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

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	42	0	0	6	0	0	0	0	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	861	182	0	1801	544	54	0	112	604	38	528
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	861	182	0	1801	544	54	0	112	604	38	528
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	861	182	0	1801	544	54	0	112	604	38	528
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	861	182	0	1801	544	54	0	112	604	38	528
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	0.27	0.11	0.00	0.38	0.34	0.03	0.00	0.07	0.20	0.20	0.17
OvlAdjV/S:			0.00									
Crit Moves:	****				****				****	****		

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

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):	0.861
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	6	0	0	52	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	1365	512	0	1149	579	59	0	199	294	70	832
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1365	512	0	1149	579	59	0	199	294	70	832
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1365	512	0	1149	579	59	0	199	294	70	832
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	1365	512	0	1149	579	59	0	199	294	70	832
OvlAdjVol:			96									
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	0.24	0.36	0.04	0.00	0.12	0.11	0.11	0.26
OvlAdjV/S:			0.06									
Crit Moves:		****			****				****			****

Agoura Business Center North Development Agreement
Opening Year (2022) With "North" Project
Morning 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):	0.781
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	11	0	0	1	1	32	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	562	34	139	1199	1064	418	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	562	34	139	1199	1064	418	149	283	23	0	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	562	34	139	1199	1064	418	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	562	34	139	1199	1064	418	149	283	23	0	105
OvlAdjVol:						780						
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	1.48	0.52	1.00	1.00	0.00	1.00
Final Sat.:	0	4530	270	1600	3200	1600	2361	839	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.09	0.37	0.66	0.18	0.18	0.18	0.01	0.00	0.07
OvlAdjV/S:						0.49						
Crit Moves:	****					****		****				****

Agoura Business Center North Development Agreement
Opening Year (2022) With "North" 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):	0.844
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	2	0	0	11	7	5	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1087	26	200	772	590	418	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	1087	26	200	772	590	418	94	640	21	0	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1087	26	200	772	590	418	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	1087	26	200	772	590	418	94	640	21	0	315
OvlAdjVol:						206						
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	1741	392	2667	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.13	0.24	0.37	0.24	0.24	0.24	0.01	0.00	0.20
OvlAdjV/S:						0.13						
Crit Moves:		****			****			****				****

Agoura Business Center North Development Agreement
Opening Year (2022) With "North" Project
Morning 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):	0.736
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	4	0	0	1	0	3	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	474	22	123	784	246	104	101	101	56	67	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	474	22	123	784	246	104	101	101	56	67	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	474	22	123	784	246	104	101	101	56	67	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	474	22	123	784	246	104	101	101	56	67	115
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	3056	144	1600	1600	1600	1600	800	800	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.08	0.49	0.15	0.06	0.13	0.13	0.03	0.04	0.07
Crit Moves:	****				****			****			****	

Agoura Business Center North Development Agreement
Opening Year (2022) With "North" 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):	0.689
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	4	4	4	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	728	22	172	552	149	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	728	22	172	552	149	168	134	34	78	157	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	728	22	172	552	149	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	728	22	172	552	149	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	3105	95	1600	1600	1600	1600	1280	320	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.11	0.35	0.09	0.10	0.10	0.10	0.05	0.10	0.15
Crit Moves:	****				****		****					****

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Opening Year (2022) With "North" Project
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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): 3.5 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 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	0	0	0	0	57	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	62	0	44	143	360	0	0	81	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	360	0	0	81	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	62	0	44	143	360	0	0	81	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	774	774	127	174	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	370	332	928	1415	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	339	295	928	1415	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	460	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.9	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	15.1	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			15.1			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

Agoura Business Center North Development Agreement
Opening Year (2022) With "North" 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): 11.3 Worst Case Level Of Service: D[28.7]

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		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	0	0	0	0	8	0	0	61	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	116	0	255	169	159	0	0	267	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	159	0	0	267	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	116	0	255	169	159	0	0	267	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	815	815	318	370	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	350	314	727	1200	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	308	265	727	1200	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.38	0.00	0.35	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	510	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	6.0	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	28.7	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			28.7			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

Agoura Business Center North Development Agreement
Opening Year (2022) With "North" Project
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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):	0.341
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	0	0	57	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	62	0	44	143	360	0	0	81	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	360	0	0	81	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	62	0	44	143	360	0	0	81	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	360	0	0	81	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	0.47	0.53
Final Sat.:	0	0	0	936	0	664	1600	1600	0	0	744	856
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 North Development Agreement
Opening Year (2022) With "North" 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):	0.619
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	0	0	8	0	0	61	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	116	0	255	169	159	0	0	267	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	159	0	0	267	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	116	0	255	169	159	0	0	267	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	159	0	0	267	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	0.72	0.28
Final Sat.:	0	0	0	501	0	1099	1600	1600	0	0	1155	445
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	0.23	0.23
Crit Moves:						****	****				****	

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

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

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Intersection #7 Agoura Business Center North Driveway (NS) at Canwood Street (EW

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Average Delay (sec/veh): 0.9 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	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	3	0	8	57	0	0	0	0	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	3	0	8	57	365	0	0	166	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	8	57	365	0	0	166	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	3	0	8	57	365	0	0	166	26
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	657	657	179	192	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	433	387	870	1394	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	419	371	870	1394	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.01	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	673	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	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.

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

Intersection #7 Agoura Business Center North Driveway (NS) at Canwood Street (EW

Average Delay (sec/veh): 1.6 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		0 0	1! 0	0	1 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	27	0	61	8	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	27	0	61	8	267	0	0	309	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	27	0	61	8	267	0	0	309	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	27	0	61	8	267	0	0	309	4
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	594	594	311	313	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	471	421	734	1259	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	469	418	734	1259	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.06	0.00	0.08	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	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	625	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			11.7			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 (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]

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	0	0	3	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	31	0	32	105	261	0	0	148	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	261	0	0	148	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	31	0	32	105	261	0	0	148	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	668	xxxx	196	244	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	427	xxxx	850	1334	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	401	xxxx	850	1334	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	14.7	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.

Agoura Business Center North Development Agreement
Opening Year (2022) With "North" Project
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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[13.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		1 0	0 0	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	0	0	27	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	134	0	148	114	179	0	0	138	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	179	0	0	138	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	134	0	148	114	179	0	0	138	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	581	xxxx	173	209	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	479	xxxx	875	1374	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	449	xxxx	875	1374	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.30	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	16.4	xxxx	9.9	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			13.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Agoura Business Center North Development Agreement
Opening Year (2022) With "North" 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[11.8]

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 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	3	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	37	0	19	50	224	0	0	192	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	224	0	0	192	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	37	0	19	50	224	0	0	192	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	522	522	197	203	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	518	462	849	1381	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	504	445	849	1381	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	585	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	11.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			11.8			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Agoura Business Center North Development Agreement
Opening Year (2022) With "North" 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[10.7]

****

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 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	27	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	16	0	31	39	294	0	0	184	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	294	0	0	184	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	16	0	31	39	294	0	0	184	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	565	565	192	201	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	490	437	854	1383	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	479	424	854	1383	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	677	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.

****

Agoura Business Center North Development Agreement
Opening Year (2022) With "North" 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):	0.468
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.5
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	3	0	0	0	0	0	0	23	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	1	128	46	3	8	10	285	3	239	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	128	46	3	8	10	285	3	239	151	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1	128	46	3	8	10	285	3	239	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	128	46	3	8	10	285	3	239	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.:	412	82	587	404	30	69	22	610	713	600	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	0.40	0.29	0.29
Crit Moves:			****			****		****		****		
Delay/Veh:	9.6	9.6	9.8	10.3	10.3	10.3	12.9	12.9	7.6	12.3	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	10.3	10.3	10.3	12.9	12.9	7.6	12.3	10.0	10.0
LOS by Move:	A	A	A	B	B	B	B	B	A	B	A	A
ApproachDel:		9.8			10.3			12.8			11.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.8			10.3			12.8			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 North Development Agreement
Opening Year (2022) With "North" 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):	0.812
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.3
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	25	0	0	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	6	307	30	7	10	12	198	13	128	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	307	30	7	10	12	198	13	128	433	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	6	307	30	7	10	12	198	13	128	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	307	30	7	10	12	198	13	128	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	286	64	95	31	498	585	543	533	69
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.54	0.11	0.11	0.11	0.40	0.40	0.02	0.24	0.81	0.81
Crit Moves:			****		****			****				****
Delay/Veh:	10.1	10.1	15.0	11.1	11.1	11.1	13.2	13.2	8.6	11.1	28.2	28.2
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:	10.1	10.1	15.0	11.1	11.1	11.1	13.2	13.2	8.6	11.1	28.2	28.2
LOS by Move:	B	B	C	B	B	B	B	B	A	B	D	D
ApproachDel:		14.8			11.1			12.9			24.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.8			11.1			12.9			24.6	
LOS by Appr:		B			B			B			C	
AllWayAvgQ:	0.0	0.0	1.0	0.1	0.1	0.1	0.6	0.6	0.0	0.3	3.3	3.3

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

Agoura Business Center North Development Agreement
Opening Year (2022) With "North" 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): 9.5 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		
Added Vol:	0	1		0		0	3		0			0		0		0		0		0		22		
PasserByVol:	0	0		0		0	0		0			0		0		0		0		0		0		
Initial Fut:	63	159		0		0	370		113			0		0		0		258		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:	63	159		0		0	370		113			0		0		0		258		0		284		
Reduct Vol:	0	0		0		0	0		0			0		0		0		0		0		0		
FinalVolume:	63	159		0		0	370		113			0		0		0		258		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:	483	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			710	xxxx		159									
Potent Cap.:	1090	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			403	xxxx		892									
Move Cap.:	1090	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			385	xxxx		892									
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			0.67	xxxx		0.32									
Level Of Service Module:																								
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			4.7	xxxx		1.4									
Control Del:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			31.5	xxxx		10.9									
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					20.7												
ApproachLOS:	*			*			*					C												

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

Agoura Business Center North Development Agreement
Opening Year (2022) With "North" 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): 91.4 Worst Case Level Of Service: F[280.6]

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:	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	0	0	0	25	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	295	285	0	0	448	141	0	0	0	246	0	303
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	448	141	0	0	0	246	0	303
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	295	285	0	0	448	141	0	0	0	246	0	303
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:	589	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1394	xxxx	285
Potent Cap.:	996	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	158	xxxx	759
Move Cap.:	996	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	114	xxxx	759
Volume/Cap:	0.30	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.16	xxxx	0.40
Level Of Service Module:												
2Way95thQ:	1.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	20.9	xxxx	1.9
Control Del:	10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	610.0	xxxx	12.9
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:	10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			280.6		
ApproachLOS:	*			*			*			F		

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

Agoura Business Center North Development Agreement
Opening Year (2022) With "North" 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):	0.498
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	3	0	0	0	0	0	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	159	0	0	370	113	0	0	0	258	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:	63	159	0	0	370	113	0	0	0	258	0	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	159	0	0	370	113	0	0	0	258	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:	63	159	0	0	370	113	0	0	0	258	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	0.23	0.07	0.00	0.00	0.00	0.16	0.00	0.18
Crit Moves:	****				****							****

Agoura Business Center North Development Agreement
Opening Year (2022) With "North" 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):	0.704
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:	0	0	0	0	25	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	295	285	0	0	448	141	0	0	0	246	0	303
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	448	141	0	0	0	246	0	303
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	285	0	0	448	141	0	0	0	246	0	303
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	448	141	0	0	0	246	0	303
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	0.28	0.09	0.00	0.00	0.00	0.15	0.00	0.19
Crit Moves:	****				****							****

Agoura Business Center North Development Agreement
Opening Year (2022) With "North" 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 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	0	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	157	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	157	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	157	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:	562	xxxx	xxxxx	xxxx	xxxx	xxxxx	292	xxxx	157	xxxx	xxxx	xxxxx
Potent Cap.:	1019	xxxx	xxxxx	xxxx	xxxx	xxxxx	703	xxxx	894	xxxx	xxxx	xxxxx
Move Cap.:	1019	xxxx	xxxxx	xxxx	xxxx	xxxxx	691	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	11.5	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 North Development Agreement
Opening Year (2022) With "North" 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):	0.704
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:	0	0	0	0	25	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	295	285	0	0	448	141	0	0	0	246	0	303
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	448	141	0	0	0	246	0	303
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	285	0	0	448	141	0	0	0	246	0	303
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	448	141	0	0	0	246	0	303
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	0.28	0.09	0.00	0.00	0.00	0.15	0.00	0.19
Crit Moves:	****				****							****

Agoura Business Center North Development Agreement
Opening Year (2022) With "North" 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): 3.6 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 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:	0 0	0	0	1	24	0	0	0	0	0	0	
PasserByVol:	0 0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	34 190	0	0	225	449	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	225	449	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	225	449	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:	674 xxxx xxxxx	xxxx	xxxx	xxxxx	482	xxxx	225	xxxx	xxxx	xxxxx		
Potent Cap.:	927 xxxx xxxxx	xxxx	xxxx	xxxxx	547	xxxx	820	xxxx	xxxx	xxxxx		
Move Cap.:	927 xxxx xxxxx	xxxx	xxxx	xxxxx	531	xxxx	820	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	16.2	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:	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 North Development Agreement
Opening Year (2022) With "North" 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 North Development Agreement
Opening Year (2022) With "North" 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):	0.843
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.1
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:	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	24	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	371	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	371	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	371	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	371	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.:	66	440	93	172	345	590	300	180	554	87	303	87
Capacity Analysis Module:												
Vol/Sat:	0.84	0.84	0.84	0.26	0.26	0.13	0.37	0.37	0.12	0.26	0.26	0.26
Crit Moves:	****			****				****		****		
Delay/Veh:	31.8	31.8	31.8	11.4	11.4	9.2	13.5	13.5	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:	31.8	31.8	31.8	11.4	11.4	9.2	13.5	13.5	9.5	12.1	12.1	12.1
LOS by Move:	D	D	D	B	B	A	B	B	A	B	B	B
ApproachDel:		31.8			10.6			12.4			12.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		31.8			10.6			12.4			12.1	
LOS by Appr:		D			B			B			B	
AllWayAvgQ:	3.8	3.8	3.8	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

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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):	0.800
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	38	0	0	0	13	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	811	102	123	1425	112	101	78	147	215	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	1425	112	101	78	147	215	112	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	811	102	123	1425	112	101	78	147	215	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	1425	112	101	78	147	215	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:	17	41	3				0	12	0				0	0	8				1	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	341	1484	327				134	1041	168				336	268	198				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:	341	1484	327				134	1041	168				336	268	198				146	190	134			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	341	1484	327				134	1041	168				336	268	198				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:	341	1484	327				134	1041	168				336	268	198				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	0.20				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):	0.575
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	22	4	50	0	0	0	0	14	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1059	425	60	2086	0	0	0	0	260	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	425	60	2086	0	0	0	0	260	0	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1059	425	60	2086	0	0	0	0	260	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	425	60	2086	0	0	0	0	260	0	59
OvlAdjVol:												26
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	0.27	0.02	0.43	0.00	0.00	0.00	0.00	0.09	0.00	0.04
OvlAdjV/S:												0.02
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):	0.797
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	51	54	9	12	0	0	0	0	59	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1830	311	76	1477	0	0	0	0	428	0	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	311	76	1477	0	0	0	0	428	0	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1830	311	76	1477	0	0	0	0	428	0	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	311	76	1477	0	0	0	0	428	0	211
OvlAdjVol:												169
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	0.15	0.00	0.13
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):	0.758
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	22	2	0	59	5	1	0	5	46	14	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	841	184	0	1854	549	55	0	117	650	52	527
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	841	184	0	1854	549	55	0	117	650	52	527
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	841	184	0	1854	549	55	0	117	650	52	527
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	841	184	0	1854	549	55	0	117	650	52	527
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	0.26	0.12	0.00	0.39	0.34	0.03	0.00	0.07	0.22	0.22	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):	0.906
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	80	10	0	69	2	6	0	26	8	7	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	1439	522	0	1166	581	65	0	225	302	77	850
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1439	522	0	1166	581	65	0	225	302	77	850
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1439	522	0	1166	581	65	0	225	302	77	850
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	1439	522	0	1166	581	65	0	225	302	77	850
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	0.24	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):	0.785
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	24	0	0	94	8	11	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	575	34	139	1292	1071	397	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	575	34	139	1292	1071	397	149	290	23	0	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	575	34	139	1292	1071	397	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	575	34	139	1292	1071	397	149	290	23	0	105
OvlAdjVol:						792						
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	0.53	1.04	1.00	0.00	1.00
Final Sat.:	0	4536	264	1600	3200	1600	2280	855	1666	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.09	0.40	0.67	0.17	0.17	0.17	0.01	0.00	0.07
OvlAdjV/S:						0.50						
Crit Moves:	****					****			****			****

Agoura Business Center North Development Agreement
Cumulative Without 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):	0.871
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	108	0	0	34	39	26	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1193	26	200	795	622	439	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	1193	26	200	795	622	439	94	644	21	0	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1193	26	200	795	622	439	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	1193	26	200	795	622	439	94	644	21	0	315
OvlAdjVol:						230						
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	1.12	0.24	1.64	1.00	0.00	1.00
Final Sat.:	0	4699	101	1600	3200	1600	1790	383	2627	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.13	0.25	0.39	0.25	0.25	0.25	0.01	0.00	0.20
OvlAdjV/S:						0.14						
Crit Moves:		****			****			****				****

Agoura Business Center North Development Agreement
Cumulative Without Project
Morning 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):	0.744
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	2	0	16	1	85	15	13	0	0	22	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	472	22	139	784	331	116	114	101	56	89	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	472	22	139	784	331	116	114	101	56	89	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	472	22	139	784	331	116	114	101	56	89	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	472	22	139	784	331	116	114	101	56	89	119
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	3055	145	1600	1600	1600	1600	849	751	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.09	0.49	0.21	0.07	0.13	0.13	0.03	0.06	0.07
Crit Moves:	****				****			****			****	

Agoura Business Center North 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):	0.754
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	11	5	22	81	23	0	0	19	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	731	22	179	553	167	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	179	553	167	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	179	553	167	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	179	553	167	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	0.10	0.16	0.12	0.12	0.05	0.11	0.17
Crit Moves:	****				****		****					****

Agoura Business Center North Development Agreement
Cumulative Without Project
Morning 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): 3.6 Worst Case Level Of Service: B[14.6]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 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	1	1	11	0	0	9	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	63	0	45	144	314	0	0	82	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	45	144	314	0	0	82	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	63	0	45	144	314	0	0	82	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	731	731	129	176	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	392	351	927	1413	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	358	312	927	1413	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	481	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	14.6	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			14.6			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

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

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Agoura Business Center North Development Agreement
Cumulative Without 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): 10.9 Worst Case Level Of Service: D[27.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0 0	1! 0	0	0 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	3	3	22	0	0	25	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	117	0	258	172	173	0	0	231	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	258	172	173	0	0	231	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	117	0	258	172	173	0	0	231	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	800	800	283	336	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	357	320	760	1235	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	315	271	760	1235	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.37	0.00	0.34	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	8.4	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	527	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	5.7	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	27.0	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			27.0			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

Agoura Business Center North 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):	0.317
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	1	1	11	0	0	9	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	63	0	45	144	314	0	0	82	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	45	144	314	0	0	82	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	63	0	45	144	314	0	0	82	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	45	144	314	0	0	82	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	0.58	0.00	0.42	1.00	1.00	0.00	0.00	0.47	0.53
Final Sat.:	0	0	0	934	0	666	1600	1600	0	0	745	855
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 North 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):	0.602
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	1	0	3	3	22	0	0	25	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	117	0	258	172	173	0	0	231	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	258	172	173	0	0	231	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	117	0	258	172	173	0	0	231	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	258	172	173	0	0	231	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	0.31	0.00	0.69	1.00	1.00	0.00	0.00	0.69	0.31
Final Sat.:	0	0	0	500	0	1100	1600	1600	0	0	1100	500
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	0.21	0.21
Crit Moves:						****	****				****	

Agoura Business Center North 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): 2.6 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	1	10	1	0		0	9	0							
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0							
Initial Fut:	0	0	0	35	0	33	115	259	0		0	131	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	33	115	259	0		0	131	96							
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0							
FinalVolume:	0	0	0	35	0	33	115	259	0		0	131	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	669	xxxx	179	227	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Potent Cap.:	xxxx	xxxx	xxxxx	426	xxxx	869	1353	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Move Cap.:	xxxx	xxxx	xxxxx	398	xxxx	869	1353	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	0.04	0.09	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	14.9	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 North 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): 6.4 Worst Case Level Of Service: B[13.8]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			1 0 0 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	3	17	7	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	146	0	151	131	159	0	0	150	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	151	131	159	0	0	150	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	146	0	151	131	159	0	0	150	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	607	xxxx	185	221	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	463	xxxx	862	1360	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	429	xxxx	862	1360	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.34	xxxx	0.17	0.10	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.5	xxxx	0.6	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	17.7	xxxx	10.1	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			13.8			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 North Development Agreement
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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[11.7]

****

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	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	6	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	37	0	19	50	227	0	0	176	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	227	0	0	176	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	37	0	19	50	227	0	0	176	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	509	509	181	187	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	527	470	867	1400	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	513	453	867	1400	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	596	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	11.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			11.7			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 North Development Agreement
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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 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	20	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	16	0	31	39	287	0	0	197	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	287	0	0	197	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	16	0	31	39	287	0	0	197	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	571	571	205	214	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	486	433	840	1368	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	475	421	840	1368	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			*			*		

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

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Agoura Business Center North Development Agreement
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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):	0.474
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.4
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 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	5	3	0	0	0	4	0	8	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	1	130	49	3	8	10	289	3	224	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	130	49	3	8	10	289	3	224	152	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1	130	49	3	8	10	289	3	224	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	130	49	3	8	10	289	3	224	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.:	413	83	588	410	28	66	21	610	713	596	522	146
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.22	0.12	0.12	0.12	0.47	0.47	0.00	0.38	0.29	0.29
Crit Moves:			****		****		****			****		
Delay/Veh:	9.5	9.5	9.8	10.3	10.3	10.3	13.0	13.0	7.6	12.0	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	9.8	10.3	10.3	10.3	13.0	13.0	7.6	12.0	10.0	10.0
LOS by Move:	A	A	A	B	B	B	B	B	A	B	B	B
ApproachDel:		9.8			10.3			12.9			11.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.8			10.3			12.9			11.1	
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.

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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):	0.819
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 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	15	0	0	0	0	2	0	12	5	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	6	297	30	7	10	12	200	13	137	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	297	30	7	10	12	200	13	137	438	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	6	297	30	7	10	12	200	13	137	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	297	30	7	10	12	200	13	137	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	287	64	96	31	500	588	545	535	72
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.53	0.11	0.11	0.11	0.40	0.40	0.02	0.25	0.82	0.82
Crit Moves:			****		****			****			****	
Delay/Veh:	10.1	10.1	14.8	11.1	11.1	11.1	13.2	13.2	8.6	11.3	28.9	28.9
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:	10.1	10.1	14.8	11.1	11.1	11.1	13.2	13.2	8.6	11.3	28.9	28.9
LOS by Move:	B	B	B	B	B	B	B	B	A	B	D	D
ApproachDel:		14.5			11.1			12.9			25.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.5			11.1			12.9			25.1	
LOS by Appr:		B			B			B			D	
AllWayAvgQ:	0.0	0.0	0.9	0.1	0.1	0.1	0.6	0.6	0.0	0.3	3.4	3.4

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

Agoura Business Center North Development Agreement
Cumulative Without 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): 11.7 Worst Case Level Of Service: D[26.1]

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	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	5
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	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:	72 162	0		0 377	115		0	0	0	281	0	267
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	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:	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		0.30
Level Of Service Module:												
2Way95thQ:	0.2 xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		6.2 xxxx		1.3
Control Del:	8.6 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		40.7 xxxx		10.8
LOS by Move:	A	*	*	*	*	*	*	*	*	E	*	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:	8.6 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx		xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			26.1		
ApproachLOS:	*			*			*			D		

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

Agoura Business Center North 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 #13 Palo Comado Canyon Road (NS) at SR-101 Freeway NB Ramps (EW)

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Average Delay (sec/veh): 118.1 Worst Case Level Of Service: F[361.9]

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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	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	1.12
Initial Bse:	295 285	0	0	423	141		0 0	0	0	246	0	300
Added Vol:	24 12	0	0	17	0		0 0	0	0	12	0	9
PasserByVol:	0 0	0	0	0	0		0 0	0	0	0	0	0
Initial Fut:	319 297	0	0	440	141		0 0	0	0	258	0	309
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00 1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	319 297	0	0	440	141		0 0	0	0	258	0	309
Reduct Vol:	0 0	0	0	0	0		0 0	0	0	0	0	0
FinalVolume:	319 297	0	0	440	141		0 0	0	0	258	0	309
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx		xxxx xxxxx	xxxxx	xxxx	6.4	xxxx	6.2
FollowUpTim:	2.2 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx		xxxx xxxxx	xxxxx	xxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	581 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx		xxxx xxxxx	xxxx	xxxx	1446	xxxx	297
Potent Cap.:	1003 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx		xxxx xxxxx	xxxx	xxxx	146	xxxx	747
Move Cap.:	1003 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx		xxxx xxxxx	xxxx	xxxx	102	xxxx	747
Volume/Cap:	0.32 xxxx xxxx	xxxx	xxxx	xxxx	xxxx		xxxx xxxx	xxxx	xxxx	2.52	xxxx	0.41
Level Of Service Module:												
2Way95thQ:	1.4 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx		xxxx xxxxx	xxxx	xxxx	23.6	xxxx	2.0
Control Del:	10.3 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx		xxxx xxxxx	xxxxx	xxxx	779.1	xxxx	13.2
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 xxxx xxxxx	xxxx	xxxx	xxxx	xxxx	xxxxx
SharedQueue:	1.4 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx		xxxx xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	10.3 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx		xxxx xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx
Shared LOS:	B *	*	*	*	*		* *	*	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx			xxxxxx			361.9			
ApproachLOS:	*		*			*			F			

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

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Agoura Business Center North 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	5
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	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:	72	162	0	0	377	115	0	0	0	281	0	267
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	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:	72	162	0	0	377	115	0	0	0	281	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	0.24	0.07	0.00	0.00	0.00	0.18	0.00	0.17
Crit Moves:	****				****					****		

Agoura Business Center North 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)

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

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

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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:	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	12	0	0	17	0	0	0	0	12	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	319	297	0	0	440	141	0	0	0	258	0	309
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	319	297	0	0	440	141	0	0	0	258	0	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	319	297	0	0	440	141	0	0	0	258	0	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	319	297	0	0	440	141	0	0	0	258	0	309
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	0.27	0.09	0.00	0.00	0.00	0.16	0.00	0.19
Crit Moves:	****				****							****

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Agoura Business Center North 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 North 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): 4.5 Worst Case Level Of Service: C[18.3]

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	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:	31	34	0	0	20	9	2	0	13	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	224	0	0	244	434	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	224	0	0	244	434	215	0	58	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	65	224	0	0	244	434	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:	678	xxxx	xxxxx	xxxx	xxxx	xxxxx	597	xxxx	244	xxxx	xxxx	xxxxx
Potent Cap.:	924	xxxx	xxxxx	xxxx	xxxx	xxxxx	469	xxxx	800	xxxx	xxxx	xxxxx
Move Cap.:	924	xxxx	xxxxx	xxxx	xxxx	xxxxx	443	xxxx	800	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			18.3			xxxxxx		
ApproachLOS:	*			*			C			*		

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

Agoura Business Center North 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):	0.865
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.3
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	12	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	381	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	381	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	381	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	381	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.:	116	441	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:	34.6	34.6	34.6	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:	34.6	34.6	34.6	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:		34.6			12.0			12.2			11.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		34.6			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 North 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):	0.876
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.2
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	41	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	388	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	388	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	388	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	388	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:	0.11	0.74	0.15	0.30	0.70	1.00	0.62	0.38	1.00	0.18	0.64	0.18
Final Sat.:	64	443	89	156	360	587	298	179	550	86	301	86
Capacity Analysis Module:												
Vol/Sat:	0.88	0.88	0.88	0.29	0.29	0.13	0.38	0.38	0.12	0.26	0.26	0.26
Crit Moves:		****			****			****			****	
Delay/Veh:	36.2	36.2	36.2	11.8	11.8	9.3	13.8	13.8	9.6	12.3	12.3	12.3
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:	36.2	36.2	36.2	11.8	11.8	9.3	13.8	13.8	9.6	12.3	12.3	12.3
LOS by Move:	E	E	E	B	B	A	B	B	A	B	B	B
ApproachDel:		36.2			10.9			12.6			12.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		36.2			10.9			12.6			12.3	
LOS by Appr:		E			B			B			B	
AllWayAvgQ:	4.5	4.5	4.5	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 "North" Project

Agoura Business Center North Development Agreement
Cumulative With "North" 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):	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:	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:	****				****				****	****		

Agoura Business Center North Development Agreement
Cumulative With "North" 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):	0.806
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:	20	46	4	0	13	0	0	0	8	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	344	1489	328	134	1042	168	336	268	198	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:	344	1489	328	134	1042	168	336	268	198	146	190	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	1489	328	134	1042	168	336	268	198	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:	344	1489	328	134	1042	168	336	268	198	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:	0.22	0.47	0.21	0.08	0.33	0.10	0.12	0.08	0.12	0.09	0.06	0.08
Crit Moves:	****				****				****	****		

Agoura Business Center North Development Agreement
Cumulative With "North" Project
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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):	0.577
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	71	12	50	0	0	0	0	21	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1059	474	68	2086	0	0	0	0	267	0	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1059	474	68	2086	0	0	0	0	267	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1059	474	68	2086	0	0	0	0	267	0	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1059	474	68	2086	0	0	0	0	267	0	60
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	0.30	0.02	0.43	0.00	0.00	0.00	0.00	0.09	0.00	0.04
OvlAdjV/S:												0.01
Crit Moves:	****				****					****		

Agoura Business Center North Development Agreement
Cumulative With "North" Project
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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):	0.815
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	61	10	12	0	0	0	0	111	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1830	318	77	1477	0	0	0	0	480	0	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	318	77	1477	0	0	0	0	480	0	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1830	318	77	1477	0	0	0	0	480	0	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	318	77	1477	0	0	0	0	480	0	220
OvlAdjVol:												178
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	0.20	0.03	0.31	0.00	0.00	0.00	0.00	0.17	0.00	0.14
OvlAdjV/S:												0.11
Crit Moves:		****		****						****		

Agoura Business Center North Development Agreement
Cumulative With "North" Project
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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):	0.760
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	64	2	0	66	5	1	0	5	46	14	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	883	184	0	1861	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	883	184	0	1861	549	55	0	117	650	52	534
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	883	184	0	1861	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	883	184	0	1861	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	0.28	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:	****				****				****	****		

Agoura Business Center North Development Agreement
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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):	0.908
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	86	10	0	121	2	6	0	26	8	7	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10 1445		522	0	1218	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 1445		522	0	1218	581	65	0	225	302	77	851
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10 1445		522	0	1218	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 1445		522	0	1218	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:	****			****					****			****

Agoura Business Center North Development Agreement
Cumulative With "North" Project
Morning 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):	0.786
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	34	0	0	96	9	43	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	585	34	139	1294	1072	429	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	585	34	139	1294	1072	429	149	290	23	0	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	585	34	139	1294	1072	429	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	585	34	139	1294	1072	429	149	290	23	0	105
OvlAdjVol:						782						
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	1.49	0.51	1.00	1.00	0.00	1.00
Final Sat.:	0	4540	260	1600	3200	1600	2373	823	1604	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:	****					****	****					****

Agoura Business Center North Development Agreement
Cumulative With "North" 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):	0.873
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	109	0	0	46	46	31	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1194	26	200	807	629	444	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	1194	26	200	807	629	444	94	644	21	0	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1194	26	200	807	629	444	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	1194	26	200	807	629	444	94	644	21	0	315
OvlAdjVol:						235						
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	1.13	0.24	1.63	1.00	0.00	1.00
Final Sat.:	0	4699	101	1600	3200	1600	1803	382	2616	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.13	0.25	0.39	0.25	0.25	0.25	0.01	0.00	0.20
OvlAdjV/S:						0.15						
Crit Moves:		****		****					****			****

Agoura Business Center North Development Agreement
Cumulative With "North" Project
Morning 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): 0.745
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	6	0	16	2	85	18	13	0	0	22	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	476	22	139	785	331	119	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	476	22	139	785	331	119	114	101	56	89	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	476	22	139	785	331	119	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	476	22	139	785	331	119	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 North Development Agreement
Cumulative With "North" 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): 0.757
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			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	5	0	15	9	26	82	23	0	0	19	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	732	22	183	557	171	250	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	732	22	183	557	171	250	157	34	78	176	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	732	22	183	557	171	250	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	732	22	183	557	171	250	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 North Development Agreement
Cumulative With "North" 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[15.5]

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	1	1	68	0	0	16	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	63	0	45	144	371	0	0	89	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	45	144	371	0	0	89	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	63	0	45	144	371	0	0	89	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	795	795	136	183	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	359	323	918	1405	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	329	287	918	1405	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.19	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	7.9	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	449	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.9	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	15.5	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			15.5			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

Agoura Business Center North Development Agreement
Cumulative With "North" 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): 12.7 Worst Case Level Of Service: D[34.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 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	3	3	31	0	0	86	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	117	0	258	172	182	0	0	292	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	258	172	182	0	0	292	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	117	0	258	172	182	0	0	292	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	870	870	344	397	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	325	292	703	1173	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	284	245	703	1173	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.41	0.00	0.37	0.15	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	8.6	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	481	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	7.0	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	34.2	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			34.2			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

Agoura Business Center North Development Agreement
Cumulative With "North" 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):	0.349
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	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	1	1	68	0	0	16	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	63	0	45	144	371	0	0	89	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	45	144	371	0	0	89	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	63	0	45	144	371	0	0	89	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	45	144	371	0	0	89	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	0.58	0.00	0.42	1.00	1.00	0.00	0.00	0.49	0.51
Final Sat.:	0	0	0	934	0	666	1600	1600	0	0	777	823
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 North Development Agreement
Cumulative With "North" 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):	0.640
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:	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	3	3	31	0	0	86	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	117	0	258	172	182	0	0	292	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	258	172	182	0	0	292	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	117	0	258	172	182	0	0	292	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	258	172	182	0	0	292	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	0.31	0.00	0.69	1.00	1.00	0.00	0.00	0.74	0.26
Final Sat.:	0	0	0	500	0	1100	1600	1600	0	0	1177	423
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	0.25	0.25
Crit Moves:						****	****				****	

Agoura Business Center North Development Agreement
Cumulative With "North" Project
Morning Peak Hour - With Improvements

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

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Intersection #7 Agoura Business Center North Driveway (NS) at Canwood Street (EW

****

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[10.5]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	1 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	3	0	8	57	11	0	0	9	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	3	0	8	57	376	0	0	175	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	8	57	376	0	0	175	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	3	0	8	57	376	0	0	175	26
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	677	677	188	201	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	421	377	860	1384	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	408	362	860	1384	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.01	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	660	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.5			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

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

****

Agoura Business Center North Development Agreement
Cumulative With "North" Project
Evening Peak Hour - With Improvements

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

Intersection #7 Agoura Business Center North Driveway (NS) at Canwood Street (EW

Average Delay (sec/veh): 1.6 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	0	0 0	1! 0	0	1 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	27	0	61	8	24	0	0	26	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	27	0	61	8	291	0	0	335	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	27	0	61	8	291	0	0	335	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	27	0	61	8	291	0	0	335	4
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	644	644	337	339	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	440	394	710	1232	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	438	391	710	1232	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.06	0.00	0.09	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	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	596	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	12.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			12.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Agoura Business Center North Development Agreement
Cumulative With "North" 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): 2.5 Worst Case Level Of Service: B[12.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		1 0	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	1	10	5	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	35	0	33	115	263	0	0	157	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	33	115	263	0	0	157	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	35	0	33	115	263	0	0	157	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	699	xxxx	205	253	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	409	xxxx	841	1324	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	382	xxxx	841	1324	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	0.04	0.09	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	15.4	xxxx	9.5	8.0	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			12.5			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Agoura Business Center North Development Agreement
Cumulative With "North" 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[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			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	3	17	34	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	146	0	151	131	186	0	0	154	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	151	131	186	0	0	154	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	146	0	151	131	186	0	0	154	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	638	xxxx	189	225	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	444	xxxx	858	1356	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	411	xxxx	858	1356	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.36	xxxx	0.18	0.10	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.6	xxxx	0.6	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	18.5	xxxx	10.1	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			14.2			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 (Future Volume Alternative)

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

Average Delay (sec/veh): 1.9 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 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	9	0		0	35	0		
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0		
Initial Fut:	0	0	0	37	0	19	50	230	0		0	201	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	230	0		0	201	11		
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0		
FinalVolume:	0	0	0	37	0	19	50	230	0		0	201	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	537	537	206	212	xxxx	xxxxx		xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx	508	453	839	1371	xxxx	xxxxx		xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx	494	436	839	1371	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	574	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			*				*				

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

Agoura Business Center North Development Agreement
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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): 1.3 Worst Case Level Of Service: B[10.9]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 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	47	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	16	0	31	39	314	0	0	200	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	314	0	0	200	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	16	0	31	39	314	0	0	200	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	601	601	208	217	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	467	417	837	1365	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	456	405	837	1365	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	655	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	10.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.9			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

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

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Agoura Business Center North Development Agreement
Cumulative With "North" 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):	0.479
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.7
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:	1.12	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	8	3	0	0	0	4	0	31	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	1	133	49	3	8	10	289	3	247	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	133	49	3	8	10	289	3	247	152	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1	133	49	3	8	10	289	3	247	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	133	49	3	8	10	289	3	247	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.:	409	82	583	405	28	65	21	604	705	595	521	146
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.23	0.12	0.12	0.12	0.48	0.48	0.00	0.41	0.29	0.29
Crit Moves:			****		****			****		****		
Delay/Veh:	9.6	9.6	9.9	10.4	10.4	10.4	13.1	13.1	7.6	12.6	10.1	10.1
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:	9.6	9.6	9.9	10.4	10.4	10.4	13.1	13.1	7.6	12.6	10.1	10.1
LOS by Move:	A	A	A	B	B	B	B	B	A	B	B	B
ApproachDel:		9.9			10.4			13.1			11.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.9			10.4			13.1			11.5	
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	0.7	0.4	0.4

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

Agoura Business Center North Development Agreement
Cumulative With "North" 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):	0.833
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.5
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	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	39	0	0	0	0	2	0	16	5	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	6	321	30	7	10	12	200	13	141	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	321	30	7	10	12	200	13	141	438	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	6	321	30	7	10	12	200	13	141	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	321	30	7	10	12	200	13	141	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.:	329	149	562	284	63	95	30	491	576	538	526	71
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.57	0.11	0.11	0.11	0.41	0.41	0.02	0.26	0.83	0.83
Crit Moves:			****		****			****			****	
Delay/Veh:	10.1	10.1	15.9	11.2	11.2	11.2	13.5	13.5	8.7	11.5	30.5	30.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	10.1	15.9	11.2	11.2	11.2	13.5	13.5	8.7	11.5	30.5	30.5
LOS by Move:	B	B	C	B	B	B	B	B	A	B	D	D
ApproachDel:		15.6			11.2			13.2			26.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.6			11.2			13.2			26.3	
LOS by Appr:		C			B			B			D	
AllWayAvgQ:	0.0	0.0	1.1	0.1	0.1	0.1	0.6	0.6	0.0	0.3	3.6	3.6

****

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

Agoura Business Center North Development Agreement
Cumulative With "North" 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): 11.9 Worst Case Level Of Service: D[26.1]

****

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		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 5	0		0 13	2		0 0	0		23	0	27
PasserByVol:	0 0	0		0 0	0		0 0	0		0	0	0
Initial Fut:	72 163	0		0 380	115		0 0	0		281	0	289
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00		1.00
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00		1.00
PHF Volume:	72 163	0		0 380	115		0 0	0		281	0	289
Reduct Vol:	0 0	0		0 0	0		0 0	0		0	0	0
FinalVolume:	72 163	0		0 380	115		0 0	0		281	0	289
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:	495 xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		743 xxxx		163
Potent Cap.:	1079 xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		385 xxxx		887
Move Cap.:	1079 xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		365 xxxx		887
Volume/Cap:	0.07 xxxx	xxxx		xxxx xxxx	xxxx		xxxx xxxx	xxxx		0.77 xxxx		0.33
Level Of Service Module:												
2Way95thQ:	0.2 xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		6.3 xxxx		1.4
Control Del:	8.6 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		41.3 xxxx		11.0
LOS by Move:	A	*		*	*		*	*		E	*	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:	8.6 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx		xxxxx
Shared LOS:	A	*		*	*		*	*		*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			26.0		
ApproachLOS:	*			*			*			D		

****

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

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Agoura Business Center North Development Agreement
Cumulative With "North" 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): 124.2 Worst Case Level Of Service: F[384.8]

****

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		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	12		0			0	42		0			0		0		0		12		0		12	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	319	297		0			0	465		141			0		0		0		258		0		312	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	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	297		0			0	465		141			0		0		0		258		0		312	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	319	297		0			0	465		141			0		0		0		258		0		312	
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:	606	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										1471	xxxx			297	
Potent Cap.:	982	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										141	xxxx			747	
Move Cap.:	982	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										98	xxxx			747	
Volume/Cap:	0.33	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx										2.64	xxxx			0.42	
Level Of Service Module:																								
2Way95thQ:	1.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										24.1	xxxx			2.1	
Control Del:	10.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										833.7	xxxx			13.2	
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:	10.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										xxxxx	xxxx	xxxxx			
Shared LOS:	B	*		*		*	*	*											*	*			*	
ApproachDel:	xxxxxx			xxxxxx			xxxxxx												384.8					
ApproachLOS:	*			*			*												F					

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

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Agoura Business Center North Development Agreement
Cumulative With "North" 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):	0.508
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	5	0	0	13	2	0	0	0	23	0	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	163	0	0	380	115	0	0	0	281	0	289
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	163	0	0	380	115	0	0	0	281	0	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	163	0	0	380	115	0	0	0	281	0	289
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	163	0	0	380	115	0	0	0	281	0	289
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 North Development Agreement
Cumulative With "North" 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):	0.735
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:	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:	24	12	0	0	42	0	0	0	0	12	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	319	297	0	0	465	141	0	0	0	258	0	312
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	297	0	0	465	141	0	0	0	258	0	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	319	297	0	0	465	141	0	0	0	258	0	312
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	319	297	0	0	465	141	0	0	0	258	0	312
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	0.29	0.09	0.00	0.00	0.00	0.16	0.00	0.19
Crit Moves:	****				****							****

Agoura Business Center North Development Agreement
Cumulative With "North" 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	13	0	0	28	8	0	0	17	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	102	0	0	185	411	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	102	0	0	185	411	134	0	39	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	29	102	0	0	185	411	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:	595	xxxx	xxxxx	xxxx	xxxx	xxxxx	346	xxxx	185	xxxx	xxxx	xxxxx
Potent Cap.:	991	xxxx	xxxxx	xxxx	xxxx	xxxxx	655	xxxx	863	xxxx	xxxx	xxxxx
Move Cap.:	991	xxxx	xxxxx	xxxx	xxxx	xxxxx	640	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 North Development Agreement
Cumulative With "North" 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[18.3]

****

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		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	34		0			0	21		33			2		0		13		0		0		0	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	65	224		0			0	245		458			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	224		0			0	245		458			215		0		58		0		0		0	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	65	224		0			0	245		458			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:	703	xxxx	xxxxx	xxxx	xxxx	xxxxx							598	xxxx		245	xxxx	xxxx	xxxxx					
Potent Cap.:	904	xxxx	xxxxx	xxxx	xxxx	xxxxx							468	xxxx		799	xxxx	xxxx	xxxxx					
Move Cap.:	904	xxxx	xxxxx	xxxx	xxxx	xxxxx							442	xxxx		799	xxxx	xxxx	xxxxx					
Volume/Cap:	0.07	xxxx	xxxx	xxxx	xxxx	xxxx							0.49	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:	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx							20.6	xxxx		9.9	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:	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	A	*		*		*							*	*		*		*	*					
ApproachDel:	xxxxxx			xxxxxx									18.3			xxxxxx								
ApproachLOS:	*			*									C			*								

****

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

****

Agoura Business Center North Development Agreement
Cumulative With "North" 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):	0.870
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.6
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:	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	15	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	384	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	384	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	384	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	384	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:	0.19	0.75	0.06	0.26	0.74	1.00	0.60	0.40	1.00	0.29	0.14	0.57
Final Sat.:	116	442	39	139	403	619	286	191	550	134	67	269
Capacity Analysis Module:												
Vol/Sat:	0.87	0.87	0.87	0.40	0.40	0.13	0.35	0.35	0.14	0.17	0.17	0.17
Crit Moves:	****			****			****				****	
Delay/Veh:	35.3	35.3	35.3	13.1	13.1	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:	35.3	35.3	35.3	13.1	13.1	9.0	13.4	13.4	9.8	11.3	11.3	11.3
LOS by Move:	E	E	E	B	B	A	B	B	A	B	B	B
ApproachDel:		35.3			12.0			12.3			11.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		35.3			12.0			12.3			11.3	
LOS by Appr:		E			B			B			B	
AllWayAvgQ:	4.4	4.4	4.4	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 North Development Agreement
Cumulative With "North" 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):	0.915
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.5
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	64	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	411	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	411	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	411	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	411	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	0.76	0.14	0.30	0.70	1.00	0.62	0.38	1.00	0.18	0.64	0.18
Final Sat.:	61	449	86	156	360	587	298	179	550	86	301	86
Capacity Analysis Module:												
Vol/Sat:	0.92	0.92	0.92	0.29	0.29	0.13	0.38	0.38	0.12	0.26	0.26	0.26
Crit Moves:	****				****			****			****	
Delay/Veh:	42.3	42.3	42.3	11.9	11.9	9.4	14.0	14.0	9.7	12.5	12.5	12.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	42.3	42.3	11.9	11.9	9.4	14.0	14.0	9.7	12.5	12.5	12.5
LOS by Move:	E	E	E	B	B	A	B	B	A	B	B	B
ApproachDel:		42.3			11.0			12.8			12.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		42.3			11.0			12.8			12.5	
LOS by Appr:		E			B			B			B	
AllWayAvgQ:	5.5	5.5	5.5	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.

APPENDIX D

Canwood Street Improvement Plans

STREET IMPROVEMENT NOTES

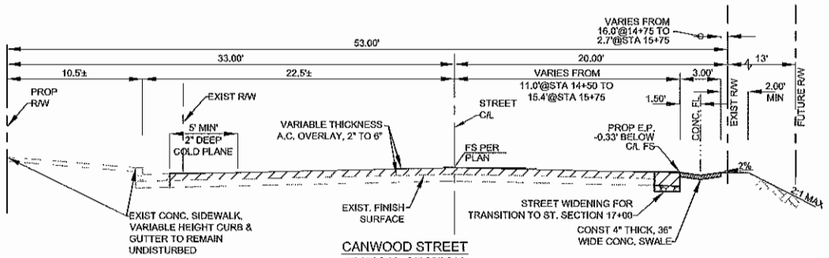
1. ALL WORK SHALL CONFORM TO THESE IMPROVEMENT PLANS, THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (SSPWC) "GREENBOOK", AND THE STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION (SPPWC).
2. NO DEVIATION FROM THESE PLANS SHALL BE MADE UNLESS A CHANGE ORDER IS APPROVED BY THE CITY ENGINEER.
3. ALL CONTRACTORS AND SUBCONTRACTORS DOING WORK WITHIN CITY LIMITS SHALL POSSESS A VALID BUSINESS REGISTRATION WITH THE CITY OF AGOURA HILLS PRIOR TO COMMENCING WORK.
4. CONTRACTORS SHALL COMPLY WITH ALL CAL-OSHA SAFETY STANDARDS.
5. CONTRACTOR SHALL NOTIFY THE CITY PUBLIC WORKS INSPECTOR FORTY-EIGHT (48) HOURS PRIOR TO COMMENCING WORK, AND TWENTY-FOUR (24) HOURS IN ADVANCE OF SPECIFIC INSPECTION NEEDS DURING THE COURSE OF THE WORK.
6. ALL WORK SHALL BE PERFORMED BETWEEN THE HOURS OF 7:00 AM AND 4:00 PM AND IS SUBJECT TO INSPECTION BY THE PUBLIC WORKS DEPARTMENT.
7. CONTRACTORS SHALL VERIFY ALL SITE CONDITIONS AND DIMENSIONS, AND SHALL REPORT ALL DISCREPANCIES TO THE CITY ENGINEER PRIOR TO COMMENCING WORK.
8. CONTRACTORS SHALL LOCATE, PROTECT, AND SAVE ANY AND ALL SURVEY MONUMENTS THAT WILL BE OR MAY BE DAMAGED OR DESTROYED BY THESE OPERATIONS. ONCE FOUND, THE CONTRACTOR SHALL THEN NOTIFY BOTH THE DEVELOPER'S CIVIL ENGINEER AND THE CITY'S PUBLIC WORKS INSPECTOR. THE SUPERVISING CIVIL ENGINEER SHALL RESET ALL SAID MONUMENTS PER THE REQUIREMENTS OF THE PROFESSIONAL LAND SURVEYORS ACT.
9. CONTRACTOR IS RESPONSIBLE FOR PROTECTING ALL UTILITY LINES SHOWN ON THESE DRAWINGS. THE CONTRACTOR FURTHER ASSUMES ALL LIABILITY AND RESPONSIBILITY FOR THE UTILITY PIPES, CONDUITS, OR STRUCTURES SHOWN OR NOT SHOWN ON THESE DRAWINGS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL PUBLIC AND PRIVATE PROPERTY INSOFAR AS IT MAY BE AFFECTED BY THESE OPERATIONS. ALL COSTS FOR PROTECTING, REMOVING, AND RESTORING EXISTING IMPROVEMENTS SHALL BE BORNE BY THE CONTRACTOR.
10. EXISTING TRAFFIC SIGNS ARE NOT TO BE REMOVED WITHOUT PRIOR NOTIFICATION AND APPROVAL OF THE CITY ENGINEER. AS A MINIMUM, CONSTRUCTION WORKZONE TRAFFIC SIGNS AND STRIPING SHALL BE FURNISHED, INSTALLED, AND MAINTAINED IN ACCORDANCE WITH THE "WORK AREA TRAFFIC CONTROL HANDBOOK" (W.A.T.C.H. MANUAL). TRAFFIC SIGNS AND STRIPING SHALL BE FURNISHED AT THE DEVELOPER'S EXPENSE.
11. ALL MEASURES SHALL BE TAKEN TO ENSURE THAT DUST CONTROL IS MAINTAINED AT ALL TIMES THROUGH THE DURATION OF THE PROJECT.
12. ALL UNDERGROUND UTILITIES AND SERVICE LATERALS SHALL BE INSTALLED PRIOR TO CONSTRUCTION OF CURBS, GUTTERS, SIDEWALKS, AND PAVING UNLESS OTHERWISE PERMITTED BY THE CITY ENGINEER.
13. "RECORD DRAWING" PLANS SHALL BE SUBMITTED PRIOR TO FINAL WALK-THROUGH INSPECTION AND ACCEPTANCE OF THE IMPROVEMENTS BY THE CITY.
14. ALL TRAFFIC MEDIANS SHALL BE DESIGNED AND CONSTRUCTED PER CITY ENGINEER APPROVAL.
15. TRENCH WORK SHALL BE IN ACCORDANCE WITH CITY REQUIREMENTS UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER. "T-CAPPING" SHALL BE APPLIED TO ALL TRENCH CONSTRUCTION IN THE PUBLIC RIGHT-OF-WAY UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER. REFER TO DETAIL HEREON FOR TRENCH SECTION.
16. EQUESTRIAN TRAILS AND FENCES SHALL BE CONSTRUCTED IN ACCORDANCE WITH CITY REQUIREMENTS UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER. EQUESTRIAN TRAILS ON PUBLIC-MAINTAINED ROADS REQUIRE DEDICATION OF TRAIL EASEMENTS TO THE CITY OF AGOURA HILLS. APPLICANT IS RESPONSIBLE FOR PREPARING ALL LEGAL DOCUMENTATION NEEDED TO DEDICATE EASEMENT. EQUESTRIAN TRAILS ON PRIVATE ROADS ARE TO BE MAINTAINED AT THE EXPENSE OF THE PROPERTY OWNERS.
17. AN ENCROACHMENT PERMIT IS REQUIRED OF ALL WORK DONE IN THE PUBLIC RIGHT-OF-WAY (ROW). ALL APPLICABLE FEES MUST BE PAID AND SECURITIES POSTED PRIOR TO ISSUANCE OF PERMIT. ALL WORK INVOLVING STREET IMPROVEMENTS REQUIRES APPROVAL FROM THE PUBLIC WORKS INSPECTOR. APPLICANT SHALL ALLOW 48 HOURS ADVANCE NOTICE TO THE DEPARTMENT OF PUBLIC WORKS TO SCHEDULE ALL INSPECTIONS.
18. CONTRACTOR SHALL TELEPHONE UNDERGROUND SERVICE ALERT (USA) 1-800-422-4133 A MINIMUM OF 48 HOURS PRIOR TO START OF CONSTRUCTION.
19. REQUIREMENT FOR STREET STRUCTURAL SECTION TO BE DETERMINED BY SOIL ANALYSIS AND APPROVED BY THE CITY ENGINEER PRIOR TO PLACEMENT OF BASE MATERIALS.
20. WATER SYSTEM SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE LAS VIRGENES MUNICIPAL WATER DISTRICT WORKS MANUAL.
21. SEPARATION OF WATER AND WASTEWATER LINES SHALL BE IN ACCORDANCE WITH LAS VIRGENES MUNIPICAL WATER DISTRICT.
22. PRIOR TO CONNECTION TO WATER AND SEWER MAINS IN THE PUBLIC RIGHT-OF-WAY, APPLICANT SHALL PROVIDE DOCUMENTATION FROM LAS VIRGENES MUNICIPAL WATER DISTRICT TO THE CITY STATING THAT ALL CONNECTION FEES HAVE BEEN PAID.

WESTLAND GENERAL NOTES

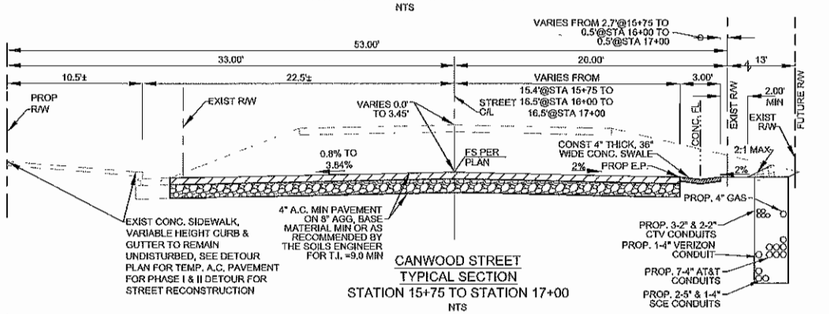
1. WESTLAND ENGINEERING, INC. HAS NOT BEEN RETAINED OR COMPENSATED, AND ASSUMES NO RESPONSIBILITY TO PROVIDE DESIGN CONSTRUCTION REVIEW SERVICES RELATING TO THE CONTRACTOR'S SAFETY PRECAUTIONS, OR TO MEANS, METHODS, TECHNIQUES, OR SEQUENCES OF PROCEDURES REQUIRED FOR THE CONTRACTOR TO PERFORM HIS WORK.
2. THE LOCATION OF, AND EXISTENCE OR NON-EXISTENCE OF UNDERGROUND UTILITIES HAS BEEN DETERMINED TO THE BEST OF THE ENGINEERS ABILITY, BUT IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE LOCATION OF ANY EXISTING UTILITIES. THE CONTRACTOR SHALL ASSUME SOLE RESPONSIBILITY FOR ANY DAMAGE DONE TO EXISTING UTILITIES DURING CONSTRUCTION.
3. THE CONTRACTOR SHALL CALL "UNDERGROUND SERVICE ALERT" TOLL FREE AT 1-800-227-2600, TWO DAYS PRIOR TO THE START OF CONSTRUCTION FOR UTILITY LOCATIONS.
4. THIS DRAWING, INCLUDING THE DESIGNS INCORPORATED HEREIN, IS AN INSTRUMENT OF PROFESSIONAL SERVICE PREPARED FOR USE IN CONSTRUCTION WITH THE PROJECT IDENTIFIED HEREON UNDER THE CONDITIONS EXISTING IN DECEMBER, 2002. ANY USE, IN WHOLE OR IN PART, FOR ANY OTHER PROJECT WITHOUT WRITTEN AUTHORIZATION OF WESTLAND ENGINEERING, INC. SHALL BE AT THE USER'S SOLE RISK.
5. CONSTRUCTION CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONSTRUCTION CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY, THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND CONSTRUCTION CONTRACTOR FURTHER AGREES TO DEFEND INDEMNIFY AND HOLD DESIGN PROFESSIONAL HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE DESIGN PROFESSIONAL.
6. THE CONTRACTOR TO PROVIDE ADEQUATE DUST CONTROL ACCORDING TO THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.

PUBLIC UTILITIES / SERVICES

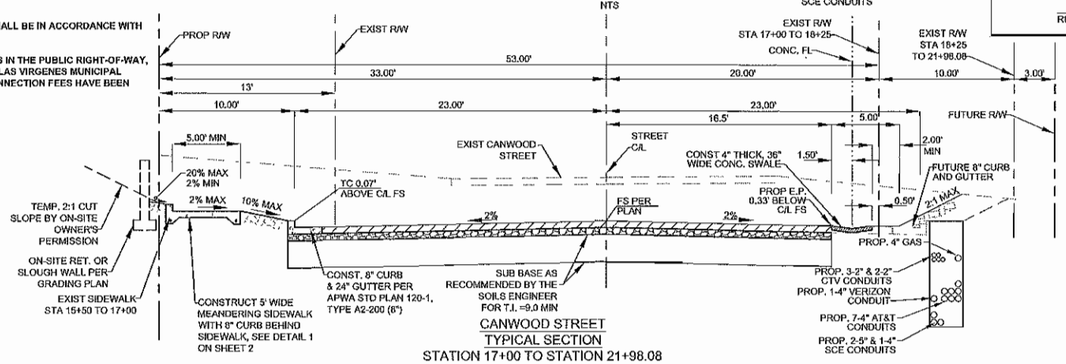
WATER:	LAS VIRGENES MUNICIPAL WATER DISTRICT 4232 LAS VIRGENES ROAD CALABASAS, CA 91302 (818) 251-2139
ELECTRICAL:	SOUTHERN CALIFORNIA EDISON 3589 FOOTHILL DRIVE THOUSAND OAKS, CA 91361 (805) 494-7052
TELEPHONE:	SBC (PAC BELL) 16201 RAYMER STREET, #208 VAN NUYS, CA 91406 (818) 276-0768
GAS:	SOUTHERN CALIFORNIA GAS 977 CHAMBER LANE SIMI VALLEY, CA 93065 (805) 520-2061
SEWER:	LA COUNTY, DEPT. OF PUBLIC WORKS SEWER MAINTENANCE DIVISION 1000 S. FREMONT AVENUE, BLDG A9 EAST ALHAMBRA, CA 91803 (626) 300-3308
CABLE:	TIME WARNER 2525 KNOLL DRIVE VENTURA, CA 93003 (805) 477-4433
CABLE:	CHARTER COMMUNICATIONS 3806 CROSSCREEK ROAD MALIBU, CA 90265 (310) 456-9010
CALTRANS:	CALTRANS 5660 RESEDA BOULEVARD TARZANA, CA 91356 (805) 388-1426



CANWOOD STREET
TYPICAL SECTION
STATION 14+50 TO STATION 15+75
NTS

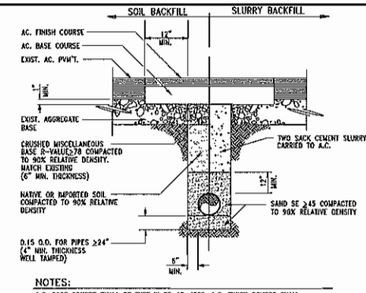


CANWOOD STREET
TYPICAL SECTION
STATION 15+75 TO STATION 17+00
NTS



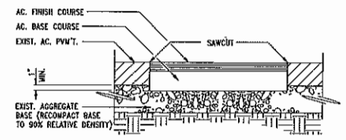
CANWOOD STREET
TYPICAL SECTION
STATION 17+00 TO STATION 21+98.08
NTS

UNDERGROUND SERVICE ALERT
CALL TOLL FREE
1-800-227-2600
TWO WORKING DAYS BEFORE YOU DIG



NOTES:
A.C. BASE COURSE SHALL BE TYPE III 8S-AR-4000. A.C. FINISH COURSE SHALL BE TYPE III C2-AR-4000.
FINAL A.C. FINISH COURSE (CAP) SHALL BE A MINIMUM OF 1-1/2" THICK.
COMPACTION TESTING IS REQUIRED FOR ALL NATIVE/IMPORTED SOILS.

TRENCH DETAIL (NOT TO SCALE)



NOTES:
A.C. BASE COURSE SHALL BE TYPE III 8S-AR-4000 OR C2-AR-4000.
A.C. FINISH COURSE SHALL BE TYPE III C2-AR-4000.
FINAL A.C. FINISH COURSE (CAP) SHALL BE A MINIMUM OF 2" THICK.
COMPACTION TESTING IS REQUIRED FOR ALL NATIVE/IMPORTED SOILS.

STREET REPAIR DETAIL (NOT TO SCALE)

INDEX OF DRAWINGS

BENCHMARK:

DESCRIPTION: BM NO. Y 7552
RDBM TAG E CB 300 MM N BCR @ NE CORNER
KANAN RD & CANWOOD ST 18M N &12M E C/L
INT (N/O 101 FRWY)

ELEVATION: 896.675

SURVEY DATE: 1998

RECORD DRAWING STATEMENT

I, _____, HEREBY CERTIFY, BASED ON MY FIELD OBSERVATION AND INFORMATION PROVIDED BY THE OWNER AND GENERAL CONTRACTOR, THAT THE WORK ON SHEET NOS. ____ THROUGH ____, MARKED AS "RECORD DRAWING" HAS BEEN CONSTRUCTED IN SUBSTANTIAL COMPLIANCES WITH THESE PLANS, SPECIFICATIONS, REVISIONS, CHANGE ORDERS, AND FIELD CHANGES.

_____ _____ _____ _____
REGISTERED CIVIL ENGINEER DATE RCE NO. EXP. DATE

OWNER

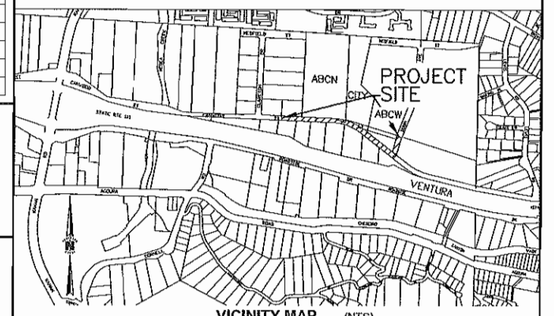
NAME: AGOURA BUSINESS CENTER NORTH
ADDRESS: 5301 DERRY AVENUE, AGOURA HILLS, CA
REPRESENTATIVE: BRETT TREBIL
TELEPHONE: (818) 889-2822

CIVIL ENGINEER

NAME: WESTLAND CIVIL, INC
ADDRESS: 558 ST. CHARLES DR. STE 202, THOUSAND OAKS, CA 91360
REPRESENTATIVE: DON WAITE
TELEPHONE: 805-495-1330

GEOTECHNICAL ENGINEER

NAME: GORIAN ASSOCIATES, INC.
ADDRESS: 3595 OLD CONEJO RD, THOUSAND OAKS, CA 91320
REPRESENTATIVE: JEROME J. BLUNCK
TELEPHONE: (805) 375-9262



VICINITY MAP (NTS)

STORMWATER POLLUTION NOTES

1. APPLICANT IS RESPONSIBLE FOR SUBMITTING A SITE-SPECIFIC, "STORM WATER POLLUTION PREVENTION PLAN" (SWPPP) AS OUTLINED IN THE MODEL PROGRAM FOR STORMWATER MANAGEMENT WITHIN THE COUNTY OF LOS ANGELES. THE SWPPP SHALL BE SIGNED AND STAMPED BY A STATE-LICENSED CIVIL ENGINEER. THE SWPPP SHALL OUTLINE "BEST MANAGEMENT PRACTICES" (BMP) PROCEDURES TO BE USED IN ORDER TO PREVENT THE TRANSPORT OF ONSITE POLLUTANTS TO OFFSITE LOCATIONS DURING AND AFTER CONSTRUCTION.
2. A SITE-SPECIFIC, "WET-WEATHER EROSION-CONTROL PLAN" SHALL BE PREPARED IN CONJUNCTION WITH THE SWPPP, AND SHALL DESCRIBE BMP'S TO BE USED DURING CONSTRUCTION IN THE RAINY SEASON AND DEPICT THEIR LOCATIONS RELATIVE TO THE SITE. THE PLAN MUST BE AVAILABLE ON-SITE BY OCTOBER 1ST, AND IMPLEMENTED FROM NOVEMBER 1ST THROUGH APRIL 15TH.
3. IT IS THE PROPERTY OWNERS RESPONSIBILITY TO MAINTAIN ALL ONSITE DRAINAGE STRUCTURES UNLESS OTHERWISE APPROVED BY THE CITY. CATCH BASIN FILTER INSERTS SHALL BE CLEANED OUT A MINIMUM OF TWICE PER YEAR, ONCE BEFORE THE RAINY SEASON, AND AGAIN AFTER THE RAINY SEASON, UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER.

REGISTERED PROFESSIONAL ENGINEER
DONALD G. WAITE
No. 27364
Exp. 31 MAR 2013
CIVIL
STATE OF CALIFORNIA

REV	SYMBOL	DESCRIPTION OF CHANGE	RCE	DATE

PREPARED BY
WESTLAND CIVIL, INC.
CIVIL ENGINEERS PLANNING / DESIGN LAND SURVEYORS
558 ST. CHARLES DR, SUITE 202, THOUSAND OAKS, CA, 91360
(805) 495-1330 FAX: (805) 446-8135
REGISTERED ENGINEER NO. 27364 DATE

CITY OF AGOURA HILLS APPROVAL

_____ _____
REVIEWED BY DATE

RAMIRO ADEVA _____ 66865 09/30/2012
CITY ENGINEER DATE RCE NO. EXP DATE

CITY OF AGOURA HILLS

06 CUP - 003, CITY FRONTAGE & 07 CUP-101

STREET PLAN COVER SHEET

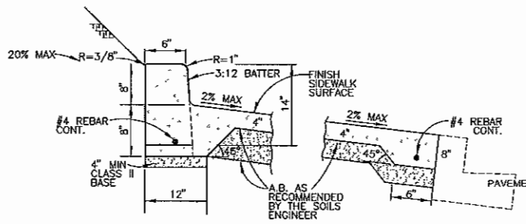
FROM 220 FT E/O CLARETON DR TO DERRY AVE
AGOURA HILLS, CALIFORNIA 91301

PROJECT NO. _____ SHEET 1 OF 16

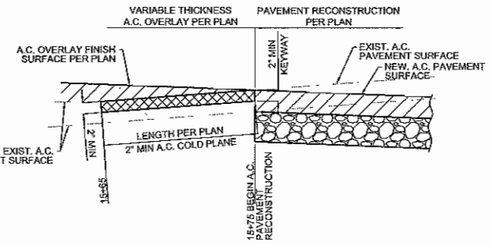
10/26/2011

CITY OF AGOURA HILLS DWG. NO. _____

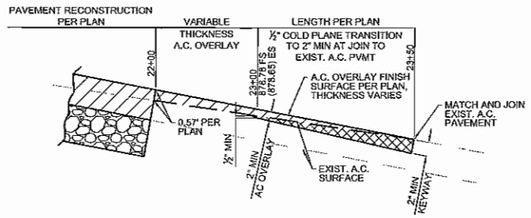
IP-5-1023



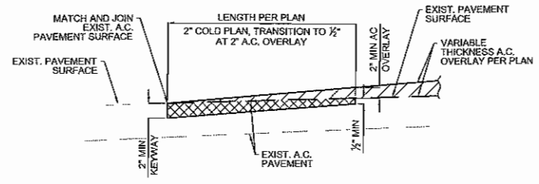
DETAIL – 1
8" CONC. MONOLITHIC CURB
BEHIND MEANDERING SIDEWALK
N.T.S.



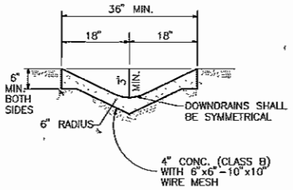
15+65 TO 15+75 A.C. KEYWAY
A.C. KEYWAY DETAIL
N.T.S.



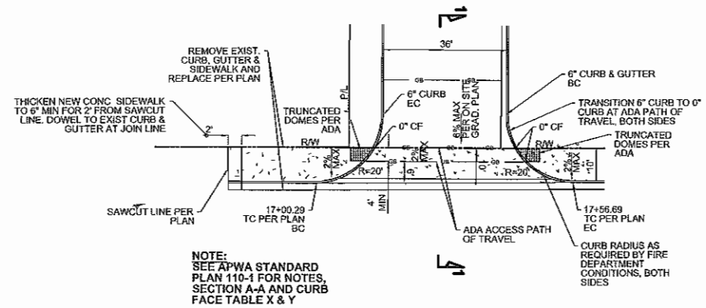
EASTERLY A.C. KEYWAY DETAIL
N.T.S.



WESTERLY A.C. KEYWAY DETAIL
N.T.S.

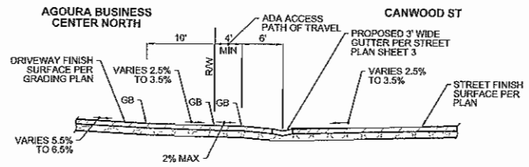


CONCRETE SWALE DETAIL
N.T.S.



NOTE:
SEE APWA STANDARD PLAN 110-1 FOR NOTES, SECTION A-A AND CURB FACE TABLE X & Y

DETAIL – 2
MODIFIED DRIVEWAY APPROACH
APWA STD 110-1, TYPE C
N.T.S.



SECTION 1–1
N.T.S.

REGISTERED PROFESSIONAL ENGINEER
RONALD G. VANTIL
No 27364
Exp 31 MAR 2013
CIVIL
STATE OF CALIFORNIA

06 CUP - 003

REV	SYMBOL	DESCRIPTION OF CHANGE	RCE	DATE

PREPARED BY
WESTLAND CIVIL, INC.
CIVIL ENGINEERS PLANNING / DESIGN LAND SURVEYORS
356 ST CHARLES DR, SUITE 202, THOUSAND OAKS, CA. 91360
(805) 495-1330 FAX. (805) 446-9125
REGISTERED ENGINEER NO. 27364 DATE

CITY OF AGOURA HILLS APPROVAL

REVIEWED BY DATE

RAMIRO ADEVA, CITY ENGINEER — DATE — 66865 RCE NO. — 09/30/2012 EXP DATE

CITY OF AGOURA HILLS

DETAILS SHEET
AGOURA BUSINESS CENTER NORTH
28000 CANWOOD ST
AGOURA HILLS, CALIFORNIA 91301

PROJECT NO. _____ SHEET 2 OF 16

10/26/2011

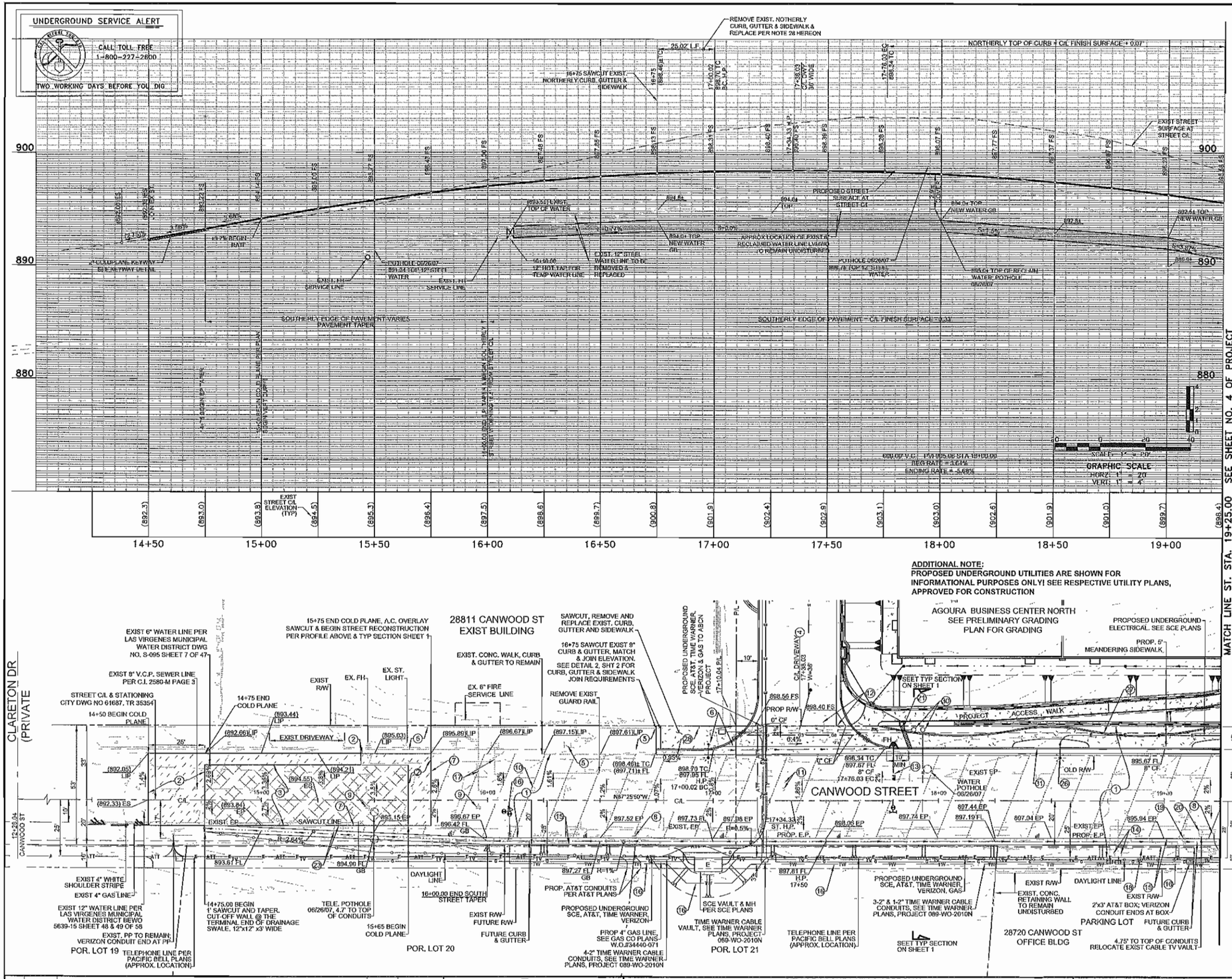
CITY OF AGOURA HILLS DWG. NO. _____

IP-5-1023

UNDERGROUND SERVICE ALERT

CALL TOLL FREE
1-800-227-2600

TWO WORKING DAYS BEFORE YOU DIG



ADDITIONAL NOTE:
PROPOSED UNDERGROUND UTILITIES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY! SEE RESPECTIVE UTILITY PLANS, APPROVED FOR CONSTRUCTION

CONTRUCTION NOTES:

1. REMOVE EXISTING STREET PAVEMENT SECTION AND RECONSTRUCT CANWOOD STREET PER TYPICAL SECTIONS ON SHEET 1.
2. COLD PLANE 2" DEEP AND PLACE NEW 2" THICK A.C. OVERLAY TO MATCH AND JOIN EXISTING STREET SURFACE.
3. VARIABLE THICKNESS A.C. OVERLAY VARIES 2" TO 6". SEE SECTION SHEET 1, STA 14+75 TO 15+75.
4. CONSTRUCT COMMERCIAL DRIVEWAY APPROACH PER A.P.W.A. STD 110-1, TYPE C, 6" THICK P.C.C., MODIFIED WITH 20' RADIUS, W=36'. SEE DETAIL 2, SHEET 2.
5. EXISTING VARIABLE HEIGHT CURB (8" TO 9 ½"), 24" WIDE GUTTER AND CONC. SIDEWALK TO REMAIN UNDISTURBED. SEE DETOUR PLAN FOR A.C. PAVEMENT FOR TEMPORARY DETOUR FOR STREET RECONSTRUCTION. EXISTING TREE TO BE REMOVED FOR DETOUR A.C. PAVEMENT AND REPLACED IN KIND AFTER STREET RECONSTRUCTION.
6. EXISTING STREET LIGHT POLE AND CONDUIT TO BE RELOCATED TO LOCATION SHOWN. UPGRADE TO STREET LIGHT 9500 LUMENS HIGH PRESSURE SODIUM VAPOR (HPSV) OR EQUIVALENT IN LED TYPE AS APPROVED BY THE CITY OF AGOURA HILLS. SEE SEPARATED APPROVED LIGHTING PLAN.
7. SAWCUT LINE, 1' FROM EXISTING HARD SURFACE OR STREET STATION AS NOTED.
8. EXISTING POWER POLE AND ANCHOR WIRE TO BE REMOVED.
9. ADJUST EXISTING WATER VALVE TO GRADE.
10. ADJUST EXISTING SEWER MANHOLE TO GRADE.
11. EXIST. 6" SEWER CHIMNEY TO REMAIN FOR ON-SITE SEWER CONNECTION. EXTEND 6" LATERAL, 10' L.F. NORTH BEYOND STREET RIGHT OF WAY. INSTALL CLEAN-OUT.
12. RELOCATE EXISTING WATER FACILITIES PER WATER PLAN SHEET 12. REMOVE EXISTING BOLLARDS.
13. ~~DOMESTIC AND FIRE WATER LINES AND FIRE HYDRANT ASSEMBLY PER WATER PLAN SHEET 2A & 3A.~~ - NOT USED.
14. RELOCATE EXISTING WATER SERVICE LINES, METERS AND BOXES SEE WATER PLANS SHEET 2A & 3A.
15. CONSTRUCT 3' WIDE, 4" THICK CONC. SWALE PER DETAIL, SHEET 2.
16. SEE WATER PLAN SHEET 2A & 3A FOR TEMPORARY 12" WATER LINE AND NEW 12" STEEL WATER LINE CONSTRUCTION AFTER STREET RECONSTRUCTION.
17. EXISTING WATER SERVICE LINES TO REMAIN UNDISTURBED.
18. RELOCATE EXISTING TELEPHONE SWITCH BOX AND CONC. PAD BY OTHERS.
19. RELOCATE EXISTING TELEPHONE MANHOLE AND VAULT BY OTHERS.
20. RELOCATE EXISTING CABLE T.V. VAULT BY OTHERS.
21. CONSTRUCT PARKWAY DRAIN PER A.P.W.A. STD PLAN 151-1, S=2'.
22. REMOVE EXISTING PAVEMENT AND RECONSTRUCT EXISTING A.C. OR CONCRETE PAVEMENT BY PRIVATE PROPERTY'S PERMISSION. REPLACE PAVEMENT STRUCTURAL SECTION IN KIND OR AS RECOMMENDED BY THE SOILS ENGINEER. 4" A.C. MINIMUM ON 6" A.B. MINIMUM.
23. CONSTRUCT 4" A.C. MINIMUM ON 8" A.B. MINIMUM PAVEMENT SECTION FOR STREET WIDENING TRANSITION OR AS RECOMMENDED BY THE SOILS ENGINEER. FOR T.I. = 9.0.
24. REMOVE EXISTING 3" DIAMETER TREE IF NECESSARY.
25. CONSTRUCT 6" A.C. BERM PER A.P.W.A. STD PLAN 120-1, TYPE D1-150(6).
26. INSTALL STREET LIGHT 16000 LUMENS HIGH PRESSURE SODIUM VAPOR (HPSV) OR EQUIVALENT IN LED TYPE AS APPROVED BY THE CITY OF AGOURA HILLS. SEE SEPARATED APPROVED LIGHTING PLAN.
27. CONSTRUCT 6" CONCRETE CURB PER DETAIL 1, SHEET 2.
28. SAWCUT AND REMOVE EXISTING 9"± CURB, GUTTER AND SIDEWALK. REPLACE PER APWA STD PLAN 120-1, TYPE A1-200, WITH 8" THICK CONC. SIDEWALK W=9.5'± OR MATCH EXIST. SIDEWALK WIDTH.
29. ~~CONST. CITY OF WAH PER DETAIL SHEET 1~~ - NOT USED
30. SEE WATER PLAN, SHEET 2A & 3A FOR WATER FACILITIES INSTALLATIONS & RELOCATIONS.
31. CONSTRUCT 8" CONCRETE CURB & 24" CONC. GUTTER PER CITY STD's.

NOTE:
1. **SEE SHEET 8-9 FOR STRIPING & SIGNING PLAN.**
2. **PROPERTY OWNER TO DEDICATE 13' ALONG PROPERTY FRONTAGE TO THE CITY OF AGOURA HILLS FOR ROAD PURPOSES.**
3. **SEE SHEET 4 FOR TYPICAL UTILITY TRENCH DETAIL.**

ELECTRICAL UNDERGROUND NOTE:
ALL SOUTHERN CALIFORNIA EDISON OVERHEAD UTILITY LINES SHALL BE PLACED UNDERGROUND PER SOUTHERN CALIFORNIA PLANS. LOCATIONS SHOWN FOR REFERENCE ONLY, SEE S.C.E. PLANS FOR FINAL LOCATION.

EXISTING UTILITY RELOCATION NOTE:
THE RELOCATION OF EXISTING STREET UTILITIES WITH THE EXCEPTION OF THE 12" STEEL WATER LINE AND RECLAIM FACILITIES WILL BE BY SEPARATE PLANS. THE AFFECTED UTILITY OWNERS ARE AS FOLLOWS: CABLE TV, TELEPHONE, GAS & ELECTRICAL. SEE SHEET 14 FOR THE 12" STEEL WATERLINE & RECLAIM WATER FACILITIES RELOCATIONS.

CONSTRUCTION LEGEND:

- REMOVE EXISTING STREET PAVEMENT SECTION AND RECONSTRUCT CANWOOD STREET PER PROFILE HEREON, AND TYPICAL STREET SECTION SHEET 1
- 2" A.C. OVERLAY AND 2" COLD PLANE WHERE NOTED
- —o— DAYLIGHT LINE
- AC DRIVEWAY RECONSTRUCT 4" A.C. ON 6" A.B. OR AS RECOMMENDED BY THE SOILS ENGINEER.
- VARIABLE THICKNESS AC OVERLAY, VARIES 2" TO 6"
- —TW— TEMPORARY 8" ABOVE GROUND WATER LINE FOR RELOCATION OF EXISTING 12" STEEL WATERLINE. UNDERGROUND AT ALL EXISTING DRIVEWAY CROSSINGS, HOT TAP AT STREET STATION 16+10.00 AND 19+93.00 WITH 12" GATE VALVES & 90° ELBOWS. LOCATION BY PROPERTY OWNERS PERMISSION.
- —E— PROP. EDISON CONDUITS, SEE EDISON PLANS

REGISTERED PROFESSIONAL ENGINEER — DONALD B. WAITE — No. 27364 — Exp. 31 MAR 2013 — CIVIL — STATE OF CALIFORNIA

SCALE: 1" = 20'

06 CUP - 003

REV	SYMBOL	DESCRIPTION OF CHANGE	RCE	DATE

PREPARED BY
WESTLAND CIVIL, INC.
CIVIL ENGINEERS PLANNING / DESIGN LAND SURVEYORS
508 SE. CHARLES DR, SUITE 202, THOUSAND OAKS, CA. 91360
(805) 495-1330 FAX: (805) 446-9125
REGISTERED ENGINEER NO. 27364 DATE

CITY OF AGOURA HILLS APPROVAL

REVIEWED BY DATE

RAMIRO ADEVA DATE 66865 09/30/2012
CITY ENGINEER RCE NO. EXP DATE

CITY OF AGOURA HILLS

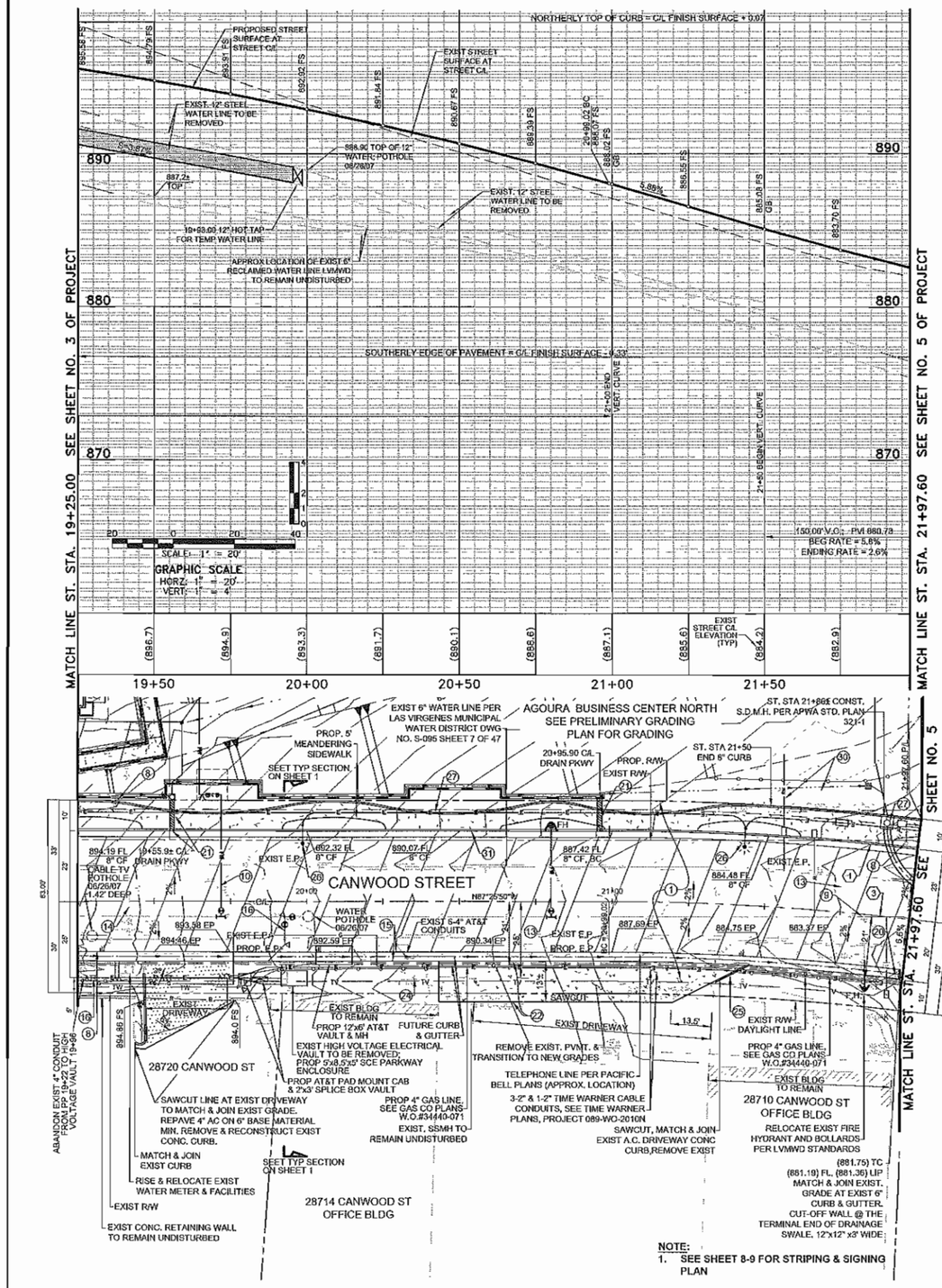
STREET PLAN AND PROFILE
AGOURA BUSINESS CENTER NORTH
CANWOOD ST, ST. STA. 14+50 TO 19+25
AGOURA HILLS, CALIFORNIA 91301

PROJECT NO. _____ SHEET 3 OF 16

10/26/2011

CITY OF AGOURA HILLS DWG. NO. _____

IP-5-1023



NOTE:
1. SEE SHEET 8-9 FOR STRIPING & SIGNING PLAN

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TWO WORKING DAYS BEFORE YOU DIG

ELECTRICAL UNDERGROUND NOTE:
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EXISTING UTILITY RELOCATION NOTE:
THE RELOCATION OF EXISTING STREET UTILITIES WITH THE EXCEPTION OF THE 12" STEEL WATER LINE AND RECLAIM FACILITIES WILL BE BY SEPARATE PLANS. THE AFFECTED UTILITY OWNERS ARE AS FOLLOWS: CABLE TV, TELEPHONE, GAS & ELECTRICAL. SEE SHEET 14 FOR THE 12" STEEL WATERLINE & RECLAIM WATER FACILITIES RELOCATIONS.

ADDITIONAL NOTE:
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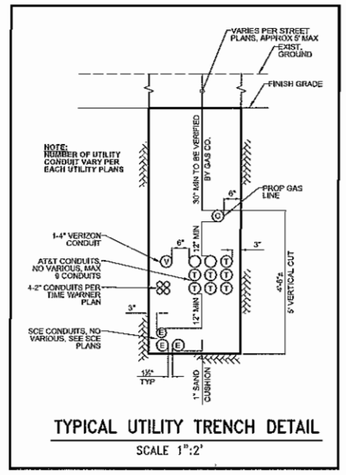


TYPICAL UTILITY TRENCH DETAIL
SCALE 1":2'

CURVE DATA

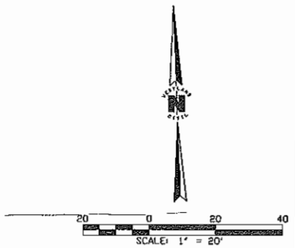
	Δ	RADIUS	LENGTH
①	6°47'33"	873.00'	103.50'
③	36°34'36"	850.00'	572.30'

CONSTRUCTION NOTES:

① REMOVE EXISTING STREET PAVEMENT SECTION AND RECONSTRUCT CANWOOD STREET PER TYPICAL SECTIONS ON SHEET 1.
② COLD PLANE 2" DEEP AND PLACE NEW 2" THICK A.C. OVERLAY TO MATCH AND JOIN EXISTING STREET SURFACE.
③ VARIABLE THICKNESS A.C. OVERLAY VARIES 2" TO 6". SEE SECTION SHEET 1, STA 14 +75 TO 15+75.
④ CONSTRUCT COMMERCIAL DRIVEWAY APPROACH PER A.P.W.A. STD 110-1, TYPE C, 6" THICK P.C.C., MODIFIED WITH 20' RADIUS, W=36'. SEE DETAIL 2, SHEET 2.
⑤ EXISTING VARIABLE HEIGHT CURB (8" TO 9 ½"), 24" WIDE GUTTER AND CONC. SIDEWALK TO REMAIN UNDISTURBED. SEE DETOUR PLAN FOR A.C. PAVEMENT FOR TEMPORARY DETOUR FOR STREET RECONSTRUCTION. EXISTING TREE TO BE REMOVED FOR DETOUR A.C. PAVEMENT AND REPLACED IN KIND AFTER STREET RECONSTRUCTION.
⑥ EXISTING STREET LIGHT POLE AND CONDUIT TO BE RELOCATED TO LOCATION SHOWN. UPGRADE TO STREET LIGHT 9500 LUMENS HIGH PRESSURE SODIUM VAPOR (HPSV) OR EQUIVALENT IN LED TYPE AS APPROVED BY THE CITY OF AGOURA HILLS. SEE SEPARATED APPROVED LIGHTING PLAN
⑦ SAWCUT LINE, 1' FROM EXISTING HARD SURFACE OR STREET STATION AS NOTED.
⑧ EXISTING POWER POLE AND ANCHOR WIRE TO BE REMOVED.
⑨ ADJUST EXISTING WATER VALVE TO GRADE.
⑩ ADJUST EXISTING SEWER MANHOLE TO GRADE.
⑪ EXIST. 6" SEWER CHIMNEY TO REMAIN FOR ON-SITE SEWER CONNECTION. EXTEND 6" LATERAL, 10' L.F. NORTH BEYOND STREET RIGHT OF WAY. INSTALL CLEAN-OUT.
⑫ RELOCATE EXISTING WATER FACILITIES PER WATER PLAN SHEET 12. REMOVE EXISTING BOLLARDS.
⑬ DOMESTIC AND FIRE WATER LINES AND FIRE HYDRANT ASSEMBLY PER WATER PLAN SHEET 2A & 3A.
⑭ RELOCATE EXISTING WATER SERVICE LINES, METERS AND BOXES SEE WATER PLANS SHEET 2A & 3A.
⑮ CONSTRUCT 3' WIDE, 4" THICK CONC. SWALE PER DETAIL, SHEET 2.
⑯ SEE WATER PLAN SHEET 2A & 3A FOR TEMPORARY 12" WATER LINE AND NEW 12" STEEL WATER LINE CONSTRUCTION AFTER STREET RECONSTRUCTION.
⑰ EXISTING WATER SERVICE LINES TO REMAIN UNDISTURBED.
⑱ RELOCATE EXISTING TELEPHONE SWITCH BOX AND CONC. PAD BY OTHERS.
⑲ RELOCATE EXISTING TELEPHONE MANHOLE AND VAULT BY OTHERS.
⑳ RELOCATE EXISTING CABLE T.V. VAULT BY OTHERS.
㉑ CONSTRUCT PARKWAY DRAIN PER A.P.W.A. STD PLAN 151-1, S=2'.
㉒ REMOVE EXISTING PAVEMENT AND RECONSTRUCT EXISTING A.C. OR CONCRETE PAVEMENT BY PRIVATE PROPERTY'S PERMISSION. REPLACE PAVEMENT STRUCTURAL SECTION IN KIND OR AS RECOMMENDED BY THE SOILS ENGINEER. 4" A.C. MINIMUM ON 6" A.B. MINIMUM.
㉓ CONSTRUCT 4" A.C. MINIMUM ON 8" A.B. MINIMUM PAVEMENT SECTION FOR STREET WIDENING TRANSITION OR AS RECOMMENDED BY THE SOILS ENGINEER. FOR T.I. = 9.0.
㉔ REMOVE EXISTING 3" DIAMETER TREE IF NECESSARY.
㉕ CONSTRUCT 6" A.C. BERM PER A.P.W.A. STD PLAN 120-1, TYPE D1-150(6).
㉖ INSTALL STREET LIGHT 16000 LUMENS HIGH PRESSURE SODIUM VAPOR (HPSV) OR EQUIVALENT IN LED TYPE AS APPROVED BY THE CITY OF AGOURA HILLS.
㉗ CONSTRUCT 8" CONCRETE CURB PER DETAIL 1, SHEET 2. SEE SEPARATED APPROVED LIGHTING PLAN.
㉘ SAWCUT AND REMOVE EXISTING 9"± CURB, GUTTER AND SIDEWALK. REPLACE PER APWA STD PLAN 120-1, TYPE A1-200, WITH 5" THICK CONC. SIDEWALK W=9.5'± OR MATCH EXIST. SIDEWALK WIDTH.
㉙ ~~CONST. CUT-OFF WALL PER DETAIL SHEET 1.~~ - NOT USED
㉚ SEE WATER PLAN, SHEET 2A & 3A FOR WATER FACILITIES INSTALLATIONS & RELOCATIONS.
㉛ CONSTRUCT 8" CONCRETE CURB & 24" CONC. GUTTER PER CITY STD's.

CONSTRUCTION LEGEND:

- REMOVE EXISTING STREET PAVEMENT SECTION AND RECONSTRUCT CANWOOD STREET PER PROFILE HEREON, AND TYPICAL STREET SECTION SHEET 1
- 2" A.C. OVERLAY AND 2" COLD PLANE WHERE NOTED
- —o— DAYLIGHT LINE
- AC DRIVEWAY RECONSTRUCT 4" A.C. ON 6" A.B. OR AS RECOMMENDED BY THE SOILS ENGINEER.
- VARIABLE THICKNESS AC OVERLAY, VARIES 2" TO 6"
- —TW— TEMPORARY 8" ABOVE GROUND WATER LINE FOR RELOCATION OF EXISTING 12" STEEL WATERLINE, UNDERGROUND AT ALL EXISTING DRIVEWAY CROSSINGS. HOT TAP AT STREET STATION 16+10.00 AND 19+93.00 WITH 12" GATE VALVES & 90° ELBOWS. LOCATION BY PROPERTY OWNERS PERMISSION.
- —E— PROP. EDISON CONDUITS, SEE EDISON PLANS



REGISTERED PROFESSIONAL ENGINEER
DONALD G. WATTS
No. 27364
Exp. 31 MAR 2013
CIVIL
STATE OF CALIFORNIA

06 CUP - 003

REV	SYMBOL	DESCRIPTION OF CHANGE	RCE	DATE

PREPARED BY
WESTLAND CIVIL, INC.
CIVIL ENGINEERS PLANNING / DESIGN LAND SURVEYORS
556 EL CAMINO RL, SUITE 203, THOUSAND OAKS, CA. 91360
(805) 499-1300 FAX: (805) 446-9125
REGISTERED ENGINEER NO. 27364 DATE

CITY OF AGOURA HILLS APPROVAL

REVIEWED BY DATE

RAMIRO ADEVA
CITY ENGINEER
DATE 66865 RCE NO. 09/30/2012 EXP DATE

CITY OF AGOURA HILLS

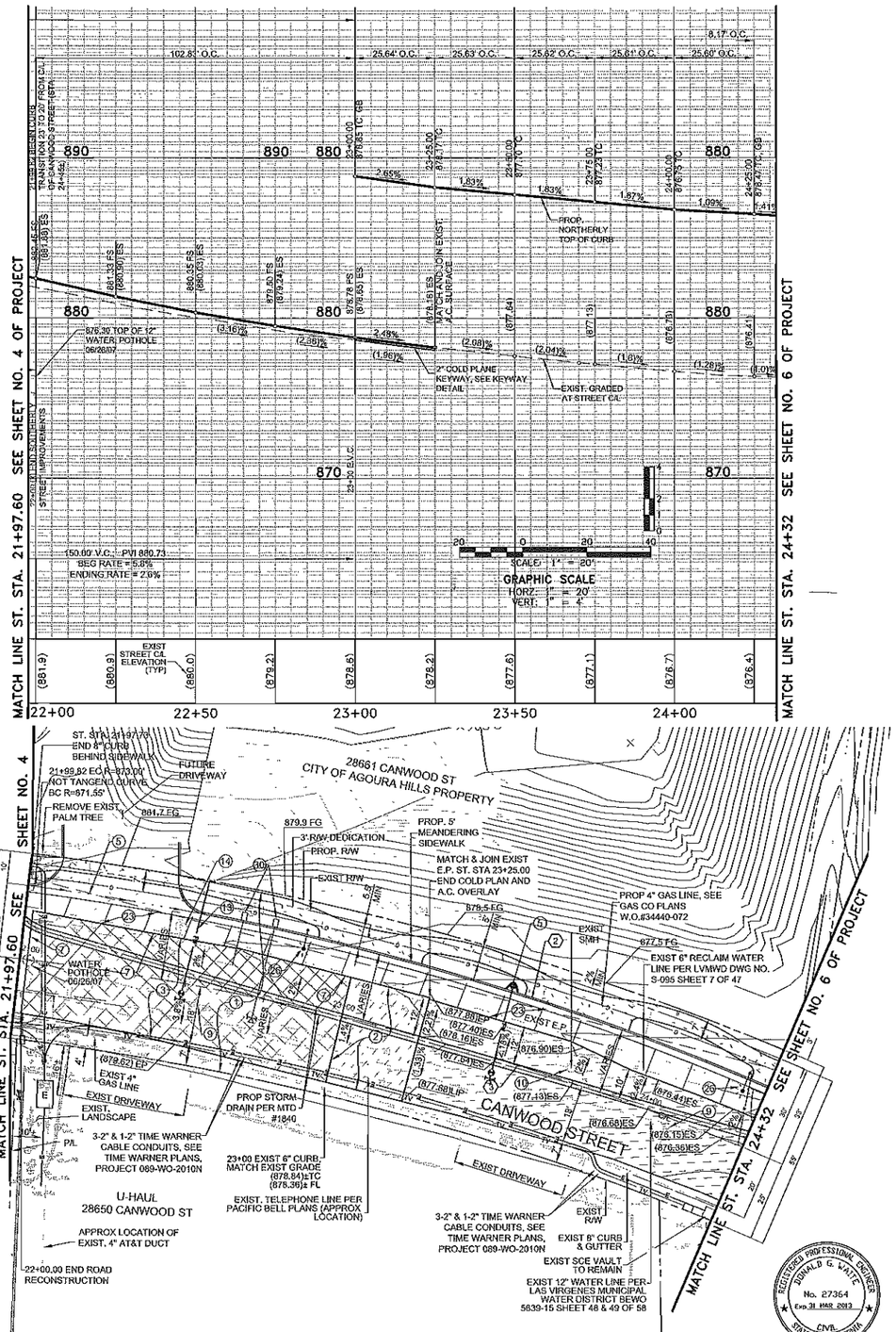
STREET PLAN AND PROFILE
AGOURA BUSINESS CENTER NORTH
CANWOOD ST, ST. STA. 19+25 TO 21+97.60
AGOURA HILLS, CALIFORNIA 91301

PROJECT NO. _____ SHEET 4 OF 16

10/26/2011

CITY OF AGOURA HILLS DWG. NO. _____

IP-5-1023



UNDERGROUND SERVICE ALERT

CALL TOLL FREE
1-800-227-2600

TWO WORKING DAYS BEFORE YOU DIG

CONSTRUCTION NOTES:

1. REMOVE EXISTING STREET PAVEMENT SECTION AND RECONSTRUCT CANWOOD STREET PER TYPICAL SECTIONS ON SHEET 1.
2. COLD PLANE 2" DEEP AND PLACE NEW 2" THICK A.C. OVERLAY TO MATCH AND JOIN EXISTING STREET SURFACE.
3. VARIABLE THICKNESS A.C. OVERLAY VARIES 2" TO 6". SEE SECTION SHEET 1, STA 12+00 TO 23+00.
4. PROP. TELEPHONE VAULT & LINES, SEE PACIFIC BELL PLANS (APPROX LOCATION)
5. CONSTRUCT 6" CURB & 24" GUTTER PER CITY STD's.
7. SAWCUT LINE, 1' FROM EXISTING HARD SURFACE OR STREET STATION AS NOTED.
9. ADJUST EXISTING WATER VALVE TO GRADE.
10. ADJUST EXISTING SEWER MANHOLE TO GRADE.
13. DOMESTIC AND FIRE WATER LINES AND FIRE HYDRANT ASSEMBLY PER WATER PLAN SHEET 2A & 3A.
14. RELOCATE EXISTING WATER SERVICE LINES, METERS AND BOXES SEE WATER PLANS SHEET 2A & 3A
23. CONSTRUCT 4" A.C. MINIMUM ON 6" A.B. MINIMUM PAVEMENT SECTION FOR STREET WIDENING TRANSITION OR AS RECOMMENDED BY THE SOILS ENGINEER. FOR T.I. = 9.0.
25. INSTALL STREET LIGHT 16000 LUMENS HIGH PRESSURE SODIUM VAPOR (HPSV) OR EQUIVALENT IN LED TYPE AS APPROVED BY THE CITY OF AGOURA HILLS. SEE SEPARATED APPROVED LIGHTING PLAN.
27. CONSTRUCT 6" CONCRETE CURB PER DETAIL 1, SHEET 2.
30. SEE WATER PLAN, SHEET 2A & 3A FOR WATER FACILITIES INSTALLATIONS & RELOCATION.

CONSTRUCTION LEGEND:

- REMOVE EXISTING STREET PAVEMENT SECTION AND RECONSTRUCT CANWOOD STREET PER PROFILE HEREON, AND TYPICAL STREET SECTION SHEET 1
- 2" A.C. OVERLAY AND 2" COLD PLANE WHERE NOTED
- —— o —— DAYLIGHT LINE
- AC DRIVEWAY RECONSTRUCT 4" A.C. ON 6" A.B. OR AS RECOMMENDED BY THE SOILS ENGINEER.
- VARIABLE THICKNESS AC OVERLAY, VARIES 2" TO 6"
- ——TW—— TEMPORARY 8" ABOVE GROUND WATER LINE FOR RELOCATION OF EXISTING 12" STEEL WATERLINE, UNDERGROUND AT ALL EXISTING DRIVEWAY CROSSINGS. HOT TAP AT STREET STATION 16+10.00 AND 19+93.00 WITH 12" GATE VALVES & 90° ELBOWS. LOCATION BY PROPERTY OWNERS PERMISSION.
- ——E—— PROP. EDISON CONDUITS, SEE EDISON PLANS

CURVE DATA

	Δ	RADIUS	LENGTH
(2)	16°30'59"	871.55'	251.24'
(3)	38°34'36"	850.00'	572.30'

ELECTRICAL UNDERGROUND NOTE:
ALL SOUTHERN CALIFORNIA EDISON OVERHEAD UTILITY LINES SHALL BE PLACED UNDERGROUND PER SOUTHERN CALIFORNIA PLANS. LOCATIONS SHOWN FOR REFERENCE ONLY, SEE S.C.E. PLANS FOR FINAL LOCATION.

NOTE:
1. SEE SHEET 8-9 FOR STRIPING & SIGNING PLAN
2. ALL UTILITIES WITHIN ABANDONED CANWOOD STREET (RPIVATE) OF AGOURA BUSINESS CENTER WEST TO BE REMOVED OR ABANDONED OR RELOCATED BY SEPARATE PERMIT. NEW UTILITIES & STORM DRAIN WILL BE INSTALLED IN CANWOOD STREET AND DERRY AVE PER ABC WEST IMPROVEMENT PLANS.
3. PROPOSED UNDERGROUND UTILITIES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY! SEE RESPECTIVE UTILITY PLANS, APPROVED FOR CONSTRUCTION.
4. SEE SHEET 4 FOR TYPICAL UTILITY TRENCH DETAIL.

REGISTERED PROFESSIONAL ENGINEER — RONALD G. WATT — No. 27364 — Exp 31 MAR 2013 — CIVIL — STATE OF CALIFORNIA

20 0 20 40
SCALE: 1" = 20'

CITY FRONTAGE

REV	SYMBOL	DESCRIPTION OF CHANGE	RCE	DATE

PREPARED BY
WESTLAND CIVIL, INC.
CIVIL ENGINEERING PLANNING / DESIGN LAND SURVEYORS
30A ST. CHARLES DR., SUITE 202, THOUSAND OAKS, CA. 91360
(805) 495-1330 FAX: (805) 445-9125

REGISTERED ENGINEER NO. 27364 DATE

CITY OF AGOURA HILLS APPROVAL

REVIEWED BY DATE

RAMIRO ADEVA, CITY ENGINEER DATE

66865 RCE NO. 09/30/2012 EXP DATE

CITY OF AGOURA HILLS

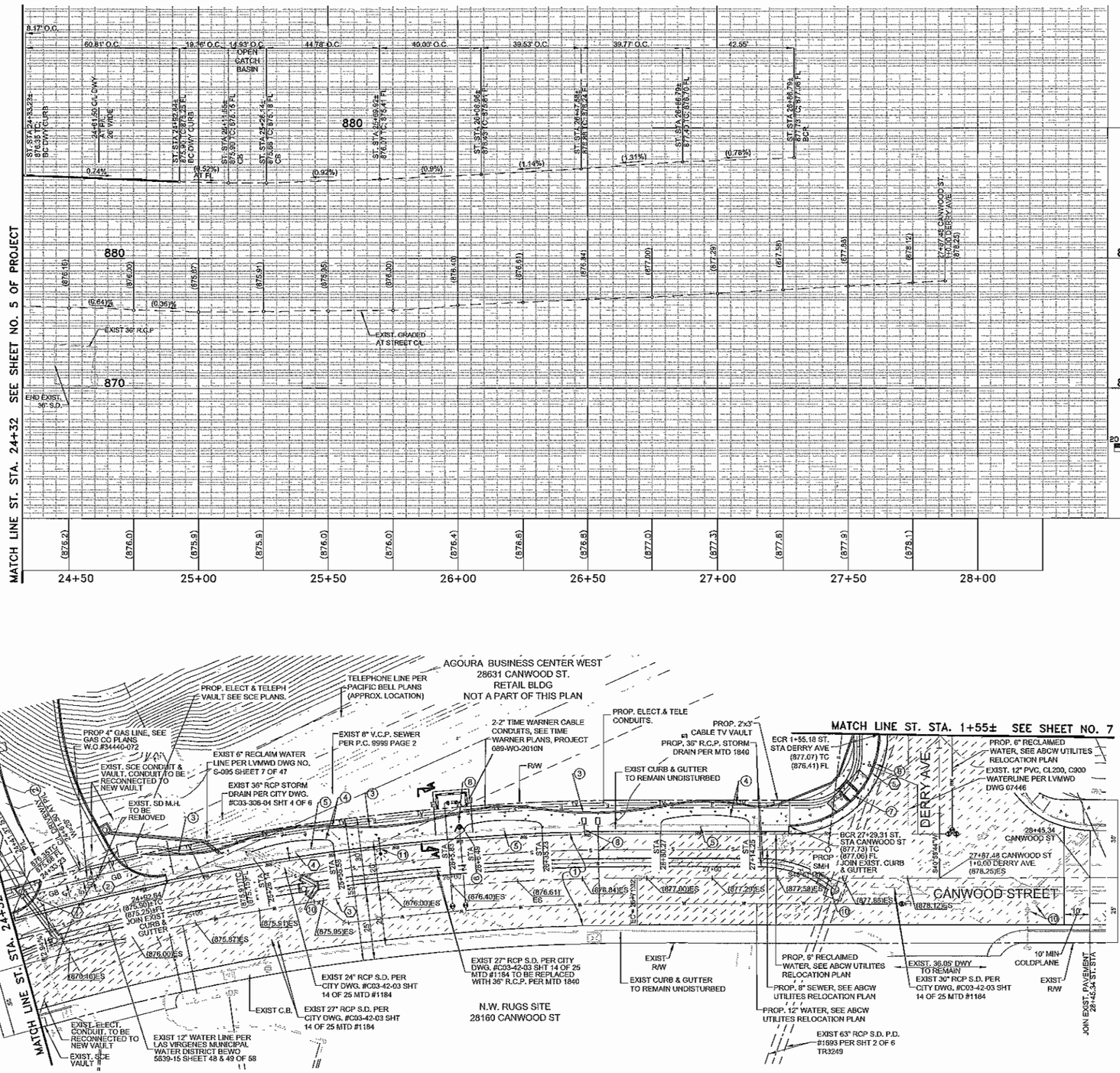
STREET PLAN AND PROFILE
CITY OF AGOURA HILLS PROPERTY
CANWOOD ST, ST. STA. 21+97.60 TO 24+45
AGOURA HILLS, CALIFORNIA 91301

PROJECT NO. _____ SHEET 5 OF 16

10/26/2011

CITY OF AGOURA HILLS DWG. NO. _____

JP-5-1023



UNDERGROUND SERVICE ALERT

CALL TOLL FREE 1-800-227-2600

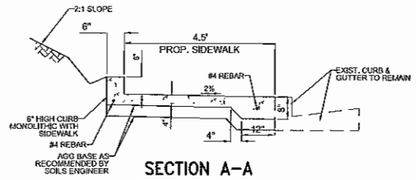
TWO WORKING DAYS BEFORE YOU DIG

CONSTRUCTION LEGEND:

- 2" A.C. OVERLAY AND 2" COLD PLANE WHERE NOTED
- —— o —— DAYLIGHT LINE
- AC DRIVEWAY RECONSTRUCT 4" A.C. ON 6" A.B. OR AS RECOMMENDED BY THE SOILS ENGINEER.
- —E— PROP. EDISON CONDUITS, SEE EDISON PLANS

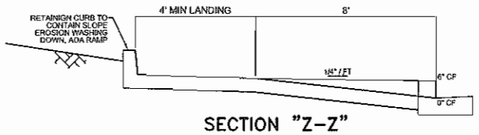
CONSTRUCTION NOTES:

1. COLD PLANE MIN 5' ALONG EXIST. CURB & GUTTERS AND AROUND 2" A.C. OVERLAY.
2. CONSTRUCT COMMERCIAL DRIVEWAY APPROACH PER A.P.W.A. STD 110-1, TYPE C, 6" THICK P.C.C., MODIFIED WITH 20' RADIUS, W=26
3. CONSTRUCT 6" CURB PER APWA STD 120-1 WITH 4" SAND BASE, MONOLITHIC WITH SIDEWALK.
4. CONSTRUCT 4" THICK SIDEWALK ON 4" SAND BASE WITH THICKEN EDGE ALONG EXIST. CURB PER APWA STD PLAN 112-1 AND SECTION A-A HEREON.
5. EXIST. CURB & GUTTER TO REMAIN IN PLACE. REPLACE ANY BROKEN SECTIONS AS DETERMINED BY CITY ENGINEER.
6. CONSTRUCT 4" CURB DRAIN (W=1) PER APWA STD 150-2, CASE II INLET.
7. SEE HANDICAP DETAIL HEREON.
8. DOMESTIC RECLAIMED AND FIRE WATER LINES AND FIRE HYDRANT ASSEMBLY PER ABCW UTILITIES PLAN.
9. CONST. 8" CURB & 24" GUTTER PER APWA STD.
10. ADJUST MH AND OR VALVES TO GRADE.
11. INSTALL STREET LIGHT 5500 LUMENS HIGH PRESSURE SODIUM VAPOR (HPSV) OR EQUIVALENT IN LED TYPE AS APPROVED BY THE CITY OF AGOURA HILLS. SEE SEPARATED APPROVED LIGHTING PLAN.



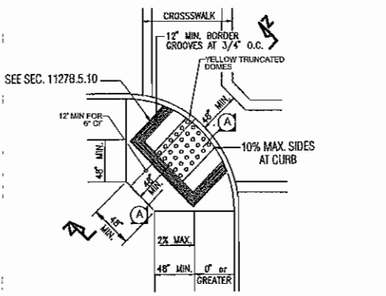
SECTION A-A

NTS



SECTION "Z-Z"

NTS



CASE "E"
HC RAMP DETAIL

NTS

NOTE:

1. SEE SHEET 8-9 FOR STRIPING & SIGNING PLAN
2. ALL UTILITIES WITHIN ABANDONED CANWOOD STREET (RPIVATE) OF AGOURA BUSINESS CENTER WEST TO BE REMOVED OR ABANDONED OR RELOCATED BY SEPARATE PERMIT. NEW UTILITIES & STORM DRAIN WILL BE INSTALLED IN CANWOOD STREET AND DERRY AVE PER ABC WEST IMPROVEMENT PLANS.
3. PROPOSED UNDERGROUND UTILITIES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY! SEE RESPECTIVE UTILITY PLANS, APPROVED FOR CONSTRUCTION.
4. SEE SHEET 4 FOR TYPICAL UTILITY TRENCH DETAIL.

CURVE DATA

	Δ	RADIUS	LENGTH
1	103°46'45"	15.00'	27.17'
2	72°52'59"	20.00'	25.44'
3	35°34'36"	850.00'	572.30'
4	12°02'41"	870.00'	182.89'
5	90°10'59"	35.00'	55.09'

ELECTRICAL UNDERGROUND NOTE:
ALL SOUTHERN CALIFORNIA EDISON OVERHEAD UTILITY LINES SHALL BE PLACED UNDERGROUND PER SOUTHERN CALIFORNIA PLANS. LOCATIONS SHOWN FOR REFERENCE ONLY, SEE S.C.E. PLANS FOR FINAL LOCATION.

REGISTERED PROFESSIONAL ENGINEER DONALD G. WAITE No. 27364 Exp.31 MAR 2013 CIVIL STATE OF CALIFORNIA

SCALE: 1" = 20'

07 CUP - 010

REV	SYMBOL	DESCRIPTION OF CHANGE	RCE	DATE

PREPARED BY
WESTLAND CIVIL, INC.
CIVIL ENGINEERING PLANNING / DESIGN LAND SURVEYORS
550 ST. CHARLES DR. SUITE 202, THOUSAND OAKS, CA. 91360
(805) 495-1330 FAX: (805) 449-9135
REGISTERED ENGINEER NO. 27364 DATE

CITY OF AGOURA HILLS APPROVAL

REVIEWED BY DATE

RAMIRO ADEVA, CITY ENGINEER DATE 66965 RCE NO. 09/30/2012 EXP DATE

CITY OF AGOURA HILLS

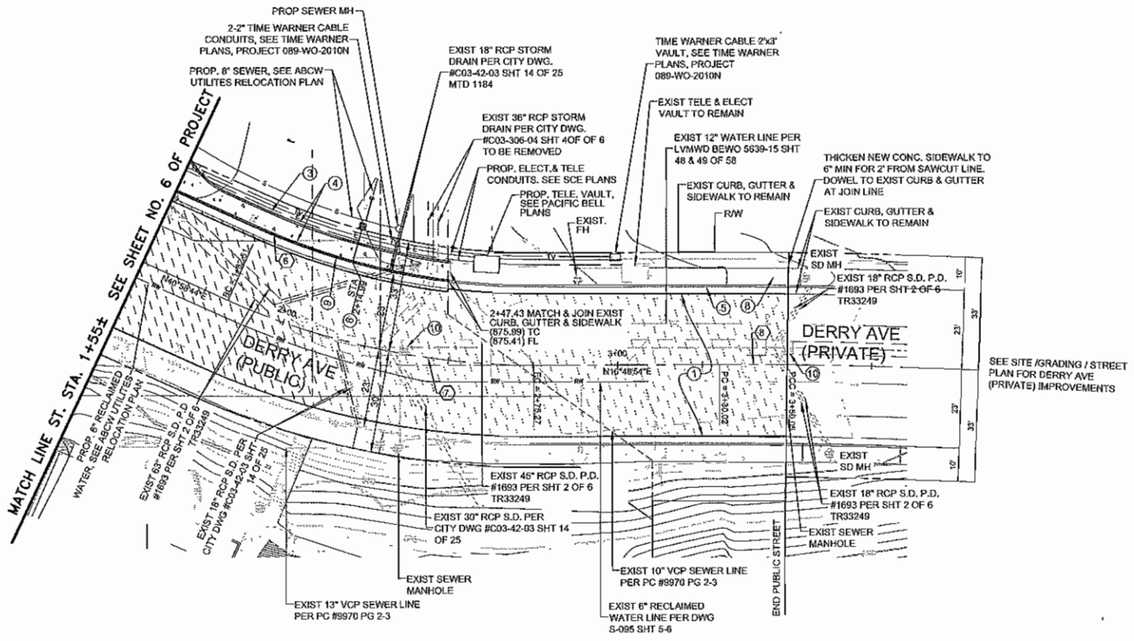
STREET PLAN AND PROFILE
AGOURA BUSINESS CENTER WEST
CANWOOD ST, ST. STA. 24+45 TO 28+45.34
AGOURA HILLS, CALIFORNIA 91301

PROJECT NO. _____ SHEET __6__ OF __16__

10/26/2011

CITY OF AGOURA HILLS DWG. NO. _____

IP-5-1023



UNDERGROUND SERVICE ALERT

CALL TOLL FREE 1-800-227-2600

TWO WORKING DAYS BEFORE YOU DIG

CONSTRUCTION NOTES:

1. COLD PLANE MIN 5' ALONG EXIST. CURB & GUTTERS AND AROUND 2" A.C. OVERLAY.
2. CONSTRUCT COMMERCIAL DRIVEWAY APPROACH PER A.P.W.A. STD 110-1, TYPE C, 6" THICK P.C.C., MODIFIED WITH 20' RADIUS, W=26
3. CONSTRUCT 6" CURB PER APWA STD 120-1 WITH 4" SAND BASE, MONOLITHIC WITH SIDEWALK.
4. CONSTRUCT 4" THICK SIDEWALK ON 4" SAND BASE WITH THICKEN EDGE ALONG EXIST. CURB PER APWA STD PLAN 112-1 AND SECTION A-A HEREON.
5. EXIST. CURB & GUTTER TO REMAIN IN PLACE. REPLACE ANY BROKEN SECTIONS AS DETERMINED BY CITY ENGINEER.
6. CONSTRUCT 4" CURB DRAIN (W=1) PER APWA STD 150-2, CASE II INLET.
7. SEE HANDICAP DETAIL SHEET 6.
8. DOMESTIC RECLAIMED AND FIRE WATER LINES AND FIRE HYDRANT ASSEMBLY PER ABCW UTILITIES PLAN.
9. CONST. 8" CURB & 24" GUTTER PER APWA STD.
10. ADJUST MH AND OR VALVES TO GRADE.

CONSTRUCTION LEGEND:

- 2" A.C. OVERLAY AND 2" COLD PLANE WHERE NOTED
- DAYLIGHT LINE
- AC DRIVEWAY RECONSTRUCT 4" A.C. ON 6" A.B. OR AS RECOMMENDED BY THE SOILS ENGINEER.
- PROP. EDISON CONDUITS, SEE EDISON PLANS

NOTE:

1. SEE SHEET 8-9 FOR STRIPING & SIGNING PLAN
2. ALL UTILITIES WITHIN ABANDONED CANWOOD STREET (RPIVATE) OF AGOURA BUSINESS CENTER WEST TO BE REMOVED OR ABANDONED OR RELOCATED BY SEPARATE PERMIT. NEW UTILITIES & STORM DRAIN WILL BE INSTALLED IN CANWOOD STREET AND DERRY AVE PER ABC WEST IMPROVEMENT PLANS.
3. PROPOSED UNDERGROUND UTILITIES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY! SEE RESPECTIVE UTILITY PLANS, APPROVED FOR CONSTRUCTION.
4. SEE SHEET 4 FOR TYPICAL UTILITY TRENCH DETAIL.

CURVE DATA

	Δ	RADIUS	LENGTH
6	16°53'59"	196.93'	58.06'
7	24°09'50"	219.93'	92.75'
8	00°45'35"	1508.46'	30.02'

ELECTRICAL UNDERGROUND NOTE:
ALL SOUTHERN CALIFORNIA EDISON OVERHEAD UTILITY LINES SHALL BE PLACED UNDERGROUND PER SOUTHERN CALIFORNIA PLANS. LOCATIONS SHOWN FOR REFERENCE ONLY, SEE S.C.E. PLANS FOR FINAL LOCATION.

20 0 20 40
SCALE: 1" = 20'

07 CUP - 010

REGISTERED PROFESSIONAL ENGINEER DONALD G. WAITE No. 27364 Exp.31 MAR 2013 CIVIL STATE OF CALIFORNIA

REV	SYMBOL	DESCRIPTION OF CHANGE	RCE	DATE

PREPARED BY
WESTLAND CIVIL, INC.
CIVIL ENGINEERS PLANNING / DESIGN LAND SURVEYORS
358 ST CHARLES DR, STE 202, THOUSAND OAKS, CA, 91360
(805) 495-1330 FAX (805) 446-9128

REGISTERED ENGINEER NO. 27364 DATE

CITY OF AGOURA HILLS APPROVAL

REVIEWED BY DATE

RAMIRO ADEVA, CITY ENGINEER — DATE — 66065 RCE NO. — 09/30/2012 EXP DATE

CITY OF AGOURA HILLS

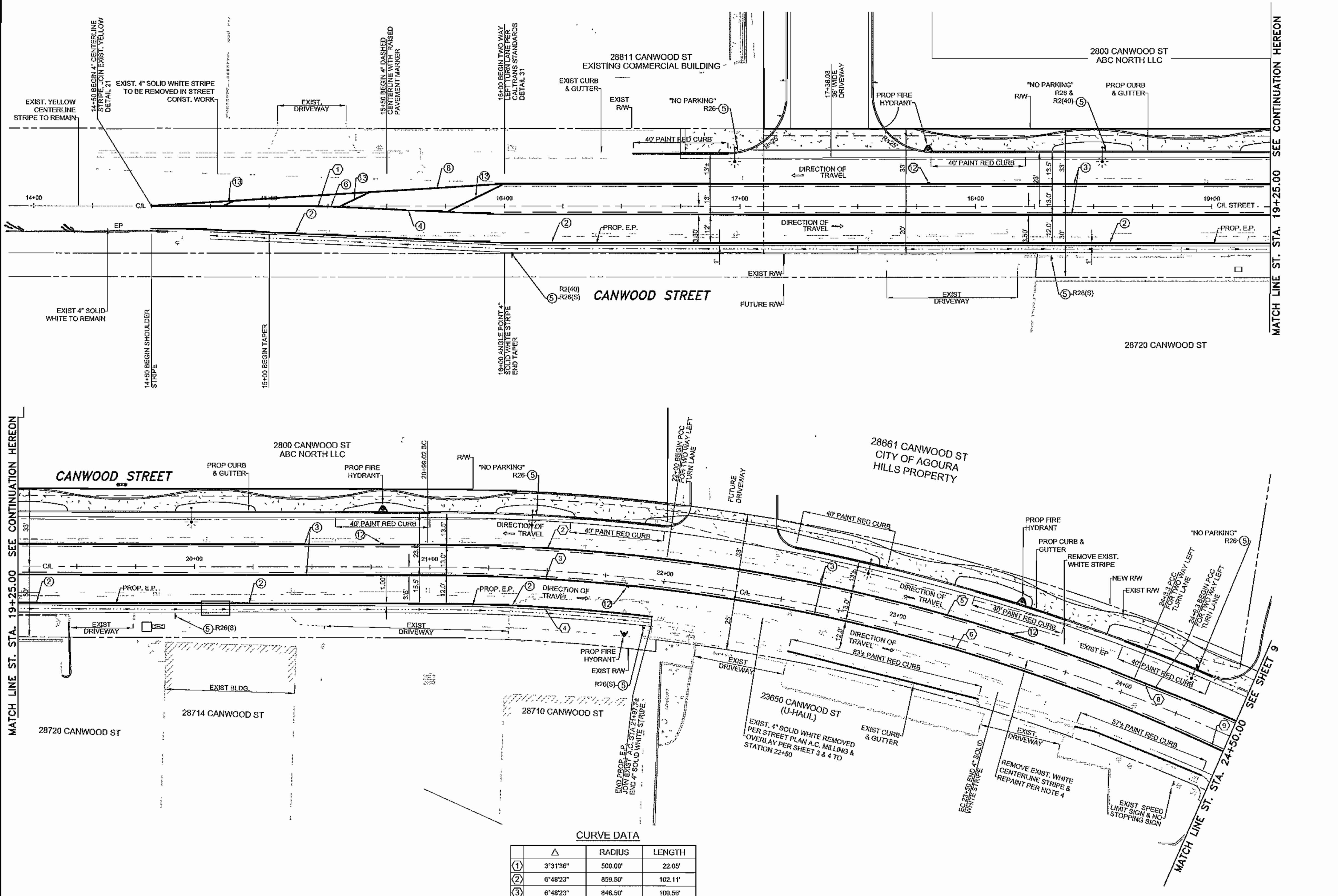
STREET PLAN
AGOURA BUSINESS CENTER WEST
DERRY AVE, ST. STA. 1+00 TO 3+50.05
AGOURA HILLS, CALIFORNIA 91301

PROJECT NO. _____ SHEET 7 OF 16

10/26/2011

CITY OF AGOURA HILLS DWG. NO. _____

IP-5-1023



LEGEND:

- PAVEMENT LEGEND (TYP)
- TRAFFIC FLOW DIRECTION
- SIGN
- FIRE HYDRANT

STREET SIGN LEGEND

R-2(40) - SPEED LIMIT 40MPH
R-26 (CA) - NO PARKING ANY TIME
R-26S (CA) - NO STOPPING ANY TIME

CONSTRUCTION NOTES:

1. PAINT SOLID WHITE PAVEMENT LEGEND.
2. PAINT 4" SOLID WHITE STRIPE PER DETAIL 27B.
3. PAINT TWO-WAY LEFT-TURN LANE PER DETAIL 31.
4. PAINT CENTERLINE STRIPE WITH RAISED PAVEMENT MARKERS PER DETAIL 6.
5. INSTALL SIGN AND POST AS SHOWN.
6. PAINT CENTERLINE STRIPE PER DETAIL 5.
7. PAINT INTERSECTION MARKING PER DETAIL 35A.
8. PAINT DOUBLE YELLOW MARKING PER DETAIL 21.
9. PAINT SOLID WHITE LIMIT LINE 12" WIDE.
10. PAINT STOP LEGEND PER FIG. 3-36.
11. PAINT 8" SOLID STRIPE PER DETAIL 38A.
12. INSTALL BLUE REFLECTIVE MARKER, 6" FROM SOLID YELLOW STRIPE.
13. PAINT 4" SOLID YELLOW STRIPE 50' O.C.

CURVE DATA

	Δ	RADIUS	LENGTH
1	3°31'36"	500.00'	22.05'
2	6°48'23"	859.50'	102.11'
3	6°48'23"	846.50'	100.56'
4	6°48'23"	834.50'	99.14'
5	15°01'51"	783.00'	205.41'
6	17°39'04"	769.00'	236.91'
7	~~11°08'27"~~	~~757.00'~~	~~147.10'~~
8	0°40'40"	820.00'	9.70'
9	0°43'30"	1014.00'	12.83'

NOTE:
ALL TRAFFIC MARKING AND SIGNING SHALL BE PER CALIFORNIA MUTCD LATEST EDITION (2010).

REGISTERED PROFESSIONAL ENGINEER DONALD G. WAITE No. 27364 Exp. 31 MAR 2013 CIVIL STATE OF CALIFORNIA

20 0 20 40
SCALE: 1" = 20'

06 CUP - 003, CITY FRONTAGE

REV	SYMBOL	DESCRIPTION OF CHANGE	RCE	DATE

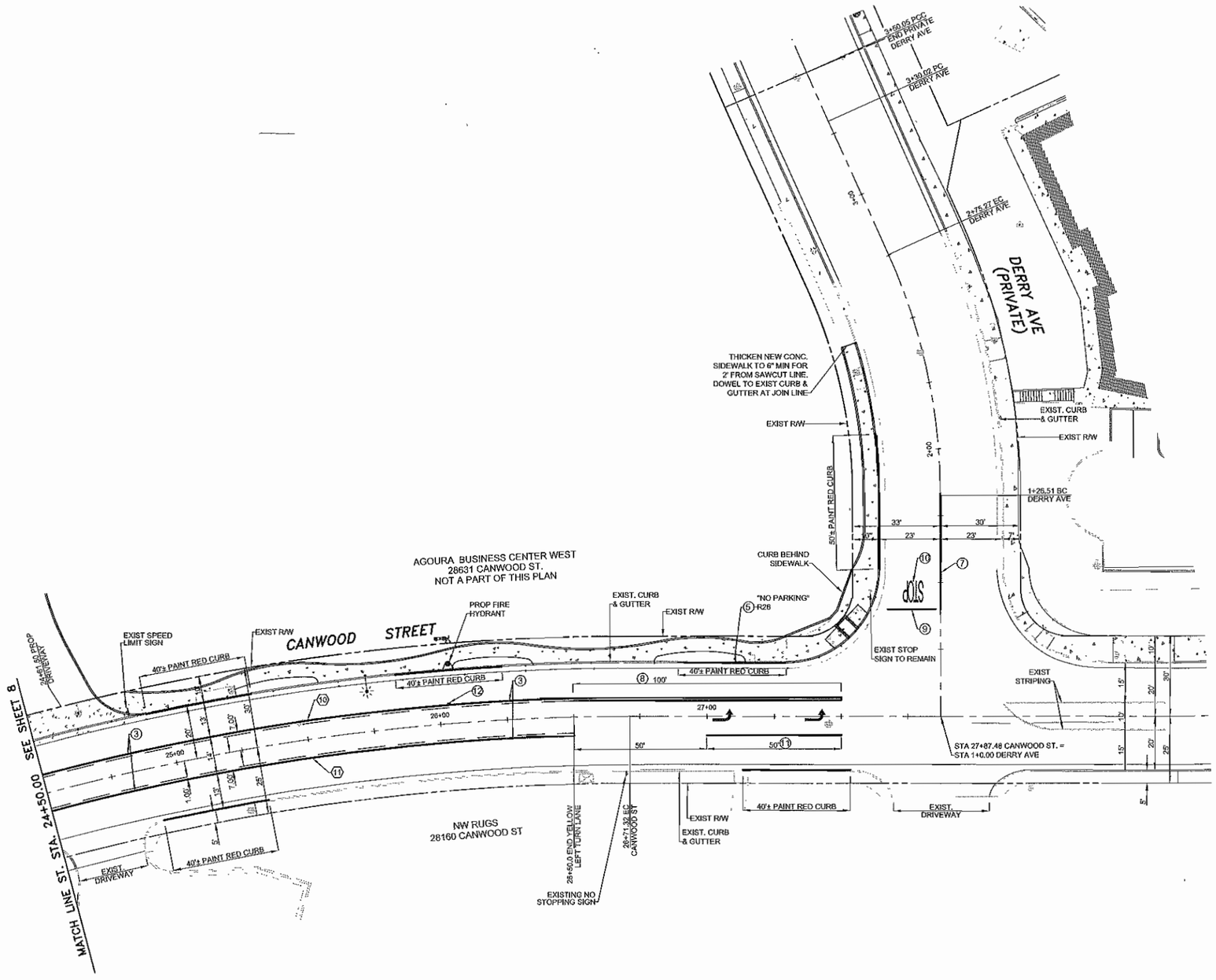
PREPARED BY
WESTLAND CIVIL, INC.
CIVIL ENGINEERS PLANNING / DESIGN LAND SURVEYORS
558 ST. CHARLES DR, SUITE 202, THOUSAND OAKS, CA, 91360
(805) 495-1330 FAX: (805) 446-9125
REGISTERED ENGINEER NO. 27364 DATE

CITY OF AGOURA HILLS APPROVAL
REVIEWED BY DATE
RAMIRO ADEVA, CITY ENGINEER DATE 66865 RCE NO. 09/30/2012 EXP DATE

CITY OF AGOURA HILLS

STRIPING AND SIGNAGE PLAN
AGOURA BUSINESS CENTER NORTH and CITY OF AGOURA HILLS PROPERTY
AGOURA HILLS, CALIFORNIA 91301

PROJECT NO. ______ SHEET 8 OF 16
10/26/2011
IP-5-1023
CITY OF AGOURA HILLS DWG. NO. ______



LEGEND:

- PAVEMENT LEGEND (TYP)
- TRAFFIC FLOW DIRECTION
- SIGN
- FIRE HYDRANT

NOTE:
ALL TRAFFIC MARKING AND SIGNING SHALL BE PER CALIFORNIA MUTCD LATEST EDITION (2010).

STREET SIGN LEGEND

R-2(40) - SPEED LIMIT
R-26 - NO PARKING

CONSTRUCTION NOTES:

1. PAINT SOLID WHITE PAVEMENT LEGEND.
2. PAINT 4" SOLID WHITE STRIPE PER DETAIL 27B.
3. PAINT TWO-WAY LEFT-TURN LANE PER DETAIL 31.
4. PAINT CENTERLINE STRIPE WITH RAISED PAVEMENT MARKERS PER DETAIL 6.
5. PLACE STREET SIGN AS NOTED.
6. PAINT CENTERLINE STRIPE PER DETAIL 5.
7. PAINT INTERSECTION MARKING PER DETAIL 35A.
8. PAINT DOUBLE YELLOW MARKING PER DETAIL 21.
9. PAINT SOLID WHITE LIMIT LINE 12" WIDE.
10. PAINT STOP LEGEND PER FIG. 3-36.
11. PAINT 6" SOLID WHITE STRIPE PER DETAIL 38A.
12. INSTALL BLUE REFLECTIVE MARKER, 6" FROM SOLID YELLOW STRIPE.

CURVE DATA

	Δ	RADIUS	LENGTH
10	17°25'02"	857.00'	260.52'
11	13°24'25"	843.00'	197.26'

REGISTERED PROFESSIONAL ENGINEER
DONALD G. WAITE
No 27364
Exp. 31 MAR 2013
CIVIL
STATE OF CALIFORNIA

20 0 20 40
SCALE: 1" = 20'

REV	SYMBOL	DESCRIPTION OF CHANGE	RCE	DATE

PREPARED BY
WESTLAND CIVIL, INC.
CIVIL ENGINEERS PLANNERS / SEVEN LAND SURVEYORS
556 ST. CHARLES DR. SUITE 205, THOUSAND OAKS, CA. 91360
(805) 495-1330 FAX: (805) 446-9125
REGISTERED ENGINEER NO. 27364 DATE

CITY OF AGOURA HILLS APPROVAL

REVIEWED BY DATE

RAMIRO ADEVA DATE 66865 RCE NO. 09/30/2012 EXP DATE
CITY ENGINEER

CITY OF AGOURA HILLS

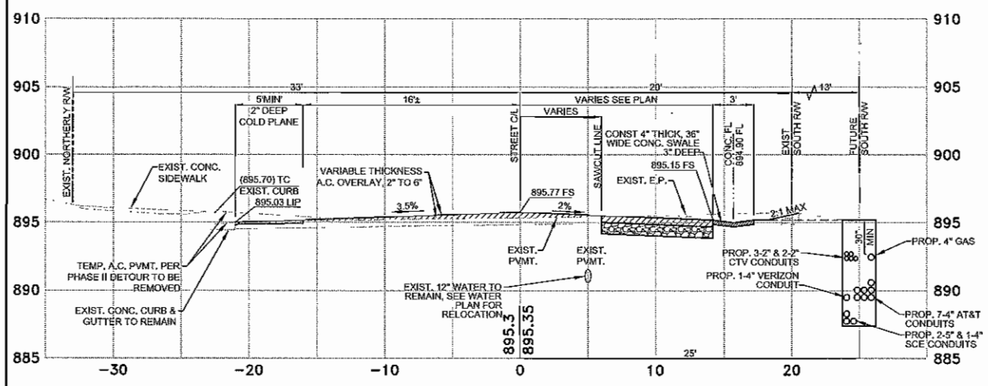
STRIPING AND SIGNAGE PLAN
AGOURA BUSINESS CENTER WEST
28631 CANWOOD ST
AGOURA HILLS, CALIFORNIA 91301

PROJECT NO. _____ SHEET 9 OF 16

10/26/2011

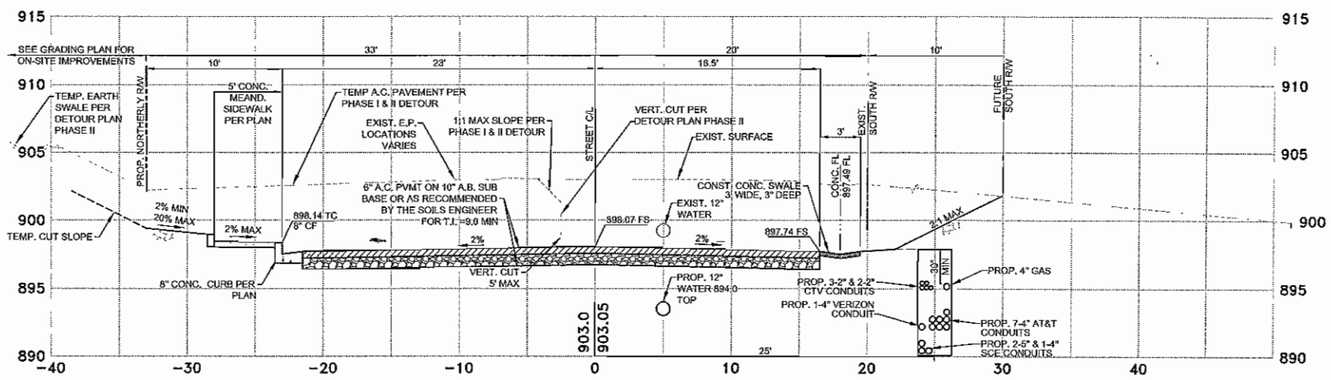
CITY OF AGOURA HILLS DWG. NO. _____

IP-5-1023



15+50

SCALE 1"=5'



18+00

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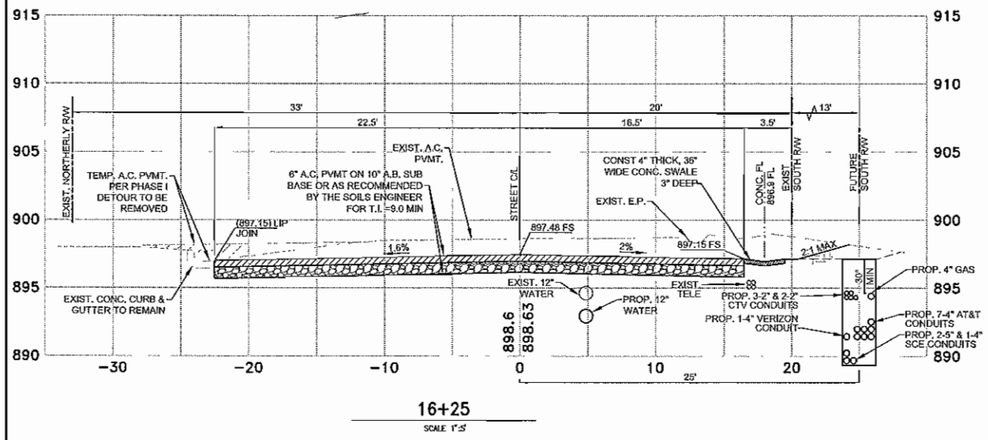

16+25

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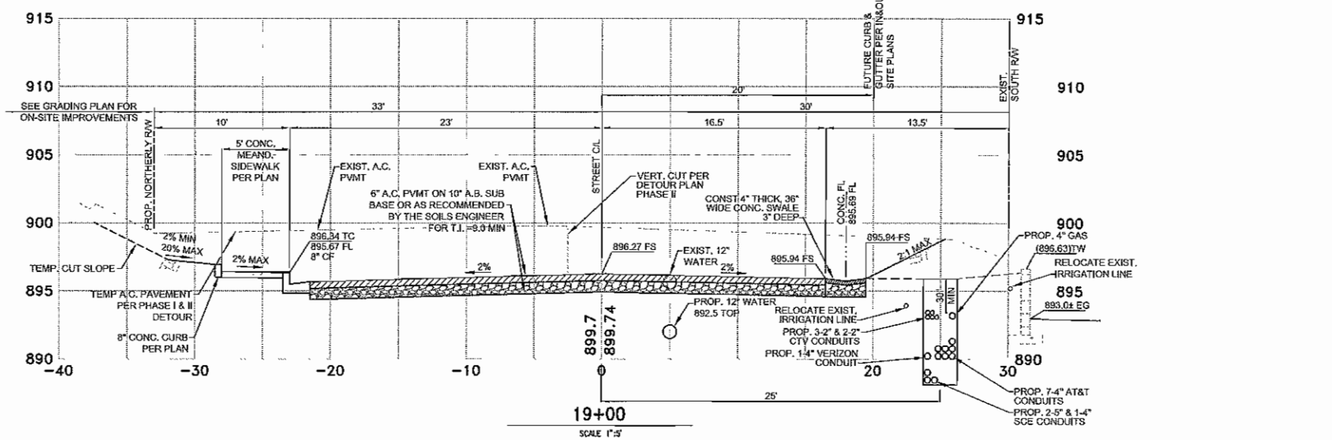

19+00

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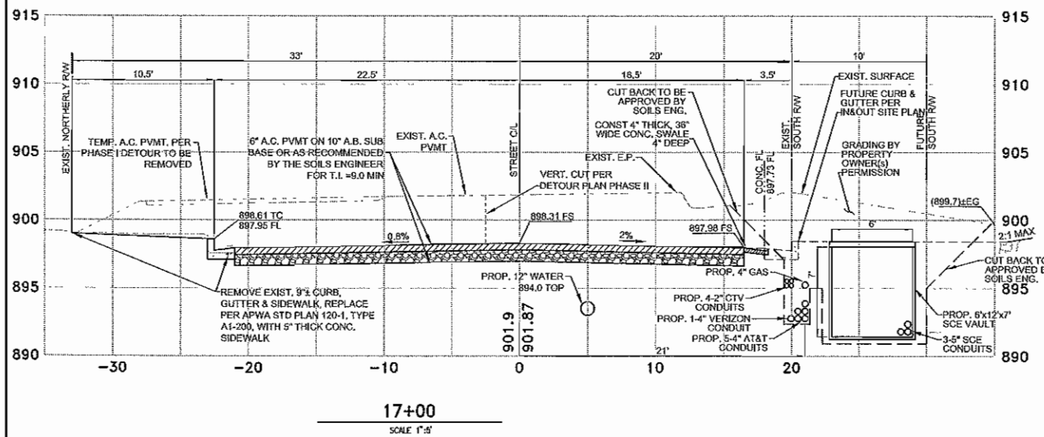

17+00

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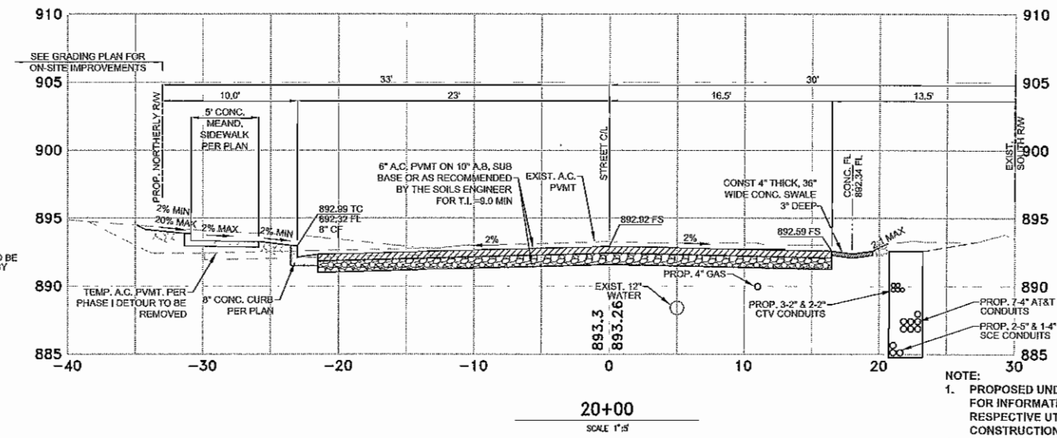


20+00

SCALE 1"=5'

NOTE:
1. PROPOSED UNDERGROUND UTILITIES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY! SEE RESPECTIVE UTILITY PLANS, APPROVED FOR CONSTRUCTION
2. SEE SHEET 4 FOR TYPICAL UTILITY TRENCH DETAIL.

REGISTERED PROFESSIONAL ENGINEER DONALD G. WAITE No 27364 Exp 31 MAR 2013 CIVIL STATE OF CALIFORNIA

06 CUP - 003

REV	SYMBOL	DESCRIPTION OF CHANGE	RCE	DATE

PREPARED BY
WESTLAND CIVIL, INC.
CIVIL ENGINEERS PLANNING / DESIGN LAND SURVEYORS
338 SE. CHARLES DR. SUITE 202, THOUSAND OAKS, CA. 91360
(805) 492-1330 FAX: (805) 446-8125
REGISTERED ENGINEER NO. 27364 DATE

CITY OF AGOURA HILLS APPROVAL

REVIEWED BY DATE

RAMIRO ADEVA DATE 66865 RCE NO. 09/30/2012 EXP DATE
CITY ENGINEER

CITY OF AGOURA HILLS

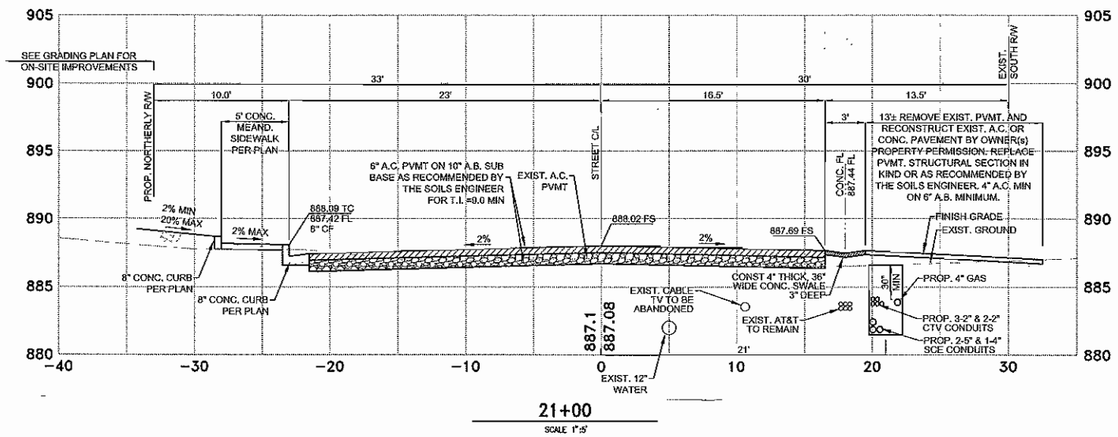
SECTIONS SHEET
AGOURA BUSINESS CENTER NORTH
28000 CANWOOD ST
AGOURA HILLS, CALIFORNIA 91301

PROJECT NO. _____ SHEET 10 OF 16

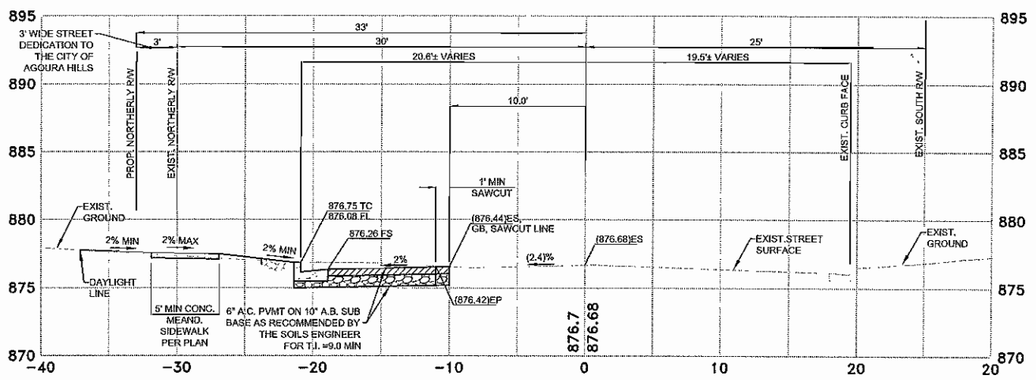
10/26/2011

IP-5-1123

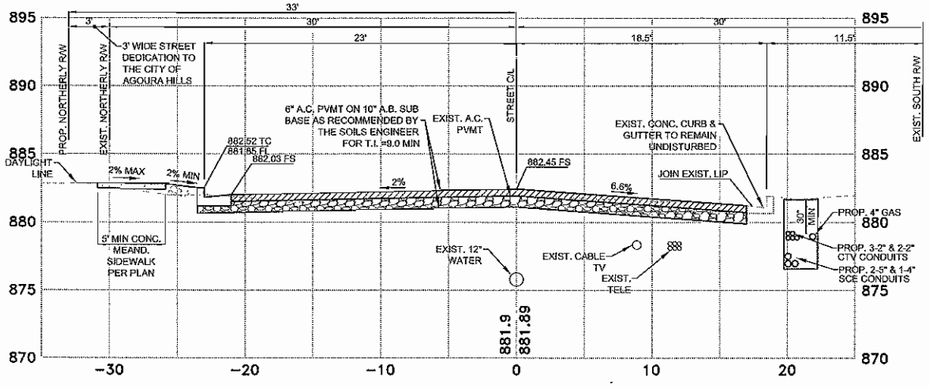
CITY OF AGOURA HILLS DWG, NO. _____



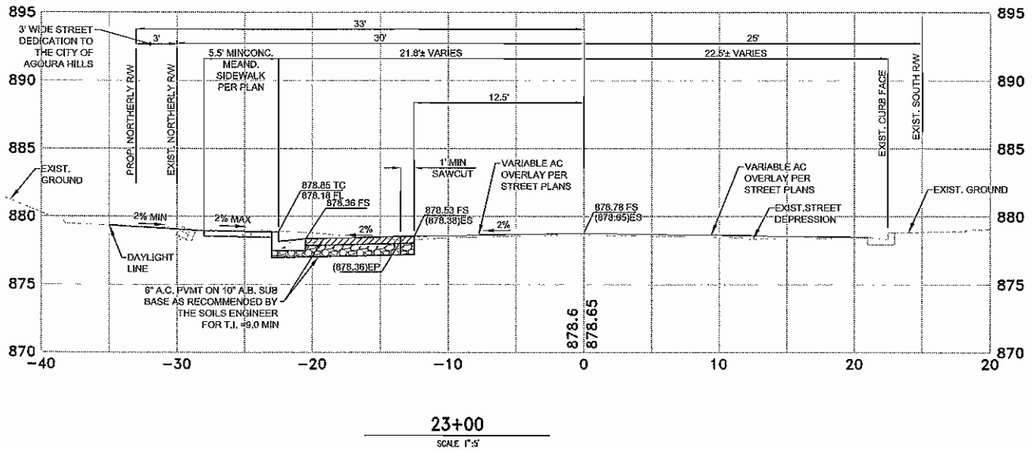
21+00
SCALE 1":5'



24+00
SCALE 1":5'



END STREET PVMT. RECONSTRUCTION
BEGIN A.C. OVERLAY
22+00
SCALE 1":5'



23+00
SCALE 1":5'

REGISTERED PROFESSIONAL ENGINEER
DONALD G. WATTS
No 27364
Exp 31 MAR 2013
CIVIL
STATE OF CALIFORNIA

NOTE:
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2. SEE SHEET 4 FOR TYPICAL UTILITY TRENCH DETAIL.

06 CUP - 003

REV	SYMBOL	DESCRIPTION OF CHANGE	RCE	DATE

PREPARED BY
WESTLAND CIVIL, INC.
CIVIL ENGINEERS PLANNING / DESIGN/ LAND SURVEYORS
556 ST CHARLES DR, SUITE 202, THOUSAND OAKS, CA. 91360
(805) 495-1330 FAX: (805) 445-9123
REGISTERED ENGINEER NO. 27364 DATE

CITY OF AGOURA HILLS APPROVAL

REVIEWED BY DATE

RAMIRO ADEVA, CITY ENGINEER DATE 66865 RCE NO. 09/30/2012 EXP DATE

CITY OF AGOURA HILLS

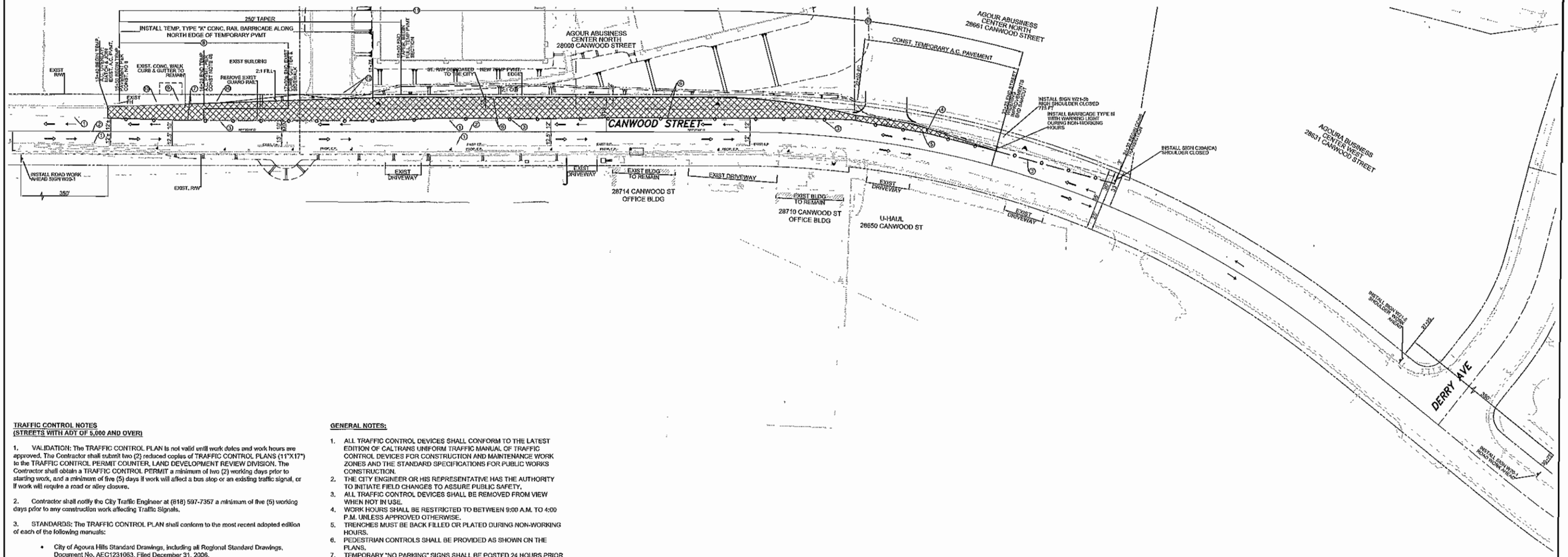
SECTIONS SHEET
AGOURA BUSINESS CENTER NORTH
28000 CANWOOD ST
AGOURA HILLS, CALIFORNIA 91301

PROJECT NO. _____ SHEET 11 OF 16

10/26/2011

CITY OF AGOURA HILLS DWG. NO. _____

IP-5-1023



TRAFFIC CONTROL NOTES
(STREETS WITH ADT OF 5,000 AND OVER)

1. VALIDATION: The TRAFFIC CONTROL PLAN is not valid until work dates and work hours are approved. The Contractor shall submit two (2) reduced copies of TRAFFIC CONTROL PLANS (11"X17") to the TRAFFIC CONTROL PERMIT COUNTER, LAND DEVELOPMENT REVIEW DIVISION. The Contractor shall obtain a TRAFFIC CONTROL PERMIT a minimum of two (2) working days prior to starting work, and a minimum of five (5) days if work will affect a bus stop or an existing traffic signal, or if work will require a road or alley closure.

2. Contractor shall notify the City Traffic Engineer at (818) 597-7357 a minimum of five (5) working days prior to any construction work affecting Traffic Signals.

3. STANDARDS: The TRAFFIC CONTROL PLAN shall conform to the most recent adopted edition of each of the following manuals:

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- Standard Specifications for Public Works Construction, 2006 Edition (Greenbook), Document No. AEC1231061, Filed December 31, 2006, including the Regiona.

4. NOTIFICATIONS: The Contractor shall notify the following agencies a minimum of five (5) working days prior to any excavation, construction, or traffic control affecting the agencies listed below:

· FIRE DEPARTMENT DISPATCH	(STREET or ALLEY CLOSURE)	( ) -
· POLICE DEPARTMENT DISPATCH	(STREET or ALLEY CLOSURE)	( ) -
· ENVIRONMENTAL SERVICES	(REFUSE COLLECTION)	( ) -
· STREET DIVISION	(TRAFFIC SIGNALS)	( ) -
· AGOURA HILLS TRANSIT	(BUS STOPS)	( ) -
· UNDERGROUND SERVICE ALERT	(ANY EXCAVATION)	(800) 422-4133

The Contractor shall notify property owners and tenants a minimum of five (5) working days prior to closure of driveways. The Contractor shall post signs notifying the public a minimum of five (5) working days prior to closure of streets.

The Contractor shall notify Engineering Field Division at (818) 597-7300 and arrange for inspection a minimum of five (5) working days prior to starting any work involving nighttime or weekend hours.

4. POSTING PARKING RESTRICTIONS: The Contractor shall post tow-away/no parking signs twenty-four (24) hours in advance of parking removal. Signs shall indicate specific days, dates and times of restrictions. Parking meters shall be bagged where applicable.

5. EXCAVATIONS: Except when otherwise shown on the plans, all trenches shall be backfilled or trench-plated at the end of each workday. An asphalt ramp shall be placed around each trench plate to prevent the plate from being dislodged. Contractor shall monitor trench plates during non-working hours to ensure that they do not become dislodged. Upon completion of excavation backfill, the Contractor shall provide a satisfactory surface for traffic. When construction operations are not actively in progress, the Contractor shall maintain all travel lanes, bike lanes, and pedestrian walkways in the right-of-way except when otherwise shown on the plans.

6. RESTORATION OF ROADWAY: The Contractor shall repair or replace all existing improvements within the right-of-way not designated for permanent removal (traffic signs, striping, pavement markers, pavement markings, legends, curb markings, loop detectors, traffic signal equipment, etc.) which are damaged or removed as a result of operations. Repairs and replacements shall be at least equal to existing improvement.

7. CHANGE IN WORK: The City Engineer reserves the right to observe these traffic control plans in operation and to make any changes as field conditions warrant. Any changes shall be documented and supersede these plans.

GENERAL NOTES:

1. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE LATEST EDITION OF CALTRANS UNIFORM TRAFFIC MANUAL OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION AND MAINTENANCE WORK ZONES AND THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.
2. THE CITY ENGINEER OR HIS REPRESENTATIVE HAS THE AUTHORITY TO INITIATE FIELD CHANGES TO ASSURE PUBLIC SAFETY.
3. ALL TRAFFIC CONTROL DEVICES SHALL BE REMOVED FROM VIEW WHEN NOT IN USE.
4. WORK HOURS SHALL BE RESTRICTED TO BETWEEN 9:00 A.M. TO 4:00 P.M. UNLESS APPROVED OTHERWISE.
5. TRENCHES MUST BE BACK FILLED OR PLATED DURING NON-WORKING HOURS.
6. PEDESTRIAN CONTROLS SHALL BE PROVIDED AS SHOWN ON THE PLANS.
7. TEMPORARY "NO PARKING" SIGNS SHALL BE POSTED 24 HOURS PRIOR TO COMMENCING WORK.
8. ACCESS TO DRIVEWAYS WILL BE MAINTAINED AT ALL TIMES.
9. THE CONTRACTOR SHALL REPLACE WITHIN 72 HOURS, ALL STRIPING REMOVED OR DAMAGED BY CONSTRUCTION WORK.
10. ALL WORKERS SHALL BE EQUIPPED WITH AN ORANGE VEST (OR REFLECTIVE VEST AT NIGHT). ALL FLAGGERS SHALL ALSO BE EQUIPPED WITH A HARD HAT, C28 "STOP/SLOW" PADDLE AND SHALL BE TRAINED IN THE PROPER FUNDAMENTALS OF FLAGGING TRAFFIC.
11. ANY WORK THAT DISTURBS NORMAL TRAFFIC SIGNAL OPERATIONS SHALL BE COORDINATED WITH THE CITY OF AGOURA HILLS, 48 HOURS PRIOR TO BEGINNING CONSTRUCTION. CONTACT THE CITY'S TRAFFIC DIVISION.
12. THE CONTRACTOR SHALL MAINTAIN ALL TRAFFIC CONTROL DEVICES 24 HOURS PER DAY AND 7 DAYS PER WEEK.
13. EXISTING TRAVEL LANES MUST BE MAINTAINED UNLESS OTHERWISE APPROVED BY THE DEPARTMENT OF PUBLIC WORKS.
14. ALL NIGHT WORK WILL REQUIRE WRITTEN APPROVAL FROM THE DEPARTMENT OF PUBLIC WORKS. LANE CLOSURES, ROAD DETOURS, ROAD CLOSURES, AND TRAFFIC SIGNAL MODIFICATIONS ASSOCIATED WITH OVERNIGHT CONSTRUCTION ACTIVITIES WILL REQUIRE WARNING SIGNS TO BE PLACED AT LEAST ONE WEEK IN ADVANCE OF STARTING CONSTRUCTION.
15. A SOLAR POWER FLASHING ARROW BOARD SHALL BE REQUIRED ON ALL ARTERIAL STREET LANE CLOSURES.
16. ALL SIGNS SHALL BE REFLECTORIZED AND STANDARD SIZE.
17. ALL TABULAR DELINEATORS AND CONES SHALL BE 28" MINIMUM HEIGHT, REFLECTORIZED AND MAINTAINED ERECT IN THE INDICATED POSITION AT ALL TIMES AND SHALL BE REPAIRED, REPLACED, OR CLEANED AS NECESSARY TO PRESERVE THEIR APPEARANCE AND CONTINUITY, AND SHALL INCLUDE A 12" HIGH-INTENSITY REFLECTORIZED SLEEVE, IF USED DURING NIGHT-TIME HOURS.
18. THE CONTRACTOR SHALL MAINTAIN, ON A CONTINUOUS BASIS, ALL SIGNS, DELINEATORS, BARRICADES, ETC., TO ENSURE PROPER FLOW AND SAFETY OF TRAFFIC DURING CONSTRUCTION.
19. THE CONTRACTOR SHALL HAVE ALL SIGNS, DELINEATORS, BARRICADES, ETC., PROPERLY INSTALLED PRIOR TO COMMENCING CONSTRUCTION.
20. ADDITIONAL TRAFFIC CONTROLS, TRAFFIC SIGNS, OR BARRICADING MAY BE REQUIRED IN THE FIELD PER CITY ENGINEER DISCRETION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PLACEMENT OF ANY ADDITIONAL DEVICES NECESSARY TO ASSURE SAFETY TO THE PUBLIC AT ALL TIMES DURING CONSTRUCTION.
21. CONTRACTOR TO OBTAIN STREET OPENING PERMIT AND HAUL ROUTE APPROVAL PRIOR TO CONSTRUCTION.

CURVE DATA

	Δ	RADIUS	LENGTH
①	14°13'55"	525.00'	130.41'

40 MPH POST SPEED LIMITS

WORK HOURS: 9:00 AM TO 4:00 PM MONDAY TO FRIDAY

NOTE:
1. **THIS PLAN SHOWS THE RECOMMENDED CONSTRUCTION DEVICES AND SIGNING. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING THE FINAL PLAN TO BE APPROVED BY THE CITY.**
2. TEMP. 8" WATER UNDERGROUND AT EXIST. DRIVEWAY LOCATIONS AND WITHIN STREET R/W, ABOVE GROUND AS FIELD CONDITIONS ALLOW. SEE WATER PLAN SHEET 2A & 4A OF PLANS

ADDITIONAL CONTRUCTION NOTES:

① EXISTING SOLID WHITE SHOULDER STRIPE TO REMAIN
② EXISTING CENTERLINE STRIPE TO REMAIN.
③ PLACE TRAFFIC CONE, 25' SPACING TYPICAL.
④ CONSTRUCT NEW TEMPORARY A.C. PAVEMENT, STA 22+00.00 TO 23+25, AS NEEDED.
⑤ SAWCUT LINE, STA 21+98.08 TO 23+25.
⑥ CONSTRUCT TEMPORARY 3" A.C. ON 4" A.B. OR AS RECOMMENDED BY THE SOILS ENGINEER. SEE SECTIONS, SHEET 13.
⑦ CONSTRUCT TEMPORARY VARIABLE A.C. OVERLAY OR 3" A.C. ON VARIABLE HEIGHT A.B. MATERIAL AS NEEDED. SEE SECTIONS SHEET 13.
⑧ EXISTING. CONCRETE CURB, GUTTER & SIDEWALK TO REMAIN IN PLACE. SEE SECTIONS SHEET 13.
⑨ EXISTING WATER METER TO REMAIN. PLACE STEEL PLATE OVER METER BOX TO PROTECT IN PLACE.
⑩ EXISTING TREE WELL & TREE. REMOVE AND REPLACE IN KIND AFTER PHASE III CONSTRUCTION WORK IS COMPLETED.
⑪ CONTRACTOR SHALL SUBMIT A SEPARATE TRAFFIC CONTROL PLAN FOR CITY APPROVAL IF ANY WORK SHALL EXCEED EXISTING EDGE OF PAVEMENT.
⑫ EXIST. WATER FACILITIES TO BE RELOCATED PER WATER PLANS.

LEGEND:

- PROP. TRAFFIC FLOW DIRECTION (TYP)
- EXISTING TRAFFIC FLOW DIRECTION
- CONSTRUCTION AREA
- TRAFFIC CONES; SEE GENERAL NOTE NO. 18 HEREON
- TYPE III BARRICADES W / WARNING LIGHT
- P FLAGMAN

40 0 40 80
SCALE: 1" = 40'

REGISTERED PROFESSIONAL ENGINEER RONALD G. VATE No. 27364 Exp. 31 MAR 2013 CIVIL STATE OF CALIFORNIA

06 CUP - 003

REV	SYMBOL	DESCRIPTION OF CHANGE	RCE	DATE

PREPARED BY
WESTLAND CIVIL, INC.
CIVIL ENGINEERS PLANNING & DESIGN LAND SURVEYORS
558 ST CHARLES DR, SUITE 202, THOUSAND OAKS, CA, 91360
(805) 495-1250 FAX. (805) 448-9125
REGISTERED ENGINEER NO. 27364 DATE

CITY OF AGOURA HILLS APPROVAL

REVIEWED BY DATE

RAMIRO ADEVA, CITY ENGINEER — DATE — 66865 RCE NO. — 09/30/2012 EXP DATE

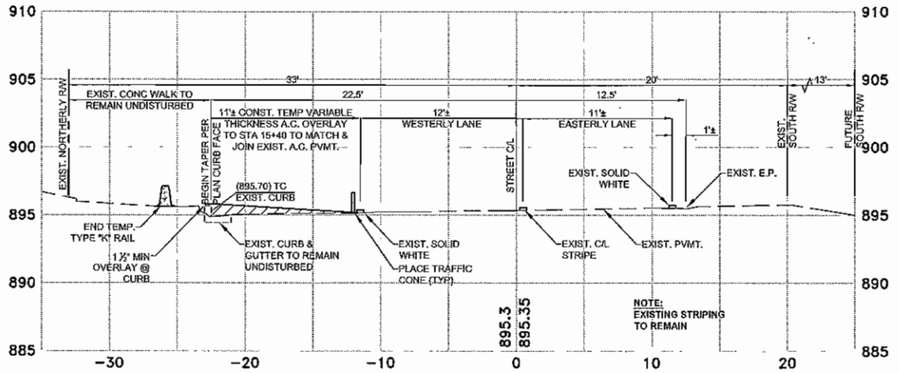
CITY OF AGOURA HILLS

TRAFFIC CONTROL PLAN PHASE I
AGOURA BUSINESS CENTER NORTH
CANWOOD ST, ST. STA. 15+40 TO 27+00
AGOURA HILLS, CALIFORNIA 91301

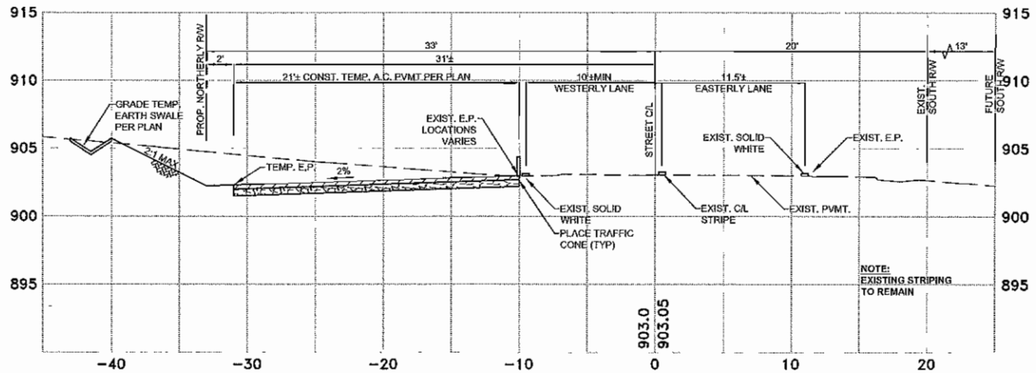
PROJECT NO. _____ SHEET 12 OF 16

10/26/2011
CITY OF AGOURA HILLS DWG. NO. _____

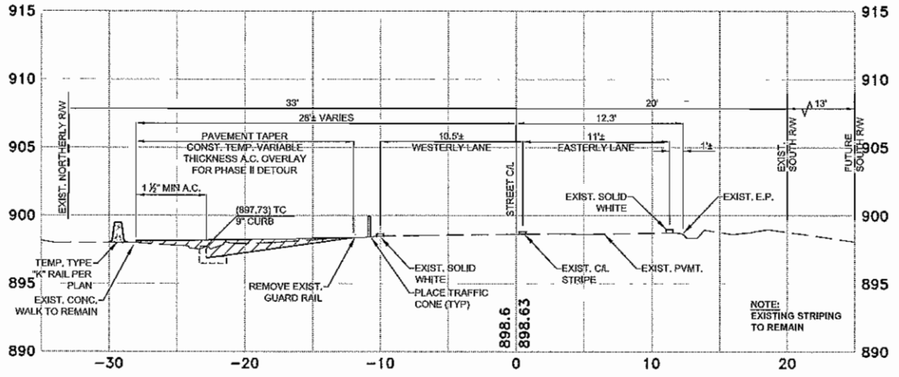
IP-5-1023



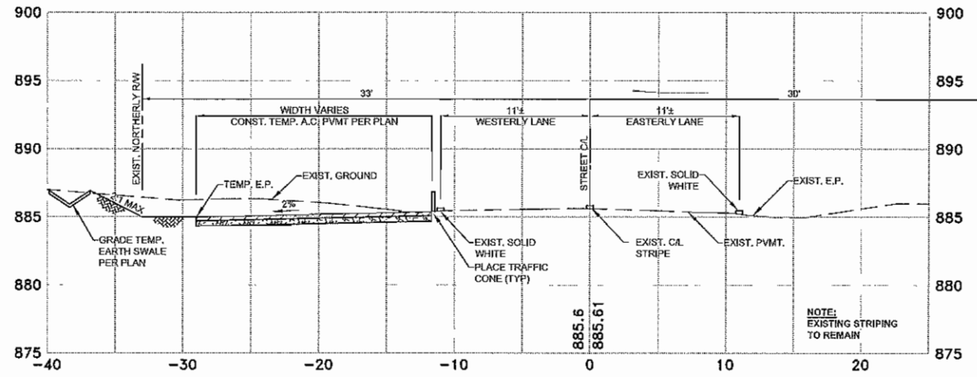
15+50
PHASE I DETOUR
SCALE 1":5'



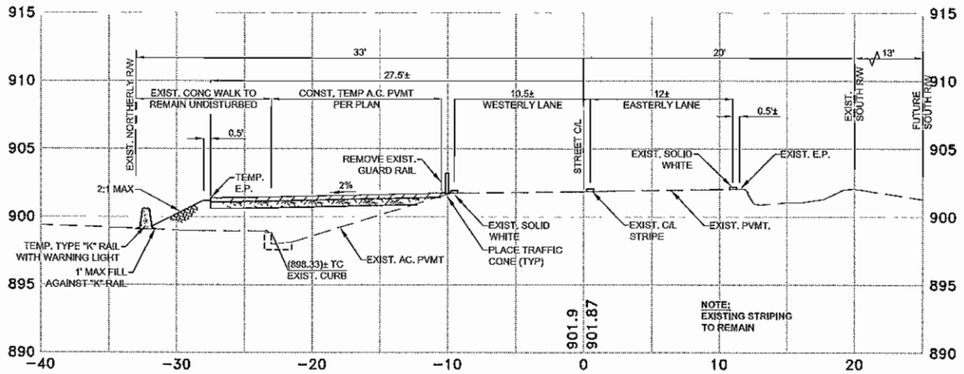
18+00
PHASE I DETOUR
SCALE 1":5'



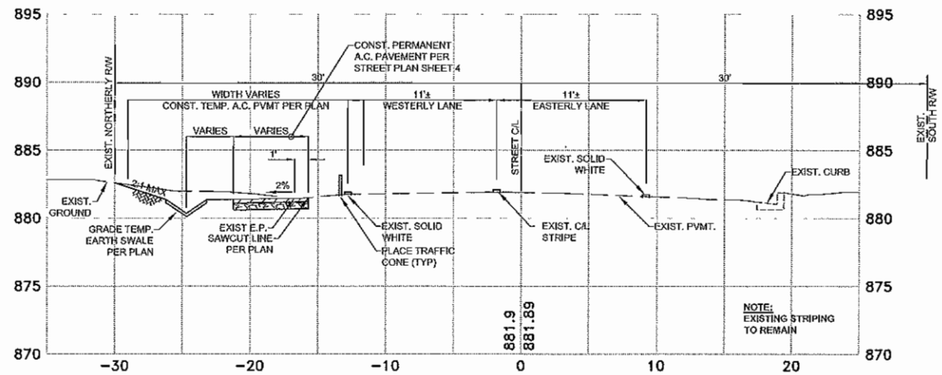
16+25
PHASE I DETOUR
SCALE 1":5'



21+25
PHASE I DETOUR
SCALE 1":5'



17+00
PHASE I DETOUR
SCALE 1":5'



22+00
PHASE I DETOUR
SCALE 1":5'

REGISTERED PROFESSIONAL ENGINEER DONALD G. VATE No. 27364 Exp. 31 MAR 2013 CIVIL STATE OF CALIFORNIA

06 CUP - 003

REV	SYMBOL	DESCRIPTION OF CHANGE	RCE	DATE

PREPARED BY
WESTLAND CIVIL, INC.
CIVIL ENGINEERS PLANNERS / DESIGN LAND SURVEYORS
358 ST. CHARLES DR, SUITE 102, THOUSAND OAKS, CA, 91360
(805) 495-1330 FAX: (805) 449-8925
REGISTERED ENGINEER NO. 27364 DATE

CITY OF AGOURA HILLS APPROVAL

REVIEWED BY DATE

RAMIRO ADEVA, CITY ENGINEER — DATE — 66665 RCE NO. — 09/30/2012 EXP DATE

CITY OF AGOURA HILLS

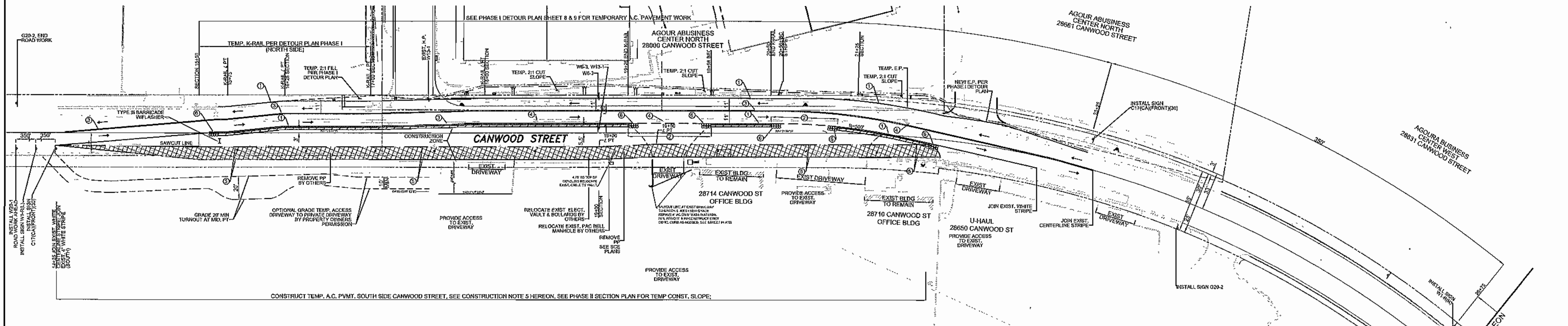
TRAFFIC CONTROL PHASE I - SECTIONS
AGOURA BUSINESS CENTER NORTH
CANWOOD ST, ST. STA. 15+50 TO 22+00
AGOURA HILLS, CALIFORNIA 91301

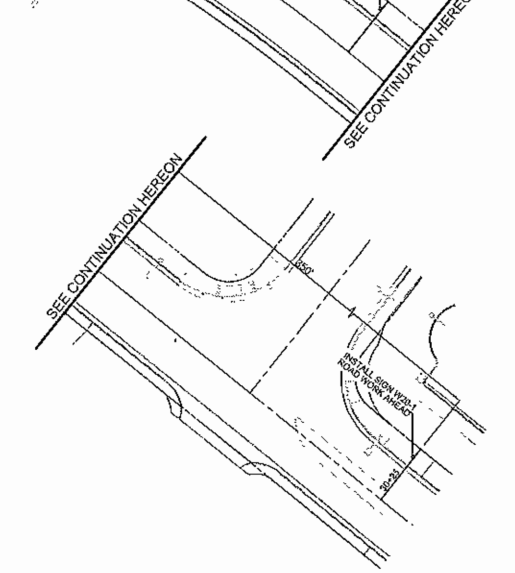
PROJECT NO. _____ SHEET 13 OF 16

10/26/2011

CITY OF AGOURA HILLS DWG. NO. _____

IP-5-1023





REDUCE POSTED 40 MPH
SPEED LIMITS TO 30 MPH

WORK HOURS:
9:00 AM TO 4:00 PM
MONDAY TO FRIDAY

NOTE:

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2. TEMP. 8" WATER UNDERGROUND AT EXIST. DRIVEWAY LOCATIONS AND WITHIN STREET R/W, ABOVE GROUND AS FIELD CONDITIONS ALLOW. SEE WATER PLAN SHEET 2A & 3A OF PLANS FOR PERMANENT 12" WATERLINE INSTALLATION AND TEMP. 8" WATERLINE.
3. EXISTING 12" STEEL WATERLINE SHALL BE RELOCATED DURING THIS PHASE OF CONSTRUCTION. SEE WATER PLANS SHEET 2A & 3A. ALL UTILITY RELOCATIONS AT SOUTH OF STREET C/L SHALL BE DONE DURING THIS PHASE.
4. SEE STREET IMPROVEMENT PLANS FOR ALL STREET GRADES AND SECTIONS.

LEGEND:

- PROP. TRAFFIC FLOW DIRECTION (TYP)
- EXISTING TRAFFIC FLOW DIRECTION
- CONSTRUCTION AREA
- 25' TYP — TRAFFIC CONES; SEE GENERAL NOTE NO. 18 HEREON
- TYPE III BARRICADES W / WARNING LIGHT
- P — FLAGMAN
- K-RAIL

TRAFFIC CONTROL NOTES
(STREETS WITH ADT OF 5,000 AND OVER)

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· POLICE DEPARTMENT DISPATCH	(STREET or ALLEY CLOSURE)	( ) -
· ENVIRONMENTAL SERVICES	(REFUSE COLLECTION)	( ) -
· STREET DIVISION	(TRAFFIC SIGNALS)	( ) -
· AGOURA HILLS TRANSIT	(BUS STOPS)	( ) -
· UNDERGROUND SERVICE ALERT	(ANY EXCAVATION)	(800) 422-4133

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6. RESTORATION OF ROADWAY: The Contractor shall repair or replace all existing improvements within the right-of-way not designated for permanent removal (traffic signs, striping, pavement markers, pavement markings, legends, curb markings, loop detectors, traffic signal equipment, etc.) which are damaged or removed as a result of operations. Repairs and replacements shall be at least equal to existing improvement.

7. CHANGE IN WORK: The City Engineer reserves the right to observe these traffic control plans in operation and to make any changes as field conditions warrant. Any changes shall be documented and supersede these plans.

GENERAL NOTES:

1. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE LATEST EDITION OF CALTRANS UNIFORM TRAFFIC MANUAL OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION AND MAINTENANCE WORK ZONES AND THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.
2. THE CITY ENGINEER OR HIS REPRESENTATIVE HAS THE AUTHORITY TO INITIATE FIELD CHANGES TO ASSURE PUBLIC SAFETY.
3. ALL TRAFFIC CONTROL DEVICES SHALL BE REMOVED FROM VIEW WHEN NOT IN USE.
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10. ALL WORKERS SHALL BE EQUIPPED WITH AN ORANGE VEST (OR REFLECTIVE VEST AT NIGHT). ALL FLAGGERS SHALL ALSO BE EQUIPPED WITH A HARD HAT, C28 "STOP/SLOW" PADDLE AND SHALL BE TRAINED IN THE PROPER FUNDAMENTALS OF FLAGGING TRAFFIC.
11. ANY WORK THAT DISTURBS NORMAL TRAFFIC SIGNAL OPERATIONS SHALL BE COORDINATED WITH THE CITY OF AGOURA HILLS, 48 HOURS PRIOR TO BEGINNING CONSTRUCTION. CONTACT THE CITY'S TRAFFIC DIVISION.
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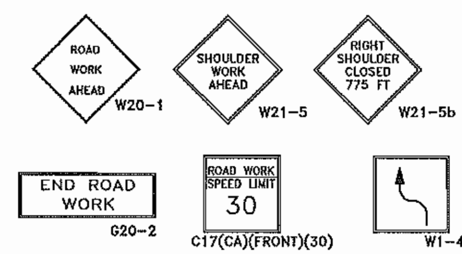
ADDITIONAL CONTRUCTION NOTES:

① PAINT TEMP. 4" SOLID WHITE.
② PAINT TEMP. 4" DASHED WHITE.
③ PAINT TEMP. DOUBLE SOLID YELLOW.
④ REMOVE ALL CONFLICTING PAVEMENT STRIPING BY WET SANDBLASTING.
⑤ CONSTRUCT TEMP. A.C. PVMT. SOUTH SIDE CANWOOD STREET, SEE PHASE III DETOUR PLAN FOR TEMP CONST. SLOPE;
⑥ INSTALL TEMP. CRASH CUSHION SAND FILLED PER CA. D.O.T. STD. PLAN RSP T2 OPTION TS11.



REGISTERED PROFESSIONAL ENGINEER DONALD G. WAITE No. 27364 Exp. 31 MAR 2013 CIVIL STATE OF CALIFORNIA

SCALE: 1" = 40'

06 CUP - 003

REV	SYMBOL	DESCRIPTION OF CHANGE	RCE	DATE

PREPARED BY
WESTLAND CIVIL, INC.
CIVIL ENGINEERS PLANNING / DESIGN LAND SURVEYORS
558 ST. CHARLES DR, SUITE 202, THOUSAND OAKS, CA. 91360
(805) 495-1330 FAX. (805) 446-9125
REGISTERED ENGINEER NO. 27364 DATE

CITY OF AGOURA HILLS APPROVAL

REVIEWED BY DATE
RAMIRO ADEVA, CITY ENGINEER DATE 66865 RCE NO. 09/30/2012 EXP DATE

CITY OF AGOURA HILLS

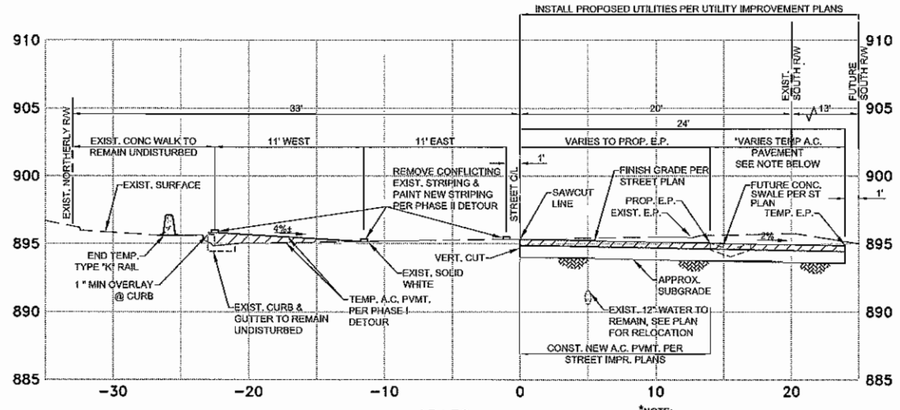
TRAFFIC CONTROL PHASE II
AGOURA BUSINESS CENTER NORTH
CANWOOD ST, ST. STA. 14+25 TO 27+00
AGOURA HILLS, CALIFORNIA 91301

PROJECT NO. ______ SHEET 14 OF 16

IP-5-1023

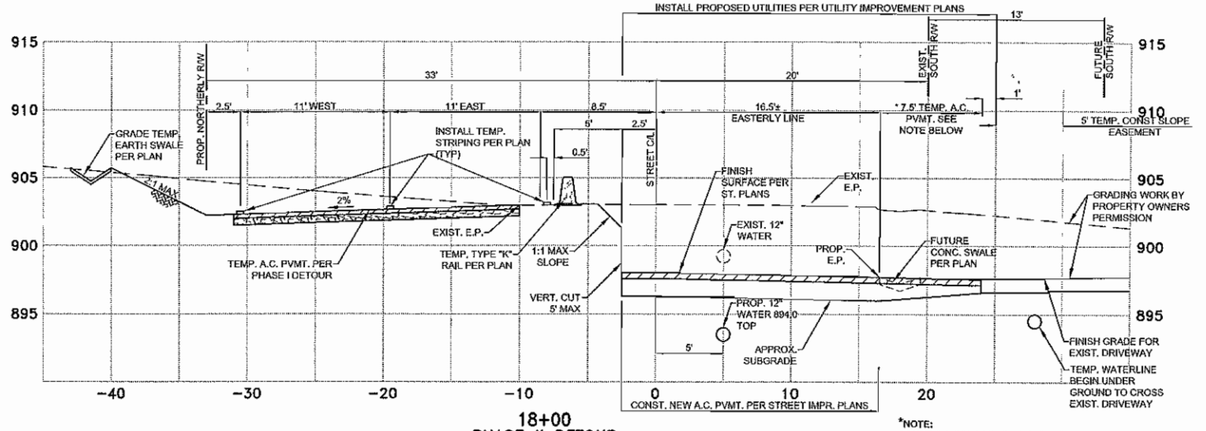
10/26/2011

CITY OF AGOURA HILLS DWG. NO. ______



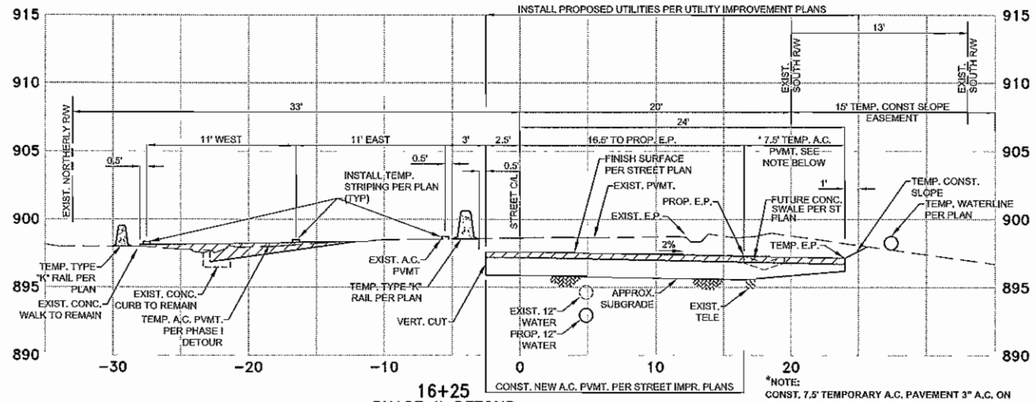
15+50
PHASE II DETOUR
SCALE 1"=5'

*NOTE:
CONST. VARIABLE WIDTH TEMPORARY A.C. PAVEMENT 3" A.C. ON 4" A.B. FOR TEMP DETOUR. REMOVE A.C. & CONST. 3' WIDE CONC. SWALE & REGRADE AREA PER IMPROVEMENT PLANS



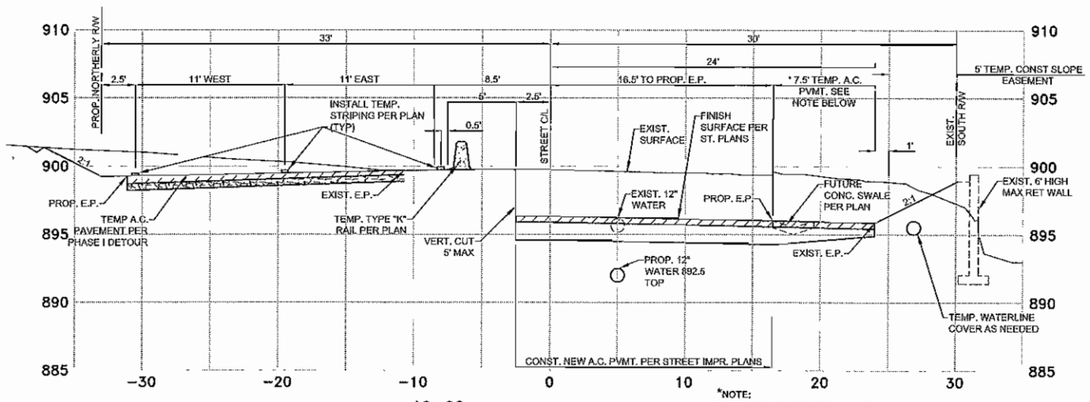
18+00
PHASE II DETOUR
SCALE 1"=5'

*NOTE:
CONST. 7.5' TEMPORARY A.C. PAVEMENT 3" A.C. ON 4" A.B. FOR TEMP DETOUR. REMOVE A.C. & CONST. 3' WIDE CONC. SWALE & REGRADE AREA PER IMPROVEMENT PLANS



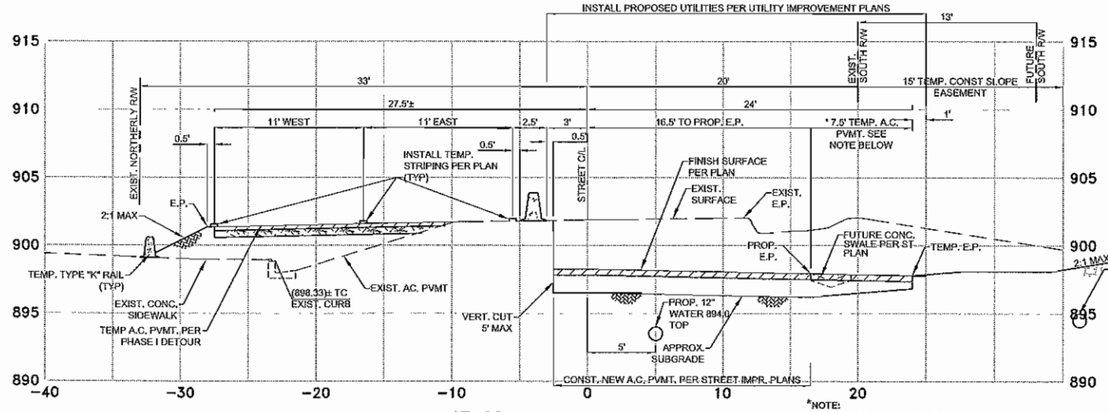
16+25
PHASE II DETOUR
SCALE 1"=5'

*NOTE:
CONST. 7.5' TEMPORARY A.C. PAVEMENT 3" A.C. ON 4" A.B. FOR TEMP DETOUR. REMOVE A.C. & CONST. 3' WIDE CONC. SWALE & REGRADE AREA PER IMPROVEMENT PLANS



19+00
PHASE II DETOUR
SCALE 1"=5'

*NOTE:
CONST. 7.5' TEMPORARY A.C. PAVEMENT 3" A.C. ON 4" A.B. FOR TEMP DETOUR. REMOVE A.C. & CONST. 3' WIDE CONC. SWALE & REGRADE AREA PER IMPROVEMENT PLANS



17+00
PHASE II DETOUR
SCALE 1"=5'

*NOTE:
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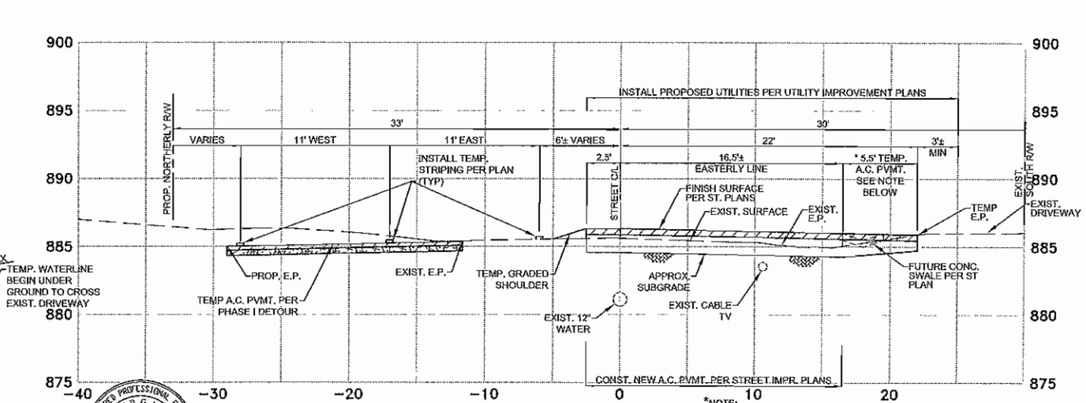

21+25
PHASE II DETOUR
SCALE 1"=5'

*NOTE:
CONST. 5.5' TEMPORARY A.C. PAVEMENT 3" A.C. ON 4" A.B. FOR TEMP DETOUR. REMOVE A.C. & CONST. 3' WIDE CONC. SWALE & REGRADE AREA PER IMPROVEMENT PLANS

NOTE:
ALL PROPOSED UTILITIES LOCATIONS ARE PRELIMINARY ONLY. ALTERNATIVE LOCATION IS STACKED TELE, EDISON & CABLE

REGISTERED PROFESSIONAL ENGINEER
DONALD G. WHITE
No. 27364
Exp. 31 MAR 2013
CIVIL
STATE OF CALIFORNIA

06 CUP - 003

REV	SYMBOL	DESCRIPTION OF CHANGE	RCE	DATE

PREPARED BY
WESTLAND CIVIL, INC.
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556 ST CHARLES DR, STE 202, THOUSAND OAKS, CA, 91360
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REGISTERED ENGINEER NO. 27364 DATE

CITY OF AGOURA HILLS APPROVAL

REVIEWED BY DATE

RAMIRO ADEVA, CITY ENGINEER — DATE — 68865 RCE NO. — 09/30/2012 EXP DATE

CITY OF AGOURA HILLS

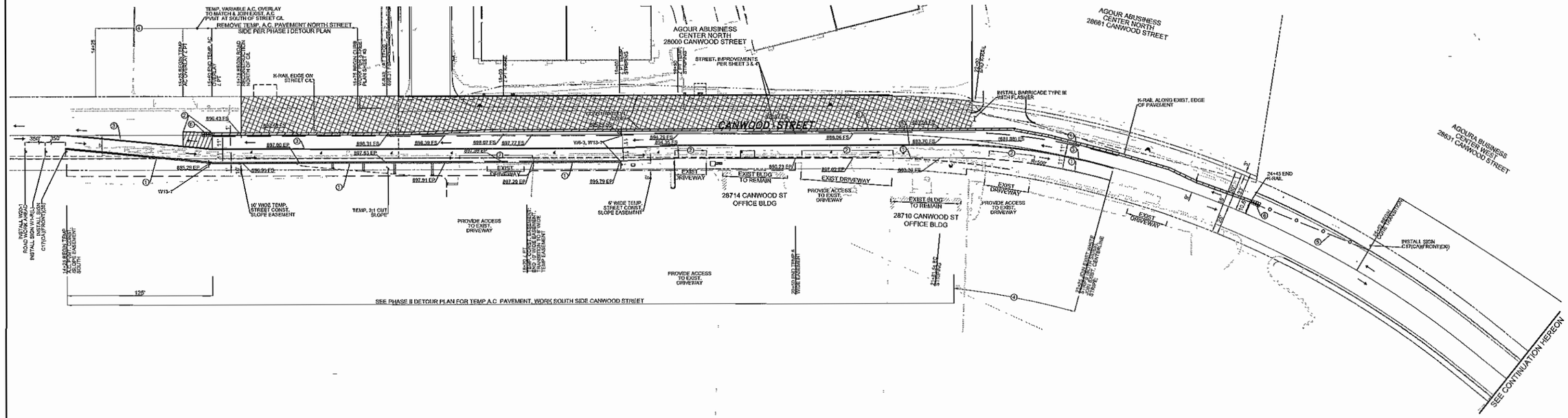
TRAFFIC CONTROL PHASE II - SECTIONS
AGOURA BUSINESS CENTER NORTH
CANWOOD ST, ST. STA. 15+50 TO 21+25
AGOURA HILLS, CALIFORNIA 91301

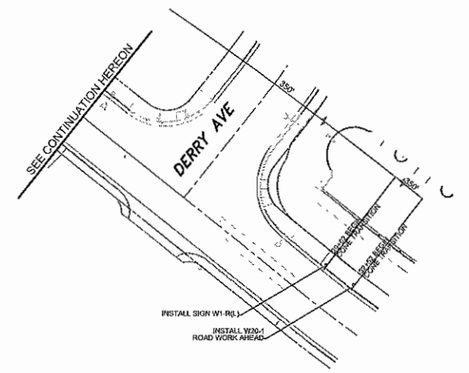
PROJECT NO. _____ SHEET 15 OF 16

10/26/2011

CITY OF AGOURA HILLS DWG. NO. _____

IP-5-1023





TRAFFIC CONTROL NOTES
(STREETS WITH ADT OF 5,000 AND OVER)

1. VALIDATION: The TRAFFIC CONTROL PLAN is not valid until work dates and work hours are approved. The Contractor shall submit two (2) reduced copies of TRAFFIC CONTROL PLANS (11"X17") to the TRAFFIC CONTROL PERMIT COUNTER, LAND DEVELOPMENT REVIEW DIVISION. The Contractor shall obtain a TRAFFIC CONTROL PERMIT a minimum of two (2) working days prior to starting work, and a minimum of five (5) days if work will affect a bus stop or an existing traffic signal, or if work will require a road or alley closure.

2. Contractor shall notify the City Traffic Engineer at (818) 597-7357 a minimum of five (5) working days prior to any construction work affecting Traffic Signals.

3. STANDARDS: The TRAFFIC CONTROL PLAN shall conform to the most recent adopted edition of each of the following manuals:

   - City of Agoura Hills Standard Drawings, including all Regional Standard Drawings, Document No. AEC1231063, Filed December 31, 2006.
   - California Manual on Uniform Traffic Control Devices (FHWA's MUTCD 2003 Edition, as amended for use in California), Document No. AEC1231064, filed January 1, 2010.
   - Standard Specifications for Public Works Construction, 2006 Edition (Greenbook), Document No. AEC1231061, Filed December 31, 2006, including the Regiona.

4. NOTIFICATIONS: The Contractor shall notify the following agencies a minimum of five (5) working days prior to any excavation, construction, or traffic control affecting the agencies listed below:

· FIRE DEPARTMENT DISPATCH	(STREET or ALLEY CLOSURE)	( ) -
· POLICE DEPARTMENT DISPATCH	(STREET or ALLEY CLOSURE)	( ) -
· ENVIRONMENTAL SERVICES	(REFUSE COLLECTION)	( ) -
· STREET DIVISION	(TRAFFIC SIGNALS)	( ) -
· AGOURA HILLS TRANSIT	(BUS STOPS)	( ) -
· UNDERGROUND SERVICE ALERT	(ANY EXCAVATION)	(800) 422-4133

The Contractor shall notify property owners and tenants a minimum of five (5) working days prior to closure of driveways. The Contractor shall post signs notifying the public a minimum of five (5) working days prior to closure of streets.

The Contractor shall notify Engineering Field Division at (818) 597-7300 and arrange for inspection a minimum of five (5) working days prior to starting any work involving nighttime or weekend hours.

4. POSTING PARKING RESTRICTIONS: The Contractor shall post tow-awayino parking signs twenty-four (24) hours in advance of parking removal. Signs shall indicate specific days, dates and times of restrictions. Parking meters shall be bagged where applicable.

5. EXCAVATIONS: Except when otherwise shown on the plans, all trenches shall be backfilled or trench-plated at the end of each workday. An asphalt ramp shall be placed around each trench plate to prevent the plate from being dislodged. Contractor shall monitor trench plates during non-working hours to ensure that they do not become dislodged. Upon completion of excavation backfill, the Contractor shall provide a satisfactory surface for traffic. When construction operations are not actively in progress, the Contractor shall maintain all travel lanes, bike lanes, and pedestrian walkways in the right-of-way except when otherwise shown on the plans.

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21. CONTRACTOR TO OBTAIN STREET OPENING PERMIT AND HAUL ROUTE APPROVAL PRIOR TO CONSTRUCTION.

REDUCE POSTED 40 MPH SPEED LIMITS TO 30 MPH

WORK HOURS:
9:00 AM TO 4:00 PM
MONDAY TO FRIDAY

NOTE:
1. **THIS PLAN SHOWS THE RECOMMENDED CONSTRUCTION DEVICES AND SIGNING. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING THE FINAL PLAN TO BE APPROVED BY THE CITY.**
2. **SEE STREET IMPROVEMENT PLANS FOR ALL FINAL STREET GRADES AND SECTIONS.**

ADDITIONAL CONTRUCTION NOTES:

① PAINT TEMP. 4" SOLID WHITE.
② PAINT TEMP. 4" DASHED WHITE.
③ PAINT TEMP. DOUBLE SOLID YELLOW.
④ REMOVE ALL CONFLICTING PAVEMENT STRIPING BY WET SANDBLASTING.
⑤ PLACE TRAFFIC CONE, 25' SPACING TYPICAL.
⑯ INSTALL TEMP. CRASH CUSHION SAND FILLED PER CA. D.O.T. STD. PLAN RSP T2 OPTION TS11.

ROAD WORK AHEAD W20-1
SHOULDER WORK AHEAD W21-5
RIGHT SHOULDER CLOSED 775 FT W21-5b
END ROAD WORK G20-2
ROAD WORK SPEED LIMIT 30 C17(CA)(FRONT)(30)
W1-4(L)

LEGEND:

- PROP. TRAFFIC FLOW DIRECTION (TYP)
- EXISTING TRAFFIC FLOW DIRECTION
- CONSTRUCTION AREA
- TRAFFIC CONES; SEE GENERAL NOTE NO. 18 HEREON
- TYPE III BARRICADES W / WARNING LIGHT
- FLAGMAN
- K-RAIL

REGISTERED PROFESSIONAL ENGINEER DONALD G. WAITE No. 27364 Exp 31 MAR 2013 CIVIL STATE OF CALIFORNIA

SCALE 1" = 40'

06 CUP - 003

REV	SYMBOL	DESCRIPTION OF CHANGE	RCE	DATE

PREPARED BY
WESTLAND CIVIL, INC.
CIVIL ENGINEERS PLANNING / DESIGN LAND SURVEYORS
550 ST. CHARLES DR. SUITE 100, THOUSAND OAKS, CA. 91360
(805) 495-1330 FAX: (805) 446-0125
REGISTERED ENGINEER NO. 27364 DATE

CITY OF AGOURA HILLS APPROVAL

REVIEWED BY DATE

RAMIRO ADEVA, CITY ENGINEER — DATE — 66865 RCE NO. — 09/30/2012 EXP DATE

CITY OF AGOURA HILLS

TRAFFIC CONTROL PLAN PHASE III
AGOURA BUSINESS CENTER NORTH
CANWOOD ST, ST. STA. 14+25 TO 23+00
AGOURA HILLS, CALIFORNIA 91301

PROJECT NO. _____ SHEET 16 OF 16

10/26/2011

CITY OF AGOURA HILLS DWG. NO. _____

IP-S-1023

Kunzman Associates, Inc.

OVER 35 YEARS OF EXCELLENT SERVICE

1111 Town & Country Road, Suite 34
Orange, California 92868
(714) 973-8383

www.traffic-engineer.com

KUNZMAN ASSOCIATES, INC.

AGOURA BUSINESS CENTER WEST LLC
DEVELOPMENT AGREEMENT
TRAFFIC IMPACT ANALYSIS

February 7, 2012

Traffic Engineering | Transportation Planning | Parking | Noise/Vibration | Expert Witness
Air Quality | Global Climate Change | Health Risk Assessment

KUNZMAN ASSOCIATES, INC.

AGOURA BUSINESS CENTER WEST LLC
DEVELOPMENT AGREEMENT
TRAFFIC IMPACT ANALYSIS

February 7, 2012

Prepared by:

Carl Ballard and
William Kunzman, P.E.

1111 Town & Country Road, Suite 34
Orange, California 92868
(714) 973-8383

www.traffic-engineer.com

5080a

Table of Contents

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