	68	435	96	173	347	594	301	181	557	87	303	87
Capacity Analysis Module:												
Vol/Sat:	0.82	0.82	0.82	0.26	0.26	0.13	0.37	0.37	0.12	0.26	0.26	0.26
Crit Moves:		****		****			****			****		
Delay/Veh:	29.1	29.1	29.1	11.3	11.3	9.2	13.4	13.4	9.5	12.1	12.1	12.1
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:	29.1	29.1	29.1	11.3	11.3	9.2	13.4	13.4	9.5	12.1	12.1	12.1
LOS by Move:	D	D	D	B	B	A	B	B	A	B	B	B
ApproachDel:		29.1			10.5			12.3			12.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		29.1			10.5			12.3			12.1	
LOS by Appr:		D			B			B			B	
AllWayAvgQ:	3.4	3.4	3.4	0.3	0.3	0.1	0.5	0.5	0.1	0.3	0.3	0.3

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

Cumulative Without Project

Agoura Business Center West Development Agreement
Cumulative Without Project
Morning Peak Hour

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

Intersection #1 Kanan Road (NS) at Thousand Oaks Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.803
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	1 0 2	0	1	2 0 2	0	1	1 0 2	0	1
Volume Module:												
Base Vol:	110	720	90	110	1240	100	90	70	120	190	100	90
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	123	805	101	123	1387	112	101	78	134	213	112	101
Added Vol:	3	6	1	0	42	0	0	0	15	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	811	102	123	1429	112	101	78	149	216	112	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	811	102	123	1429	112	101	78	149	216	112	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	811	102	123	1429	112	101	78	149	216	112	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	811	102	123	1429	112	101	78	149	216	112	101
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	2880	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.06	0.08	0.45	0.07	0.03	0.02	0.09	0.13	0.03	0.06
Crit Moves:	****				****				****	****		

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

Intersection #1 Kanan Road (NS) at Thousand Oaks Boulevard (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.804
Loss Time (sec): 5 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	1 0 2	0	1	2 0 2	0	1	1 0 2	0	1
Volume Module:												
Base Vol:	290	1290	290	120	920	150	300	240	170	130	170	120
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	324	1443	324	134	1029	168	336	268	190	145	190	134
Added Vol:	18	44	4	0	12	0	0	0	7	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	342	1487	328	134	1041	168	336	268	197	146	190	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	342	1487	328	134	1041	168	336	268	197	146	190	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	1487	328	134	1041	168	336	268	197	146	190	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	342	1487	328	134	1041	168	336	268	197	146	190	134
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	2880	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.21	0.46	0.21	0.08	0.33	0.10	0.12	0.08	0.12	0.09	0.06	0.08
Crit Moves:	****				****				****	****		

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

Intersection #2 Kanan Road (NS) at Canwood Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.576
Loss Time (sec):	5 (Y+R=0.0 sec)	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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	2 0 3	0	0	0 0 0	0	0	2 0 0	0	1
Volume Module:												
Base Vol:	0	940	360	50	1820	0	0	0	0	220	0	50
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	1051	403	56	2036	0	0	0	0	246	0	56
Added Vol:	0	8	64	10	50	0	0	0	0	16	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1059	467	66	2086	0	0	0	0	262	0	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1059	467	66	2086	0	0	0	0	262	0	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1059	467	66	2086	0	0	0	0	262	0	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1059	467	66	2086	0	0	0	0	262	0	59
OvlAdjVol:												22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	2880	4800	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.29	0.02	0.43	0.00	0.00	0.00	0.00	0.09	0.00	0.04
OvlAdjV/S:												0.01
Crit Moves:	****				****					****		

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

Intersection #2 Kanan Road (NS) at Canwood Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	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
Lanes:	0 0	2 0	1	2 0	3 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	1590	230	60	1310	0	0	0	0	330	0	180
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	1779	257	67	1465	0	0	0	0	369	0	201
Added Vol:	0	51	51	8	12	0	0	0	0	98	0	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1830	308	75	1477	0	0	0	0	467	0	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1830	308	75	1477	0	0	0	0	467	0	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1830	308	75	1477	0	0	0	0	467	0	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1830	308	75	1477	0	0	0	0	467	0	216
OvlAdjVol:												175
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	2880	4800	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.57	0.19	0.03	0.31	0.00	0.00	0.00	0.00	0.16	0.00	0.14
OvlAdjV/S:												0.11
Crit Moves:		****			****						****	

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

Intersection #3 Kanan Road (NS) at SR-101 Freeway NB Ramps/Canwood Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.759
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0 1		0 0 3	0 1		1 0 0	0 1		1 1 0	0 2	
Volume Module:												
Base Vol:	38	732	163	0	1605	486	48	0	100	540	34	466
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	43	819	182	0	1795	544	54	0	112	604	38	521
Added Vol:	5	57	2	0	61	5	1	0	5	46	14	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	876	184	0	1856	549	55	0	117	650	52	534
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	876	184	0	1856	549	55	0	117	650	52	534
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	876	184	0	1856	549	55	0	117	650	52	534
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	876	184	0	1856	549	55	0	117	650	52	534
OvlAdjVol:			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	2.00	1.00	0.00	3.00	1.00	1.00	0.00	1.00	1.85	0.15	2.00
Final Sat.:	1600	3200	1600	0	4800	1600	1600	0	1600	2963	237	3200
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.12	0.00	0.39	0.34	0.03	0.00	0.07	0.22	0.22	0.17
OvlAdjV/S:			0.00									
Crit Moves:	****				****				****	****		

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

Intersection #3 Kanan Road (NS) at SR-101 Freeway NB Ramps/Canwood Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.905
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	0 0 3	0	1	1 0 0	0	1	1 1 0	0	2
Volume Module:												
Base Vol:	7	1215	458	0	981	518	53	0	178	263	63	743
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	8	1359	512	0	1097	579	59	0	199	294	70	831
Added Vol:	2	76	10	0	108	2	6	0	26	8	7	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	1435	522	0	1205	581	65	0	225	302	77	851
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	1435	522	0	1205	581	65	0	225	302	77	851
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1435	522	0	1205	581	65	0	225	302	77	851
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	1435	522	0	1205	581	65	0	225	302	77	851
OvlAdjVol:			97									
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	2.00	1.00	0.00	3.00	1.00	1.00	0.00	1.00	1.59	0.41	2.00
Final Sat.:	1600	3200	1600	0	4800	1600	1600	0	1600	2547	653	3200
Capacity Analysis Module:												
Vol/Sat:	0.01	0.45	0.33	0.00	0.25	0.36	0.04	0.00	0.14	0.12	0.12	0.27
OvlAdjV/S:			0.06									
Crit Moves:		****		****					****			****

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

Intersection #4 Kanan Road (NS) at SR-101 Freeway SB Ramps/Roadside Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.786
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	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			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1 0	2	0 1	1 0	1!	0 1	1 0	0	0 1
Volume Module:												
Base Vol:	0	493	30	124	1071	950	345	133	253	21	0	94
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	551	34	139	1198	1063	386	149	283	23	0	105
Added Vol:	0	33	0	0	95	9	38	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	584	34	139	1293	1072	424	149	290	23	0	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:	0	584	34	139	1293	1072	424	149	290	23	0	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	584	34	139	1293	1072	424	149	290	23	0	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:	0	584	34	139	1293	1072	424	149	290	23	0	105
OvlAdjVol:						784						
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:	0.00	2.84	0.16	1.00	2.00	1.00	1.47	0.52	1.01	1.00	0.00	1.00
Final Sat.:	0	4539	261	1600	3200	1600	2359	828	1614	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.09	0.40	0.67	0.18	0.18	0.18	0.01	0.00	0.07
OvlAdjV/S:						0.49						
Crit Moves:	****					****	****					****

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

Intersection #4 Kanan Road (NS) at SR-101 Freeway SB Ramps/Roadside Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.870
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxx
Optimal Cycle:	100	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			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1 0	2	0 1	1 0	1!	0 1	1 0	0	0 1
Volume Module:												
Base Vol:	0	970	23	179	680	521	369	84	572	19	0	282
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	1085	26	200	761	583	413	94	640	21	0	315
Added Vol:	0	107	0	0	43	46	23	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1192	26	200	804	629	436	94	644	21	0	315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1192	26	200	804	629	436	94	644	21	0	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1192	26	200	804	629	436	94	644	21	0	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1192	26	200	804	629	436	94	644	21	0	315
OvlAdjVol:						238						
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:	0.00	2.94	0.06	1.00	2.00	1.00	1.11	0.24	1.65	1.00	0.00	1.00
Final Sat.:	0	4699	101	1600	3200	1600	1782	384	2633	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.13	0.25	0.39	0.24	0.24	0.24	0.01	0.00	0.20
OvlAdjV/S:						0.15						
Crit Moves:		****			****			****				****

Agoura Business Center West Development Agreement
Cumulative Without Project
Morning Peak Hour

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

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Intersection #5 Kanan Road (NS) at Agoura Road (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.744
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxx
Optimal Cycle:	100	Level Of Service:	C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	50	420	20	110	700	220	90	90	90	50	60	100
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	56	470	22	123	783	246	101	101	101	56	67	112
Added Vol:	0	5	0	16	1	85	17	13	0	0	22	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	475	22	139	784	331	118	114	101	56	89	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	475	22	139	784	331	118	114	101	56	89	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	475	22	139	784	331	118	114	101	56	89	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	475	22	139	784	331	118	114	101	56	89	122
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.91	0.09	1.00	1.00	1.00	1.00	0.53	0.47	1.00	1.00	1.00
Final Sat.:	1600	3056	144	1600	1600	1600	1600	849	751	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.09	0.49	0.21	0.07	0.13	0.13	0.03	0.06	0.08
Crit Moves:	****				****			****			****	

****

Agoura Business Center West Development Agreement
Cumulative Without Project
Evening Peak Hour

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

Intersection #5 Kanan Road (NS) at Agoura Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.756
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	50	650	20	150	490	130	150	120	30	70	140	220
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	56	727	22	168	548	145	168	134	34	78	157	246
Added Vol:	0	4	0	15	8	24	81	23	0	0	19	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	731	22	183	556	169	249	157	34	78	176	268
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	731	22	183	556	169	249	157	34	78	176	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	731	22	183	556	169	249	157	34	78	176	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	731	22	183	556	169	249	157	34	78	176	268
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.00	1.00	1.00	0.82	0.18	1.00	1.00	1.00
Final Sat.:	1600	3105	95	1600	1600	1600	1600	1319	281	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.24	0.11	0.35	0.11	0.16	0.12	0.12	0.05	0.11	0.17
Crit Moves:	****				****		****					****

Agoura Business Center West Development Agreement
Cumulative Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Clareton Drive (NS) at Canwood Street (EW)

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: C[15.1]

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 0	1! 0	0	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	55	0	39	128	271	0	0	65	83
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	62	0	44	143	303	0	0	73	93
Added Vol:	0	0	0	0	0	1	1	59	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	62	0	45	144	362	0	0	84	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	45	144	362	0	0	84	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	62	0	45	144	362	0	0	84	93
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	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:												
Cnflict Vol:	xxxx	xxxx	xxxxx	781	781	130	177	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	366	329	925	1412	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	338	295	925	1412	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.18	0.00	0.05	0.10	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	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	461	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	15.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			15.1			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

Agoura Business Center West Development Agreement
Cumulative Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #6 Clareton Drive (NS) at Canwood Street (EW)

****

Average Delay (sec/veh): 11.7 Worst Case Level Of Service: D[30.4]

****

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 1 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	104	0	228	151	135	0	0	184	92
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	116	0	255	169	151	0	0	206	103
Added Vol:	0	0	0	0	0	3	3	18	0	0	70	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	116	0	258	172	169	0	0	276	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:	0	0	0	116	0	258	172	169	0	0	276	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	116	0	258	172	169	0	0	276	103
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	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:												
Cnflict Vol:	xxxx	xxxx	xxxxx	840	840	327	379	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	338	304	719	1191	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	301	260	719	1191	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.39	0.00	0.36	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	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	502	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	6.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	30.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			30.4			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

****

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

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Agoura Business Center West Development Agreement
Cumulative Without Project
Morning Peak Hour - With Improvements

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

Intersection #6 Clareton Drive (NS) at Canwood Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.343
Loss Time (sec):	5 (Y+R=0.0 sec)	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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1!	0 0	1 0	1	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	0	0	0	55	0	39	128	271	0	0	65	83
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	62	0	44	143	303	0	0	73	93
Added Vol:	0	0	0	0	0	1	1	59	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	62	0	45	144	362	0	0	84	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	45	144	362	0	0	84	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	62	0	45	144	362	0	0	84	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	45	144	362	0	0	84	93
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:	0.00	0.00	0.00	0.58	0.00	0.42	1.00	1.00	0.00	0.00	0.47	0.53
Final Sat.:	0	0	0	927	0	673	1600	1600	0	0	759	841
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.07	0.09	0.23	0.00	0.00	0.11	0.11
Crit Moves:						****		****		****		

Agoura Business Center West Development Agreement
Cumulative Without Project
Evening Peak Hour - With Improvements

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

Intersection #6 Clareton Drive (NS) at Canwood Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.628
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1!	0 0	1 0	1	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	0	0	0	104	0	228	151	135	0	0	184	92
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	116	0	255	169	151	0	0	206	103
Added Vol:	0	0	0	0	0	3	3	18	0	0	70	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	116	0	258	172	169	0	0	276	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:	0	0	0	116	0	258	172	169	0	0	276	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	116	0	258	172	169	0	0	276	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:	0	0	0	116	0	258	172	169	0	0	276	103
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:	0.00	0.00	0.00	0.31	0.00	0.69	1.00	1.00	0.00	0.00	0.73	0.27
Final Sat.:	0	0	0	497	0	1103	1600	1600	0	0	1165	435
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.23	0.11	0.11	0.00	0.00	0.24	0.24
Crit Moves:						****	****				****	

Agoura Business Center West Development Agreement
Cumulative Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #10 Derry Avenue (NS) at Canwood Street (EW)

****

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: B[12.0]

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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		1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	28	0	29	94	231	0	0	109	86
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	31	0	32	105	258	0	0	122	96
Added Vol:	0	0	0	0	0	1	1	5	0	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	31	0	33	106	263	0	0	150	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	31	0	33	106	263	0	0	150	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	31	0	33	106	263	0	0	150	96
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	674	xxxx	198	246	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	423	xxxx	848	1332	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	397	xxxx	848	1332	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	0.04	0.08	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	0.1	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	14.8	xxxx	9.4	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	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
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			12.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

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

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Agoura Business Center West Development Agreement
Cumulative Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #10 Derry Avenue (NS) at Canwood Street (EW)

****

Average Delay (sec/veh): 5.8 Worst Case Level Of Service: B[13.2]

****

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	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	120	0	132	102	136	0	0	120	63
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	134	0	148	114	152	0	0	134	70
Added Vol:	0	0	0	0	0	3	3	34	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	134	0	151	117	186	0	0	144	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	134	0	151	117	186	0	0	144	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	134	0	151	117	186	0	0	144	70
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	600	xxxx	179	215	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	467	xxxx	869	1367	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	437	xxxx	869	1367	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.31	xxxx	0.17	0.09	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.3	xxxx	0.6	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	16.9	xxxx	10.0	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	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	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			13.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

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

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Agoura Business Center West Development Agreement
Cumulative Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #11 Colodny Drive (NS) at Canwood Street (EW)

****

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[11.9]

****

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 1 0 0				0 0 0 1 0			
Volume Module:														
Base Vol:	0	0	0	33	0	17	45	198	0		0	148	10	
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12		1.12	1.12	1.12	
Initial Bse:	0	0	0	37	0	19	50	221	0		0	166	11	
Added Vol:	0	0	0	0	0	0	0	5	0		0	29	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	0	0	0	37	0	19	50	226	0		0	195	11	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0	37	0	19	50	226	0		0	195	11	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
FinalVolume:	0	0	0	37	0	19	50	226	0		0	195	11	
Critical Gap Module:														
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	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:														
Cnflict Vol:	xxxx	xxxx	xxxxx	527	527	200	206	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx	515	459	846	1378	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx	500	442	846	1378	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx	0.07	0.00	0.02	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	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*		
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT		LT	LTR	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	581	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.9	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	B	*	*	*	*		*	*	*	
ApproachDel:	xxxxxx			11.9			xxxxxx				xxxxxx			
ApproachLOS:	*			B			*				*			

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

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Agoura Business Center West Development Agreement
Cumulative Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 Colodny Drive (NS) at Canwood Street (EW)

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[10.8]

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			0 0 1! 0 0			1 0 1 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	14	0	28	35	239	0	0	161	15
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	16	0	31	39	267	0	0	180	17
Added Vol:	0	0	0	0	0	0	0	35	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	16	0	31	39	302	0	0	190	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	16	0	31	39	302	0	0	190	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	16	0	31	39	302	0	0	190	17
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	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:												
Cnflict Vol:	xxxx	xxxx	xxxxx	579	579	198	207	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	480	429	848	1376	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	470	417	848	1376	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	0.00	0.04	0.03	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	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	669	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.8			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Agoura Business Center West Development Agreement
Cumulative Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Chesbro Road/Canwood Street (NS) at Driver Avenue/Palo Comado C

Cycle (sec):	0	Critical Vol./Cap.(X):	0.476
Loss Time (sec):	0 (Y+R=4.0 sec)	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 1	0 0	1	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	5	1	112	41	3	7	9	255	3	193	135	38
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	6	1	125	46	3	8	10	285	3	216	151	43
Added Vol:	0	0	4	3	0	0	0	4	0	25	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	1	129	49	3	8	10	289	3	241	152	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	1	129	49	3	8	10	289	3	241	152	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1	129	49	3	8	10	289	3	241	152	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	1	129	49	3	8	10	289	3	241	152	43
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:	0.83	0.17	1.00	0.81	0.06	0.13	0.03	0.97	1.00	1.00	0.78	0.22
Final Sat.:	410	82	584	408	28	65	21	607	710	597	522	146
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.22	0.12	0.12	0.12	0.48	0.48	0.00	0.40	0.29	0.29
Crit Moves:			****		****			****		****		
Delay/Veh:	9.6	9.6	9.8	10.4	10.4	10.4	13.0	13.0	7.6	12.4	10.0	10.0
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:	9.6	9.6	9.8	10.4	10.4	10.4	13.0	13.0	7.6	12.4	10.0	10.0
LOS by Move:	A	A	A	B	B	B	B	B	A	B	B	B
ApproachDel:		9.8			10.4			13.0			11.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.8			10.4			13.0			11.3	
LOS by Appr:		A			B			B			B	
AllWayAvgQ:	0.0	0.0	0.2	0.1	0.1	0.1	0.8	0.8	0.0	0.6	0.4	0.4

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

Agoura Business Center West Development Agreement
Cumulative Without Project
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Chesbro Road/Canwood Street (NS) at Driver Avenue/Palo Comado C

Cycle (sec):	0	Critical Vol./Cap.(X):	0.827
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.1
Optimal Cycle:	0	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:	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 1	0 0	1	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	11	5	252	27	6	9	11	177	12	112	387	50
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	12	6	282	30	7	10	12	198	13	125	433	56
Added Vol:	0	0	29	0	0	0	0	2	0	7	5	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	6	311	30	7	10	12	200	13	132	438	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	6	311	30	7	10	12	200	13	132	438	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	6	311	30	7	10	12	200	13	132	438	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	6	311	30	7	10	12	200	13	132	438	59
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:	0.69	0.31	1.00	0.65	0.14	0.21	0.06	0.94	1.00	1.00	0.88	0.12
Final Sat.:	330	150	562	286	63	95	30	496	582	541	529	71
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.55	0.11	0.11	0.11	0.40	0.40	0.02	0.24	0.83	0.83
Crit Moves:			****		****			****				****
Delay/Veh:	10.1	10.1	15.4	11.2	11.2	11.2	13.3	13.3	8.7	11.2	29.8	29.8
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:	10.1	10.1	15.4	11.2	11.2	11.2	13.3	13.3	8.7	11.2	29.8	29.8
LOS by Move:	B	B	C	B	B	B	B	B	A	B	D	D
ApproachDel:	15.1			11.2			13.1			25.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.1			11.2			13.1			25.9		
LOS by Appr:	C			B			B			D		
AllWayAvgQ:	0.0	0.0	1.0	0.1	0.1	0.1	0.6	0.6	0.0	0.3	3.5	3.5

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

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Palo Comado Canyon Road (NS) at SR-101 Freeway NB Ramps (EW)

Average Delay (sec/veh): 11.8 Worst Case Level Of Service: D[25.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0 1	0 1		0 0 0	0 0		1 0	0 0	1
Volume Module:												
Base Vol:	56 141	0	0	328	101		0	0	0	231	0	234
Growth Adj:	1.12 1.12	1.12	1.12	1.12	1.12		1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	63 158	0	0	367	113		0	0	0	258	0	262
Added Vol:	9 4	0	0	10	2		0	0	0	23	0	22
PasserByVol:	0 0	0	0	0	0		0	0	0	0	0	0
Initial Fut:	72 162	0	0	377	115		0	0	0	281	0	284
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72 162	0	0	377	115		0	0	0	281	0	284
Reduct Vol:	0 0	0	0	0	0		0	0	0	0	0	0
FinalVolume:	72 162	0	0	377	115		0	0	0	281	0	284
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.4	xxxx	6.2
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	492 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		739	xxxx	162
Potent Cap.:	1082 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		387	xxxx	888
Move Cap.:	1082 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		367	xxxx	888
Volume/Cap:	0.07 xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.77	xxxx	0.32
Level Of Service Module:												
2Way95thQ:	0.2 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		6.2	xxxx	1.4
Control Del:	8.6 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		40.7	xxxx	10.9
LOS by Move:	A	*	*	*	*	*	*	*		E	*	B
Movement:	LT - LTR	- RT	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:	0.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx
Shrd ConDel:	8.6 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*		*	*	*
ApproachDel:	xxxxxx		xxxxxx			xxxxxx				25.8		
ApproachLOS:	*		*			*				D		

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

Agoura Business Center West Development Agreement
Cumulative Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #13 Palo Comado Canyon Road (NS) at SR-101 Freeway NB Ramps (EW)

****

Average Delay (sec/veh): 121.7 Worst Case Level Of Service: F[377.4]

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	264	255		0		0	378		126		0	0		0		220		0		268
Growth Adj:	1.12	1.12		1.12		1.12	1.12		1.12		1.12	1.12		1.12		1.12		1.12		1.12
Initial Bse:	295	285		0		0	423		141		0	0		0		246		0		300
Added Vol:	24	11		0		0	31		0		0	0		0		12		0		5
PasserByVol:	0	0		0		0	0		0		0	0		0		0		0		0
Initial Fut:	319	296		0		0	454		141		0	0		0		258		0		305
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00
PHF Volume:	319	296		0		0	454		141		0	0		0		258		0		305
Reduct Vol:	0	0		0		0	0		0		0	0		0		0		0		0
FinalVolume:	319	296		0		0	454		141		0	0		0		258		0		305
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.4	xxxx		6.2						
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	xxxx		3.3						
Capacity Module:																				
Cnflict Vol:	595	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1459	xxxx		296						
Potent Cap.:	991	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		144	xxxx		748						
Move Cap.:	991	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		100	xxxx		748						
Volume/Cap:	0.32	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		2.58	xxxx		0.41						
Level Of Service Module:																				
2Way95thQ:	1.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		23.8	xxxx		2.0						
Control Del:	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		807.6	xxxx		13.1						
LOS by Move:	B	*		*		*	*		*		F	*		B						
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:	1.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx		xxxxx						
Shrd ConDel:	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx		xxxxx						
Shared LOS:	B	*		*		*	*		*		*	*		*						
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				377.4									
ApproachLOS:	*			*			*				F									

****

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

****

Agoura Business Center West Development Agreement
Cumulative Without Project
Morning Peak Hour - With Improvements

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

Intersection #13 Palo Comado Canyon Road (NS) at SR-101 Freeway NB Ramps (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.506
Loss Time (sec):	5 (Y+R=0.0 sec)	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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	56	141	0	0	328	101	0	0	0	231	0	234
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	63	158	0	0	367	113	0	0	0	258	0	262
Added Vol:	9	4	0	0	10	2	0	0	0	23	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	162	0	0	377	115	0	0	0	281	0	284
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	162	0	0	377	115	0	0	0	281	0	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	162	0	0	377	115	0	0	0	281	0	284
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	162	0	0	377	115	0	0	0	281	0	284
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	1600	0	0	1600	1600	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.00	0.00	0.24	0.07	0.00	0.00	0.00	0.18	0.00	0.18
Crit Moves:	****				****					****		

Agoura Business Center West Development Agreement
Cumulative Without Project
Evening Peak Hour - With Improvements

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

Intersection #13 Palo Comado Canyon Road (NS) at SR-101 Freeway NB Ramps (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.724
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	264	255	0	0	378	126	0	0	0	220	0	268
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	295	285	0	0	423	141	0	0	0	246	0	300
Added Vol:	24	11	0	0	31	0	0	0	0	12	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	319	296	0	0	454	141	0	0	0	258	0	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	319	296	0	0	454	141	0	0	0	258	0	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	319	296	0	0	454	141	0	0	0	258	0	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	319	296	0	0	454	141	0	0	0	258	0	305
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	1600	0	0	1600	1600	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.20	0.19	0.00	0.00	0.28	0.09	0.00	0.00	0.00	0.16	0.00	0.19
Crit Moves:	****				****							****

Agoura Business Center West Development Agreement
Cumulative Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 Palo Comado Canyon Road (NS) at Chesebro Road (EW)

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[11.5]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	0	0		0	0	1	0	1		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	20	80	0				0	140	360				120	0	20				0	0	0			
Growth Adj:	1.12	1.12	1.12				1.12	1.12	1.12				1.12	1.12	1.12				1.12	1.12	1.12			
Initial Bse:	22	89	0				0	157	403				134	0	22				0	0	0			
Added Vol:	7	12	0				0	28	5				0	0	17				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	29	101	0				0	185	408				134	0	39				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			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	29	101	0				0	185	408				134	0	39				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	29	101	0				0	185	408				134	0	39				0	0	0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.4	xxxx		6.2	xxxxx	xxxx	xxxxx					
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	xxxx		3.3	xxxxx	xxxx	xxxxx					
Capacity Module:																								
Cnflict Vol:	592	xxxx	xxxxx	xxxx	xxxx	xxxxx							345	xxxx		185	xxxx	xxxx	xxxxx					
Potent Cap.:	993	xxxx	xxxxx	xxxx	xxxx	xxxxx							656	xxxx		863	xxxx	xxxx	xxxxx					
Move Cap.:	993	xxxx	xxxxx	xxxx	xxxx	xxxxx							641	xxxx		863	xxxx	xxxx	xxxxx					
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx							0.21	xxxx		0.05	xxxx	xxxx	xxxx					
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx							0.8	xxxx		0.1	xxxx	xxxx	xxxxx					
Control Del:	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx							12.1	xxxx		9.4	xxxxx	xxxx	xxxxx					
LOS by Move:	A	*	*	*	*	*							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:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	A	*	*	*	*	*							*	*	*	*	*	*						
ApproachDel:	xxxxxx			xxxxxx									11.5			xxxxxx								
ApproachLOS:	*			*									B			*								

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

Agoura Business Center West Development Agreement
Cumulative Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 Palo Comado Canyon Road (NS) at Chesebro Road (EW)

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: C[18.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0		0 0 1	0 1		1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	30 170	0		0 200	380		190	0	40	0	0	0
Growth Adj:	1.12 1.12	1.12		1.12 1.12	1.12		1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	34 190	0		0 224	425		213	0	45	0	0	0
Added Vol:	31 33	0		0 19	24		2	0	13	0	0	0
PasserByVol:	0 0	0		0 0	0		0	0	0	0	0	0
Initial Fut:	65 223	0		0 243	449		215	0	58	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
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65 223	0		0 243	449		215	0	58	0	0	0
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
FinalVolume:	65 223	0		0 243	449		215	0	58	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx		xxxxx xxxx	xxxxx		6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2 xxxx	xxxxx		xxxxx xxxx	xxxxx		3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	692 xxxx	xxxxx		xxxx xxxx	xxxxx		595	xxxx	243	xxxx	xxxx	xxxxx
Potent Cap.:	913 xxxx	xxxxx		xxxx xxxx	xxxxx		470	xxxx	801	xxxx	xxxx	xxxxx
Move Cap.:	913 xxxx	xxxxx		xxxx xxxx	xxxxx		444	xxxx	801	xxxx	xxxx	xxxxx
Volume/Cap:	0.07 xxxx	xxxx		xxxx xxxx	xxxx		0.48	xxxx	0.07	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2 xxxx	xxxxx		xxxx xxxx	xxxxx		2.6	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	9.2 xxxx	xxxxx		xxxxx xxxx	xxxxx		20.5	xxxx	9.8	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	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:	0.2 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.2 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			18.2			xxxxxx		
ApproachLOS:	*			*			C			*		

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

Agoura Business Center West Development Agreement
Cumulative Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #15 SR-101 Freeway SB Ramps (NS) at Dorothy Drive (EW)

Cycle (sec): 0 Critical Vol./Cap.(X): 0.863
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 22.1
Optimal Cycle: 0 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:	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	0 1	0 0	1	0 1	0 0	1	0 0	1!	0 0
Volume Module:												
Base Vol:	90	330	30	50	130	70	90	60	70	20	10	40
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	101	369	34	56	145	78	101	67	78	22	11	45
Added Vol:	0	11	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	380	34	56	162	78	101	67	78	22	11	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	380	34	56	162	78	101	67	78	22	11	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	380	34	56	162	78	101	67	78	22	11	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	380	34	56	162	78	101	67	78	22	11	45
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:	0.20	0.74	0.06	0.26	0.74	1.00	0.60	0.40	1.00	0.29	0.14	0.57
Final Sat.:	117	440	39	139	404	620	286	191	550	135	67	269
Capacity Analysis Module:												
Vol/Sat:	0.86	0.86	0.86	0.40	0.40	0.13	0.35	0.35	0.14	0.17	0.17	0.17
Crit Moves:		****			****		****				****	
Delay/Veh:	34.4	34.4	34.4	13.0	13.0	9.0	13.4	13.4	9.8	11.3	11.3	11.3
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:	34.4	34.4	34.4	13.0	13.0	9.0	13.4	13.4	9.8	11.3	11.3	11.3
LOS by Move:	D	D	D	B	B	A	B	B	A	B	B	B
ApproachDel:		34.4			12.0			12.2			11.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		34.4			12.0			12.2			11.3	
LOS by Appr:		D			B			B			B	
AllWayAvgQ:	4.2	4.2	4.2	0.6	0.6	0.1	0.5	0.5	0.1	0.2	0.2	0.2

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

Agoura Business Center West Development Agreement
Cumulative Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #15 SR-101 Freeway SB Ramps (NS) at Dorothy Drive (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.900
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	25.1
Optimal Cycle:	0	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:	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	0 1	0 0	1	0 1	0 0	1	0 0	1!	0 0
Volume Module:												
Base Vol:	50	310	70	40	80	70	100	60	60	20	70	20
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	56	347	78	45	89	78	112	67	67	22	78	22
Added Vol:	0	55	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	402	78	45	103	78	112	67	67	22	78	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:	56	402	78	45	103	78	112	67	67	22	78	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	402	78	45	103	78	112	67	67	22	78	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:	56	402	78	45	103	78	112	67	67	22	78	22
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:	0.10	0.75	0.15	0.30	0.70	1.00	0.62	0.38	1.00	0.18	0.64	0.18
Final Sat.:	62	447	87	156	360	587	298	179	551	86	301	86
Capacity Analysis Module:												
Vol/Sat:	0.90	0.90	0.90	0.29	0.29	0.13	0.38	0.38	0.12	0.26	0.26	0.26
Crit Moves:			****		****			****		****		
Delay/Veh:	39.7	39.7	39.7	11.8	11.8	9.3	13.9	13.9	9.7	12.4	12.4	12.4
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:	39.7	39.7	39.7	11.8	11.8	9.3	13.9	13.9	9.7	12.4	12.4	12.4
LOS by Move:	E	E	E	B	B	A	B	B	A	B	B	B
ApproachDel:		39.7			11.0			12.7			12.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		39.7			11.0			12.7			12.4	
LOS by Appr:		E			B			B			B	
AllWayAvgQ:	5.1	5.1	5.1	0.4	0.4	0.1	0.5	0.5	0.1	0.3	0.3	0.3

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

Cumulative With "West" Project

Agoura Business Center West Development Agreement
Cumulative With "West" Project
Morning Peak Hour

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

Intersection #1 Kanan Road (NS) at Thousand Oaks Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.805
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	1 0 2	0	1	2 0 2	0	1	1 0 2	0	1
Volume Module:												
Base Vol:	110	720	90	110	1240	100	90	70	120	190	100	90
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	123	805	101	123	1387	112	101	78	134	213	112	101
Added Vol:	4	7	1	0	43	0	0	0	16	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	812	102	123	1430	112	101	78	150	216	112	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	812	102	123	1430	112	101	78	150	216	112	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	812	102	123	1430	112	101	78	150	216	112	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	812	102	123	1430	112	101	78	150	216	112	101
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	2880	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.06	0.08	0.45	0.07	0.03	0.02	0.09	0.13	0.03	0.06
Crit Moves:	****				****				****	****		