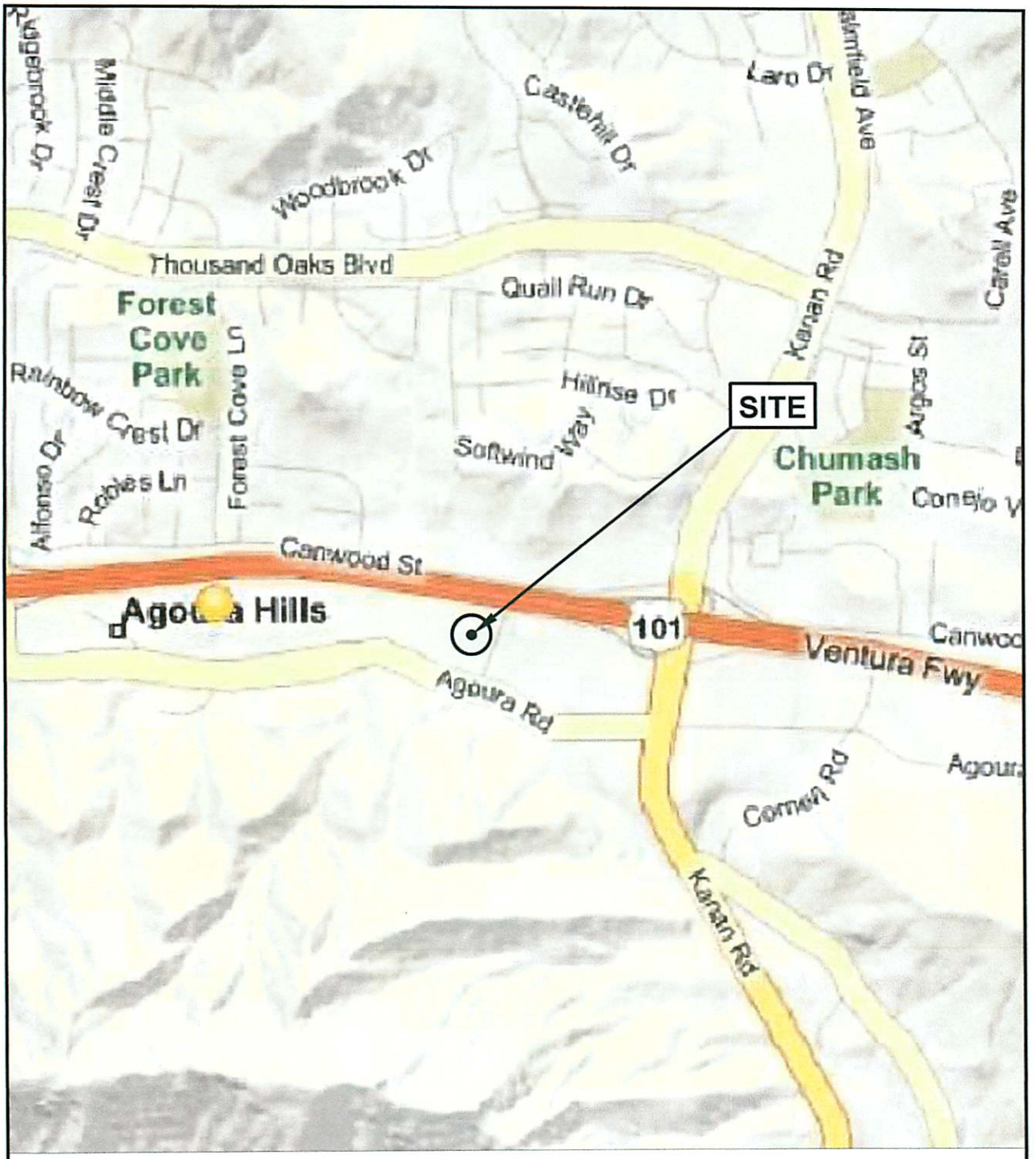
Youd, T. L. and Idriss, I. M. (1997), *Summary Report*, **Proceedings of the NCEER Workshop on Evaluation of Liquefaction Resistance of Soils,** National Center for Earthquake Engineering Research, Technical Report NCEER-97-0022, pp. 1 – 40.

Youd et al (2001), Liquefaction Resistance of Soils: Summary Report from the 1996 and 1998 NCEER/NSF Workshop on Evaluation of Liquefaction Resistance of Soils, **Journal Geotechnical Engineering**, ASCE, Vol. 127, No. 10, pp. 817-833.

Appendix E

Report Figures and Plates

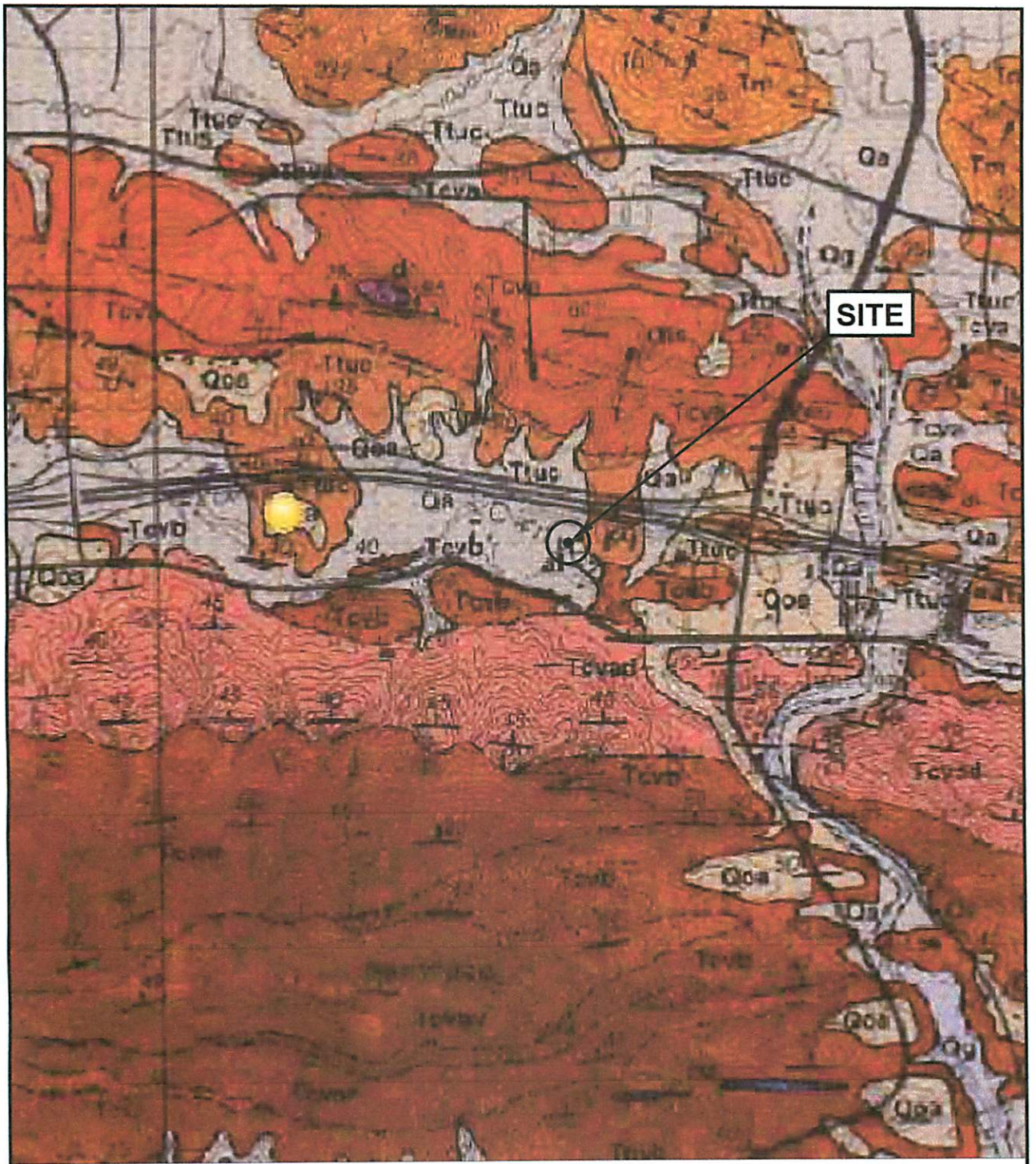


Reference: Microsoft Streets & Trips 2007

N

Scale: 1" = $\frac{1}{4}$ mile

ags Advanced Geotechnical Services	**SITE LOCATION MAP**	Selleck Development Group, LLC 29431 and 29439 Agoura Road Agoura Hills, California	
		Client # 2738 Report # 9427	FIGURE 1

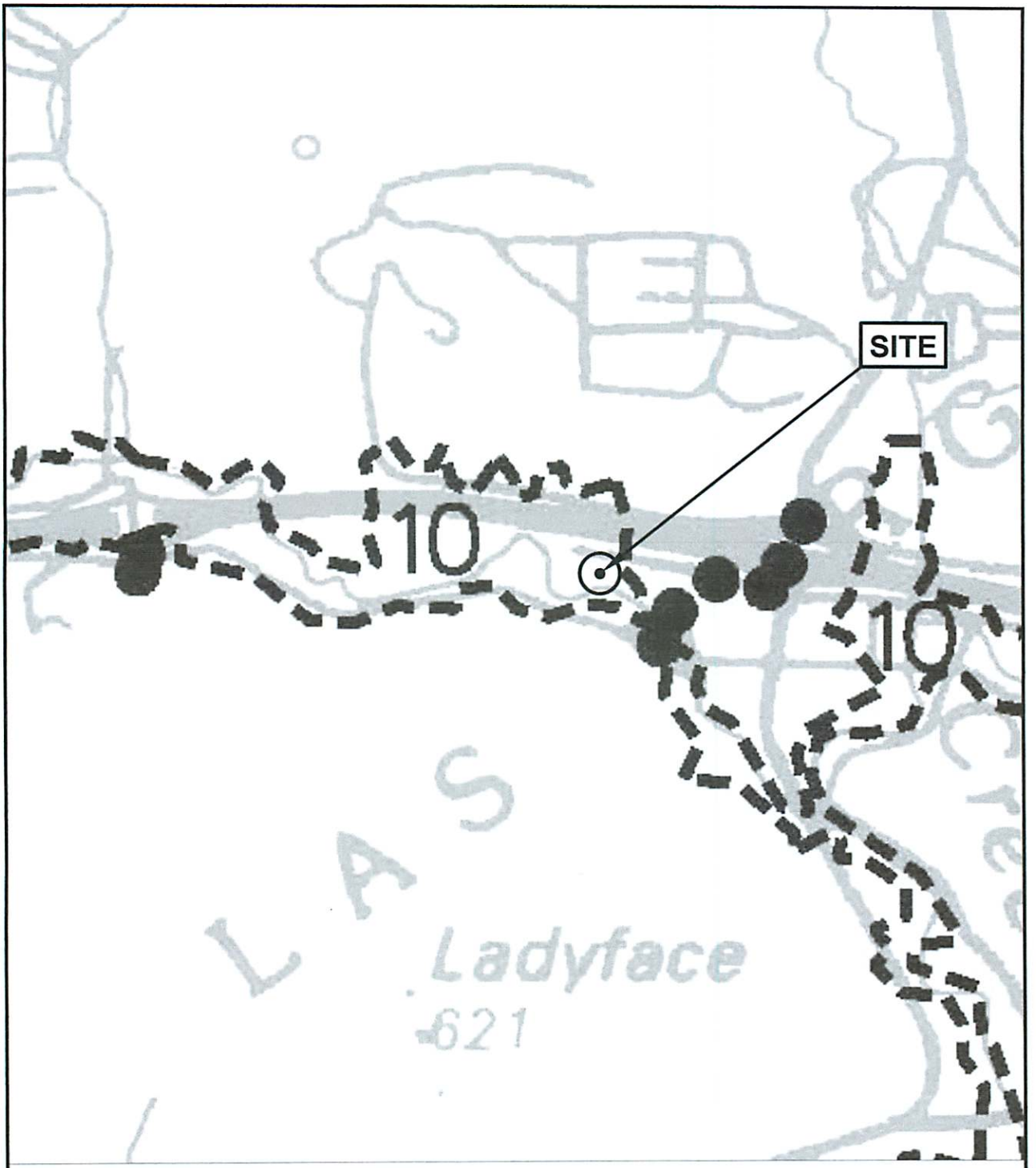


Reference: Dibblee, 1993, Geologic Map of the Thousand Oaks Quadrangle

N

Scale: 1" = $\frac{1}{4}$ mile

ags Advanced Geotechnical Services	**REGIONAL GEOLOGICAL MAP**	Selleck Development Group, LLC 29431 and 29439 Agoura Road Agoura Hills, California	
		Client # 2738 Report # 9427	FIGURE 2

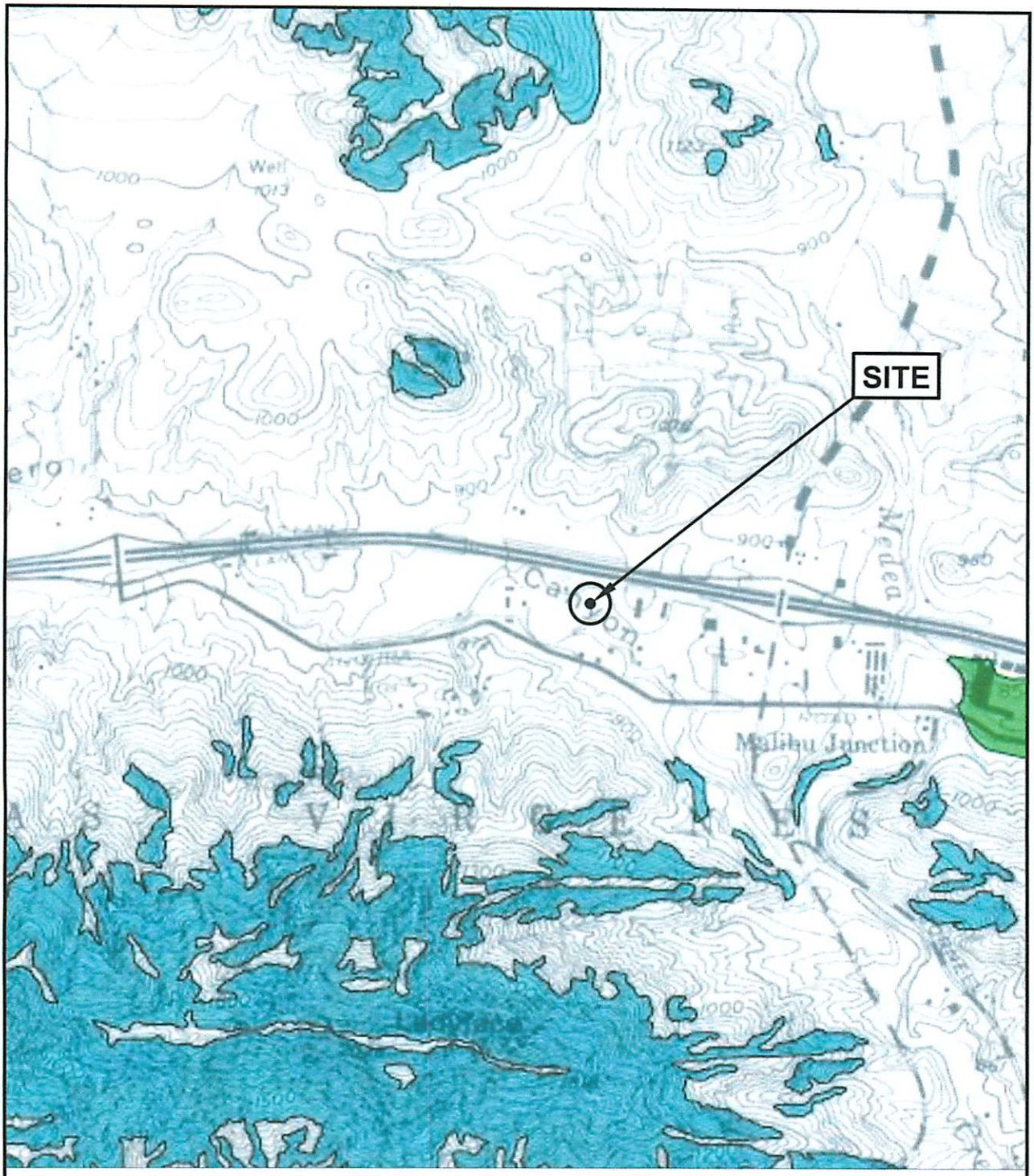


Reference: CDMG SHZR 042 2000

N

Scale: 1" = $\frac{1}{4}$ mile

Advanced Geotechnical Services	**DEPTH TO HISTORICALLY HIGHEST GROUNDWATER**	Selleck Development Group, LLC 29431 and 29439 Agoura Road Agoura Hills, California	
		Client # 2738 Report # 9427	FIGURE 3



Reference: CDMG, 2000, Seismic Hazard Zones - Thousand Oaks Quadrangle

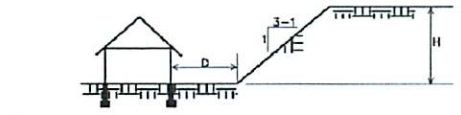
N

Scale: 1" = $\frac{1}{2}$ mile

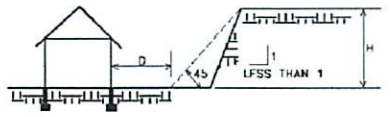
ags Advanced Geotechnical Services	**SEISMIC HAZARD ZONES MAP**	Selleck Development Group, LLC 29431 and 29439 Agoura Road Agoura Hills, California	
		Client # 2738 Report # 9427	FIGURE 4

FOUNDATIONS ON OR ADJACENT TO SLOPES:

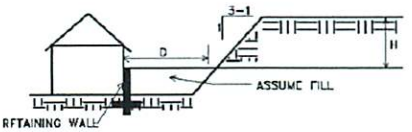
THE PLACEMENT OF BUILDING AND STRUCTURES ON OR ADJACENT TO SLOPES STEEPER THAN 3 HORIZONTAL TO 1 VERTICAL SHALL BE IN ACCORDANCE WITH THE FOLLOWING ILLUSTRATIONS. THE PROVISIONS ARE INTENDED TO PROVIDE PROTECTION FOR THE BUILDING FROM SLOPE DRAINAGE, EROSION AND MUDFLOW, LOOSE SLOPE DEBRIS, SHALLOW SLOPE FAILURES, AND FOUNDATION MOVEMENT.



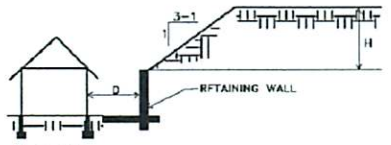
① $D = \frac{H}{2}$ D=3' MIN. D=15' MAX.



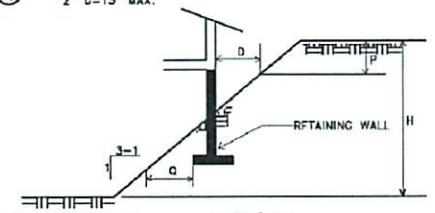
② $D = \frac{H}{2}$ D=3' MIN. D=15' MAX.



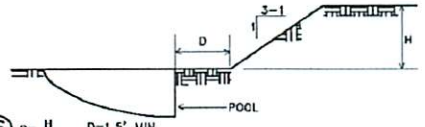
③ $D = \frac{H}{2}$ D=3' MIN. D=15' MAX.



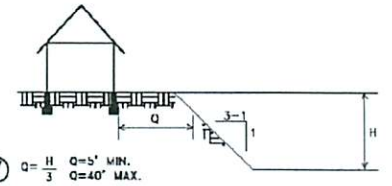
④ $D = \frac{H}{2}$ D=3' MIN. D=15' MAX.



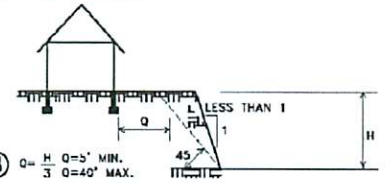
⑤ $Q = \frac{H}{3}$ Q=5' MIN. Q=40' MAX. $D = \frac{P}{2}$ D=3' MIN. D=15' MAX.



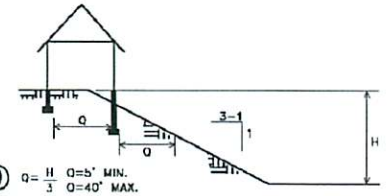
⑥ $D = \frac{H}{4}$ D=1.5' MIN. D=7.5' MAX.



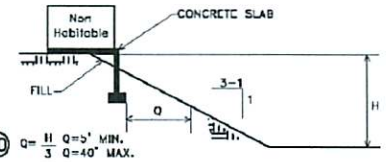
⑦ $Q = \frac{H}{3}$ Q=5' MIN. Q=40' MAX.



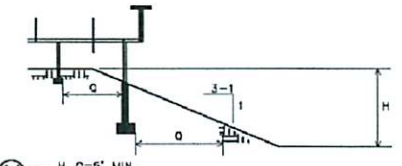
⑧ $Q = \frac{H}{3}$ Q=5' MIN. Q=40' MAX.



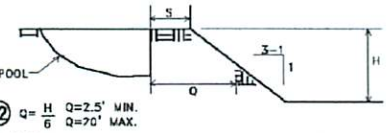
⑨ $Q = \frac{H}{3}$ Q=5' MIN. Q=40' MAX.



⑩ $Q = \frac{H}{3}$ Q=5' MIN. Q=40' MAX.



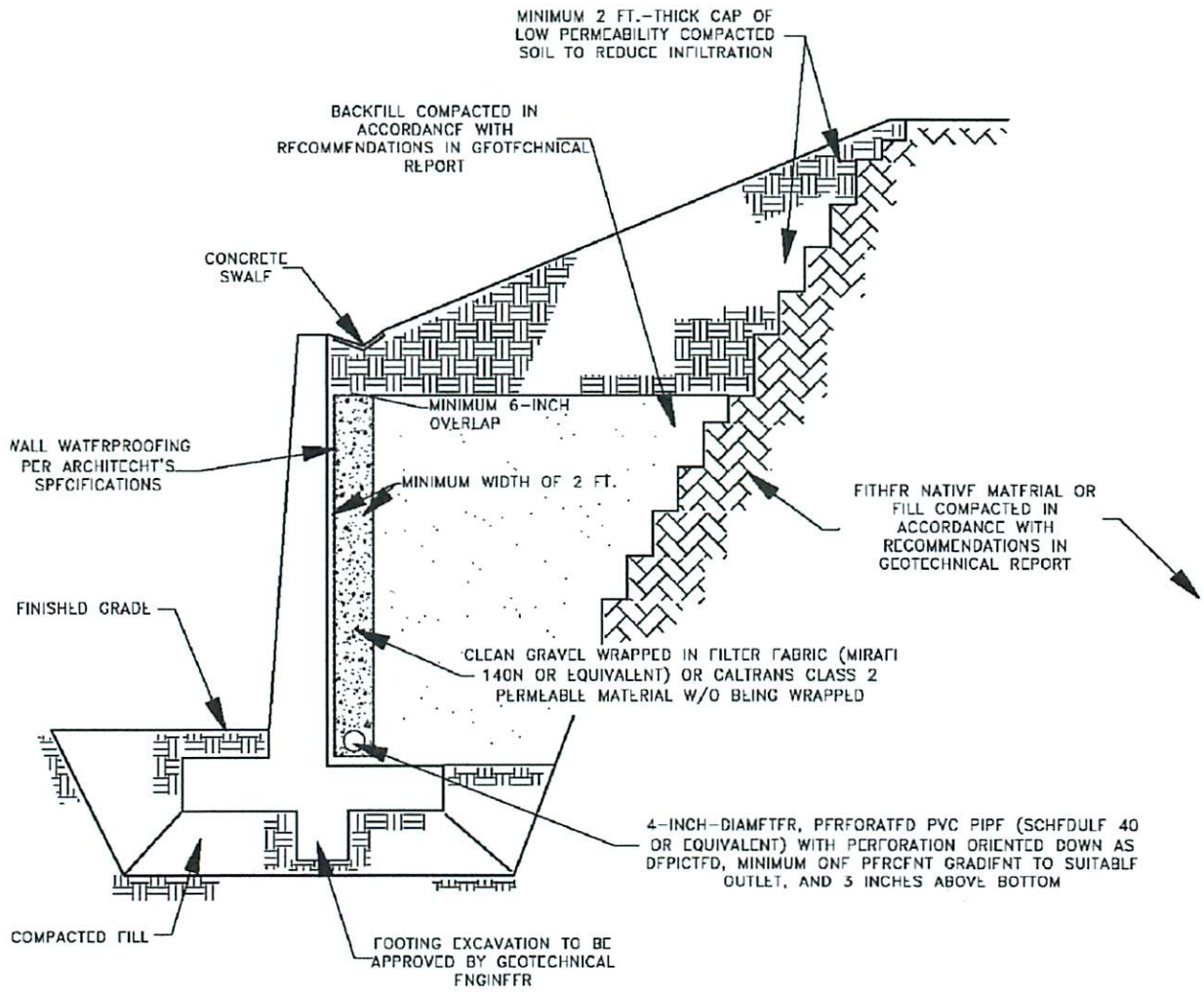
⑪ $Q = \frac{H}{3}$ Q=5' MIN. Q=40' MAX.



⑫ $Q = \frac{H}{6}$ Q=2.5' MIN. Q=20' MAX.

IF 'S' IS LESS THAN 7, THE POOL WALL SHALL BE CAPABLE OF SUPPORTING THE WATER IN THE POOL WITHOUT SUPPORT.

Advanced Geotechnical Services	**EXAMPLES OF SLOPE SETBACKS**	Selleck Development Group, LLC 29431 and 29439 Agoura Road Agoura Hills, California	
		Client # 2738 Report # 9427	FIGURE 5



Advanced Geotechnical Services	**TYPICAL RETAINING WALL DRAINAGE DETAIL**	**Selleck Development Group, LLC** **29431 and 29439 Agoura Road** **Agoura Hills, California** **Client # 2738** **Report # 9427** **FIGURE 6**

GeoDynamics, Inc.

Applied Earth Sciences
Geotechnical Engineering & Engineering Geology Consultants

FAX TRANSMITTAL

Fax Number: (818) 597-7352

To: City of Agoura Hills
Attention: Valerie Darbouze

Number of Pages Including Cover Sheet: 4
Date: November 29, 2014
Project No. #: 14.00103.0194

Comments

Two hard copies will be mailed to you.

Signed: Ali Abdel-Haq

If an error occurs during transmission, please call Ali Abdel-Haq at (805) 496-1222

GeoDynamics, Inc.
Applied Earth Sciences
Geotechnical Engineering & Engineering Geology Consultants

Date: November 28, 2014
GDI #: 14.00103.0194

CITY OF AGOURA HILLS - GEOTECHNICAL REVIEW SHEET

To: Valerie Darbouze

Project Location: 29431 & 29439 Agoura Road, Agoura Hills, California.

Building & Safety #: 14-SPR-003 (Rosenheim for Selleck)

Geotechnical Report: Advanced Geotechnical Services, Inc., (2014c), "*Response to Geotechnical Review Sheet Dated October 24, 2014, GDI #: 14.00103.0194, Building & Safety #: 14-SPR-003, 14-OTP-016, 14-LLA-002, Proposed Commercial Development, 29432 and 29439 Agoura Road, Agoura Hills, California*", Report Number 9496, Client Number 2738, dated November 13, 2014.

Advanced Geotechnical Services, Inc., (2014b), "*Response to Geotechnical Review Sheet Dated August 13, 2014, GDI #: 14.00103.0194, Building & Safety #: 14-SPR-003, 14-OTP-016, 14-LLA-002, Proposed Commercial Development, 29432 and 29439 Agoura Road, Agoura Hills, California*", Report Number 9466, Client Number 2738, dated September 29, 2014.

Advanced Geotechnical Services, Inc., (2014a), "*Geotechnical Engineering Update Study, Proposed Commercial Development, 29432 and 29439 Agoura Road, Agoura Hills, California*", Report Number 9427, Client Number 2738, dated July 18, 2014.

Advanced Geotechnical Services, Inc., (2001), "*Geotechnical Engineering Study, Proposed Home Depot Outlet and Restaurant Pad, Ladyface Village Phase I, Agoura Road West of Kanan, Agoura Hills, California*", Report Number 4613 Revised, Client Number 2738, dated September 17, 2001.

Plans: Hardy Engineering, Inc. (2014b), "Agoura Road Grading Plan, *29432 and 29439 Agoura Road, Agoura Hills, CA* 91301, Sheets C01-C03, and HYDRO-2B,"', Printing Date: October 9, 2014.

Hardy Engineering, Inc. (2014a), "Agoura Road Grading Plan, *29432 and 29439 Agoura Road, Agoura Hills, CA* 91301, Sheets C01-C03, HYDRO-2A, and HYDRO-2B,"', dated July 23, 2014.

bk:architicture, "Architectural Drawings, Agoura Park, 29431 Agoura Road Agoura Hills, California 91301, Sheets ap1, thru ap6,: Various Scales, Undated.

Previous Reviews: August 13, 2014 and October 24, 2014.

FINDINGS

Planning/Feasibility Issues

☒ Acceptable as Presented

☐ Response Required

Geotechnical Report

☐ Acceptable as Presented

☒ Response Required

REMARKS

Advanced Geotechnical Services, Inc. (AGS; consultant) provided a response to the geotechnical review by the City of Agoura Hills dated October 24, 2014 regarding the proposed commercial development at the site located at 29431 & 29439 Agoura Road, City of Agoura Hills, California. The proposed development includes the construction of an approximately 45,000 ft^2, two-story fitness center at the northern portion of the site, and a

4,000 ft^2 restaurant building near the southeastern part of the property. Other improvements include 224 parking spaces, access roads, landscaping, retaining walls, and utilities. Site grading is expected to include up to 13 ft of fill and 6 feet of cut below existing grade.

The City of Agoura Hills – Planning Department reviewed the referenced reports from a geotechnical perspective for compliance with applicable codes, guidelines, and standards of practice. GeoDynamics, Inc. (GDI) performed the geotechnical review on behalf of the City. Based on the review, the referenced reports are acceptable as presented with regard to planning and feasibility issues. We recommend the Planning Commission consider approval of Case # 14-SPR-003 (Rosenheim for Selleck) from a geotechnical perspective, provided the following conditions of approval are complied with prior to approval by the City. The consultant, however, should respond to the following report review comments prior to Building Plan Check approval. Plan-Check comments should be addressed in Building & Safety Plan Check, and a separate geotechnical submittal is not required for plan-check comments.

Conditions of Approval:

1. The applicant should provide a letter from adjacent property owners indicating that they will provide the necessary permission and access for the applicant and his hired consultants and contractors to enter their properties and perform the grading and overexcavation activities recommended in the above referenced reports.
2. The structural engineer for the project should evaluate the impact of the proposed grading and fill on the existing culvert. The structural engineer should provide a letter indicating that proposed grading around the culvert and the proposed fill on the top of the culvert will not adversely impact the stability and/or the structural integrity of the existing culvert, and that the proposed additional loads and stresses due to grading and fill placement on the top of the culvert are within the tolerance limits of the culvert.

Report Review Comments

1. The consultant should review final development/grading plans when they become available and provide additional geotechnical recommendations as necessary.

Plan-Check Comments

1. The name, address, and phone number of the Consultant and a list of all the applicable geotechnical reports shall be included on the building/grading plans.
2. The following note must appear on the grading and foundation plans: *"All retaining wall excavations shall be reviewed by the project engineering geologist for the presence of adversely oriented structural features. Adverse surfaces shall be evaluated and supported in accordance with recommendations of the project geotechnical engineer."*
3. The grading plan should include the limits and depths of overexcavation for the swimming pool, the road and flatwork areas as recommended by the Consultant.
4. The following note must appear on the grading and foundation plans: "*Excavations shall be made in compliance with CAL/OSHA Regulations.*"
5. The following note must appear on the foundation plans: "*All foundation excavations must be observed and approved, in writing, by the Project Geotechnical Consultant prior to placement of reinforcing steel.*"
6. Foundation plans and foundation details shall clearly depict the embedment material and minimum depth of embedment for the foundations.
7. Drainage plans depicting all surface and subsurface non-erosive drainage devices, flow lines, and catch basins shall be included on the building plans.
8. Final grading, drainage, and foundation plans shall be reviewed, signed, and wet stamped by the consultant.
9. Provide a note on the grading and foundation plans that states: "*An as-built report shall be submitted to the City for review. This report prepared by the Geotechnical Consultant must include the results of all compaction tests as well as a map depicting the limits of fill, locations of all density tests, outline and elevations of all removal bottoms, keyway locations and bottom elevations, locations of all subdrains and*

flow line elevations, and location and elevation of all retaining wall backdrains and outlets. Geologic conditions exposed during grading must be depicted on an as-built geologic map."

If you have any questions regarding this review letter, please contact GDI at (805) 496-1222.

Respectfully Submitted,

GeoDynamics, INC.

Ali Abdel-Haq
Geotechnical Engineering Reviewer
GE 2308 (exp. 12/31/15)

Appendix E

Noise Study Results

<Organization?>
<Analysis By?>
2 April 2015
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: <Project Name?>
RUN: Existing
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h		Increase over existing		With Barrier Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc					
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Project North Boundary Highway 101	11	1	0.0	71.0	66	71.0	10	Snd Lvl	71.0	0.0	8	-8.0
Agoura Road	12	1	0.0	68.0	66	68.0	10	Snd Lvl	68.0	0.0	8	-8.0
Roadside Road	13	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
Residences	15	1	0.0	73.1	66	73.1	10	Snd Lvl	73.1	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	4	0.0	0.0	0.0
All Impacted	4	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

<Organization?>
<Analysis By?>
2 April 2015
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: <Project Name?>
RUN: Existing
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Project North Boundary Highway 101	11	1	0.0	71.0	66	71.0	10	Snd Lvl	71.0	0.0	8	-8.0
Agoura Road	12	1	0.0	68.2	66	68.2	10	Snd Lvl	68.2	0.0	8	-8.0
Roadside Road	13	1	0.0	67.3	66	67.3	10	Snd Lvl	67.3	0.0	8	-8.0
Residences	15	1	0.0	73.1	66	73.1	10	Snd Lvl	73.1	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	4	0.0	0.0	0.0
All Impacted	4	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

<Organization?>
<Analysis By?>
2 April 2015
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: <Project Name?>
RUN: Existing
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h		Increase over existing		With Barrier Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc					
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Project North Boundary Highway 101	11	1	0.0	71.0	66	71.0	10	Snd Lvl	71.0	0.0	8	-8.0
Agoura Road	12	1	0.0	68.5	66	68.5	10	Snd Lvl	68.5	0.0	8	-8.0
Roadside Road	13	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
Residences	15	1	0.0	73.1	66	73.1	10	Snd Lvl	73.1	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	4	0.0	0.0	0.0
All Impacted	4	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

<Organization?>
<Analysis By?>
RESULTS: SOUND LEVELS
PROJECT/CONTRACT: <Project Name?>
RUN: Existing
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

2 April 2015
TNM 2.5
Calculated with TNM 2.5

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Project North Boundary Highway 101	11	1	0.0	71.0	66	71.0	10	Snd Lvl	71.0	0.0	8	-8.0
Agoura Road	12	1	0.0	68.6	66	68.6	10	Snd Lvl	68.6	0.0	8	-8.0
Roadside Road	13	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0
Residences	15	1	0.0	73.4	66	73.4	10	Snd Lvl	73.4	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	4	0.0	0.0	0.0
All Impacted	4	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

Appendix F

Traffic Study

TRAFFIC IMPACT ANALYSIS

LA FITNESS AT AGOURA PARK

CITY OF AGOURA HILLS

LOS ANGELES COUNTY, CALIFORNIA

LSA

November 7, 2014

TRAFFIC IMPACT ANALYSIS

LA FITNESS AT AGOURA PARK

CITY OF AGOURA HILLS

LOS ANGELES COUNTY, CALIFORNIA

Prepared for:

Selleck Development Group
2660 Townsgate Road, Suite 250
Westlake Village, California 91361

Prepared by:

LSA Associates, Inc.
1500 Iowa Avenue, Suite 200
Riverside, California 92507
(951) 781-9310

LSA Project No. SDV1401

LSA

November 7, 2014

TABLE OF CONTENTS

APPENDICES

FIGURES AND TABLES

FIGURES

TABLES

INTRODUCTION

Purpose of Report and Study Objectives

This traffic impact analysis (TIA) has been prepared to assess the potential circulation impacts associated with the proposed development of a 45,000-square foot health/fitness club and a 4,000-square foot building containing quick-serve restaurant uses located at the northwest corner of Roadside Drive/Agoura Road in the City of Agoura Hills.

This report has been prepared according to the City's Traffic Impact Analysis Guidelines dated July 2011 and the scope of work submitted to the City on May 6, 2014. A final scope of work incorporating the City's review of the May 6, 2014, scope is included as Appendix A. The study analyzes the following scenarios to satisfy the requirements for the disclosure of potential impacts and circulation improvements per the City's TIA Guidelines and the California Environmental Quality Act (CEQA).

- Existing conditions;
- Existing plus Project conditions;
- Project Opening Year (future short-term year, corresponding to project opening);
- Project Opening Year plus Project;
- Cumulative conditions (Project Opening Year plus cumulative projects); and
- Cumulative plus Project conditions.

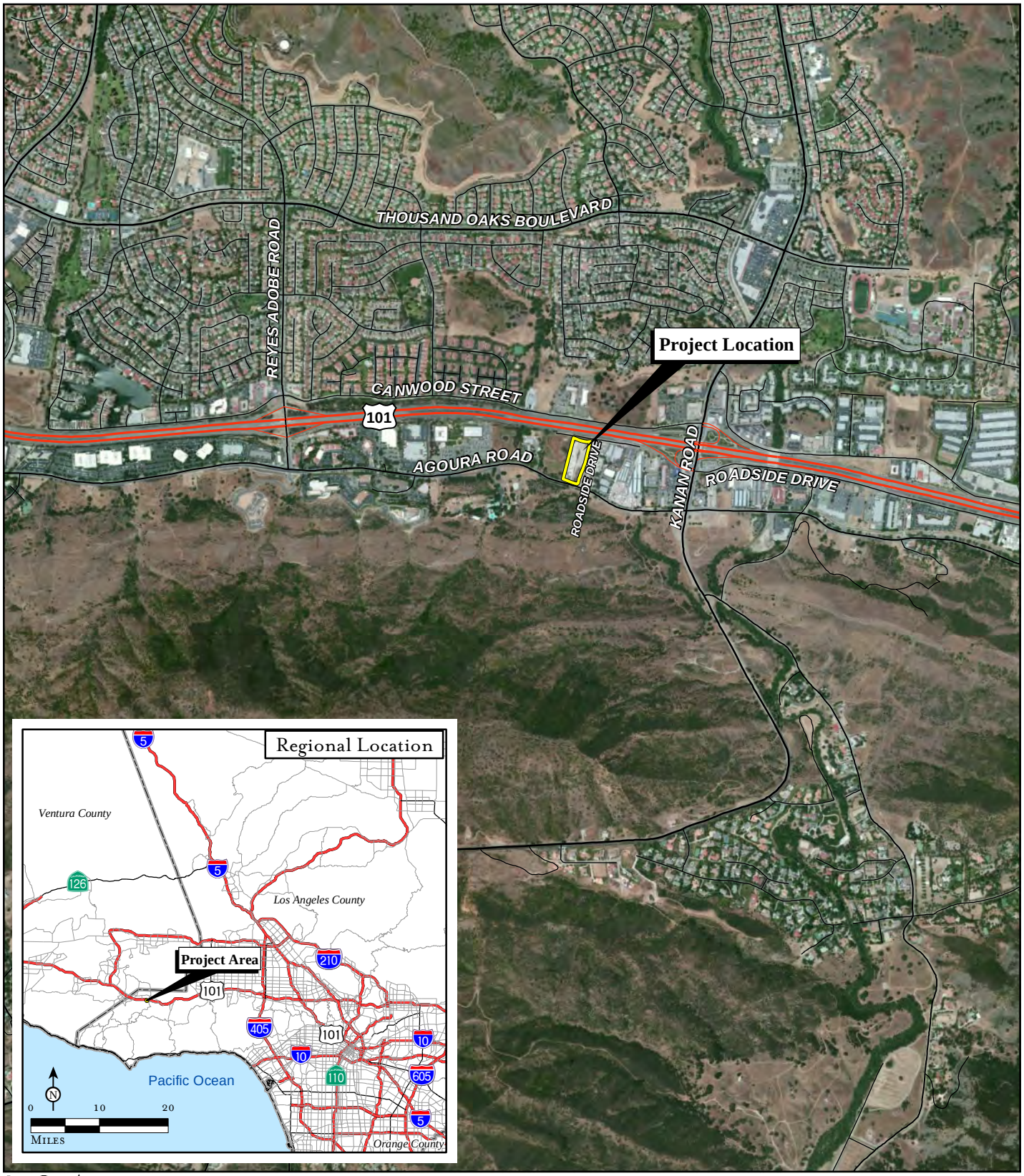
Traffic conditions were examined for the weekday a.m. and p.m. peak hour conditions. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 a.m. The p.m. peak hour is the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m.

Site Location

As shown in Figure 1, the project is located at the northwest corner of Roadside Drive/Agoura Road in the City of Agoura Hills. Access to the project is provided via one full-access driveway from Roadside Drive and a right-in/right-out driveway on Agoura Road. Figure 2 shows the project site plan.

This TIA analyzes the following twelve intersections, including the two project driveways:

1. Kanan Road/Canwood Street;
2. Kanan Road/Canwood Street-U.S. 101 Northbound Off-ramp;
3. Kanan Road/U.S. 101 Southbound Off-Ramp-Roadside Drive;
4. Kanan Road/Agoura Road;
5. Roadside Drive/Agoura Road;
6. Reyes Adobe Road/Agoura Road;
7. Reyes Adobe Road/U.S. 101 Southbound Ramps;



LSA

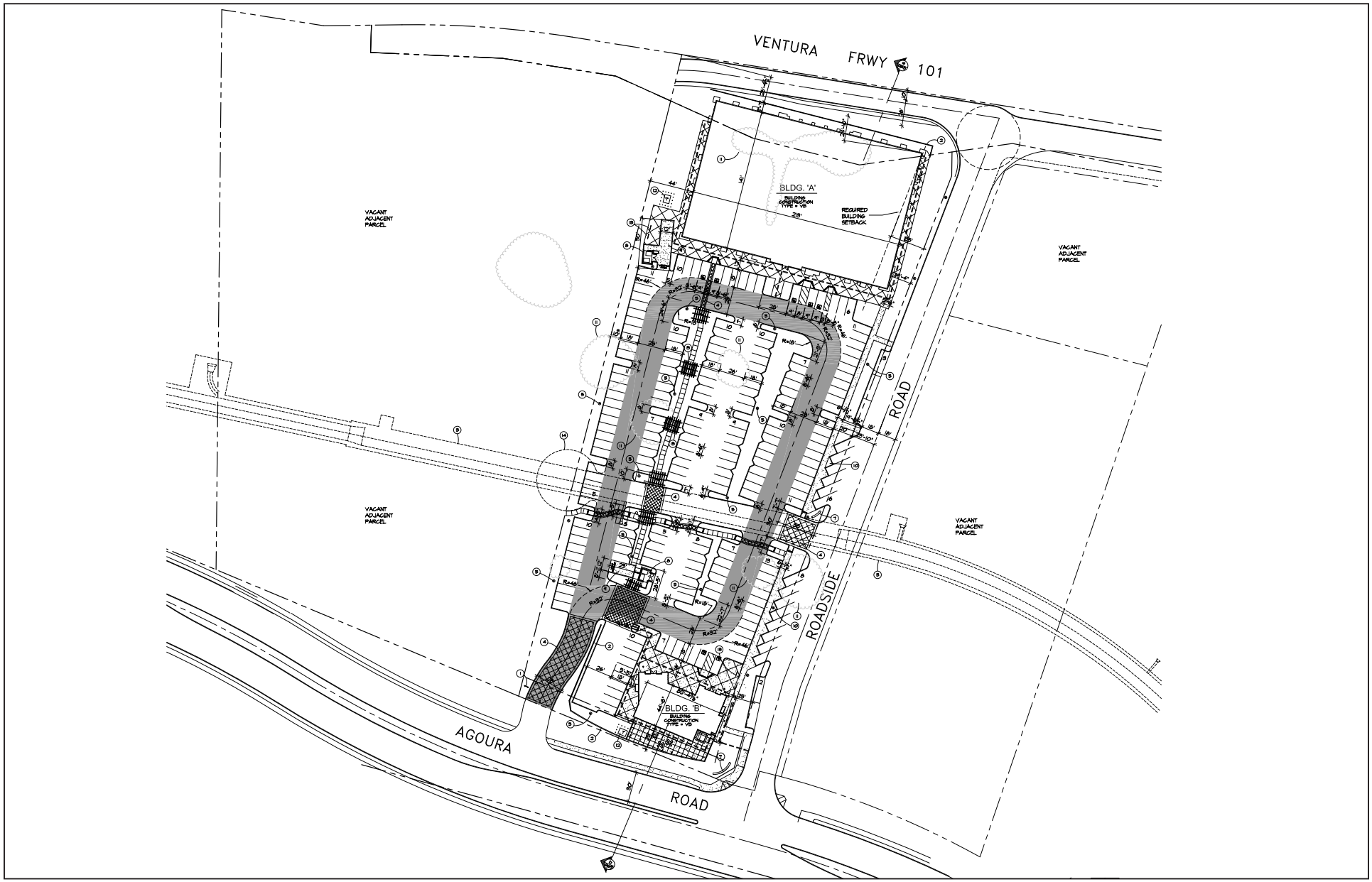
FIGURE 1

LA Fitness at Agoura Park
Traffic Study

Regional and Project Location

SOURCE: Bing Imagery, 2010; Thomas Bros., 2009

I:\SDV1401\Reports\Traffic\fig1_RegLoc.mxd (5/6/2014)



LSA

FIGURE 2

LA Fitness at Agoura Park
Traffic Study

Conceptual Site Plan

SOURCE: Selleck Development Group, 2014
I:\SDV1401\Reports\Traffic\fig2_SitePlan.cdr (10/14/2014)

8. Reyes Adobe Road/U.S. 101 Northbound Ramps;
9. Reyes Adobe Road/Canwood Street;
10. Cornell Road/Agoura Road;
11. Roadside Drive/Project Driveway; and
12. Project Driveway/Agoura Road.

Figure 3 shows the study area intersections.

The Los Angeles County Congestion Management Program (CMP) requires an analysis of all arterial segments and arterial monitoring intersections on the CMP roadway network where the project adds 50 or more peak hour trips. Additionally, the CMP would require that all mainline freeway monitoring locations be evaluated where the project adds 150 or more peak hour trips. The project would not add 150 or more peak hour trips to any freeway segment; therefore, a CMP freeway analysis is not required. The nearest CMP arterial to the project is Topanga Canyon Road (State Route 27). As discussed in the project trip generation section, the project would not add 50 trips to Topanga Canyon Road. Therefore, a CMP analysis is not required.

METHODOLOGY AND SIGNIFICANCE CRITERIA

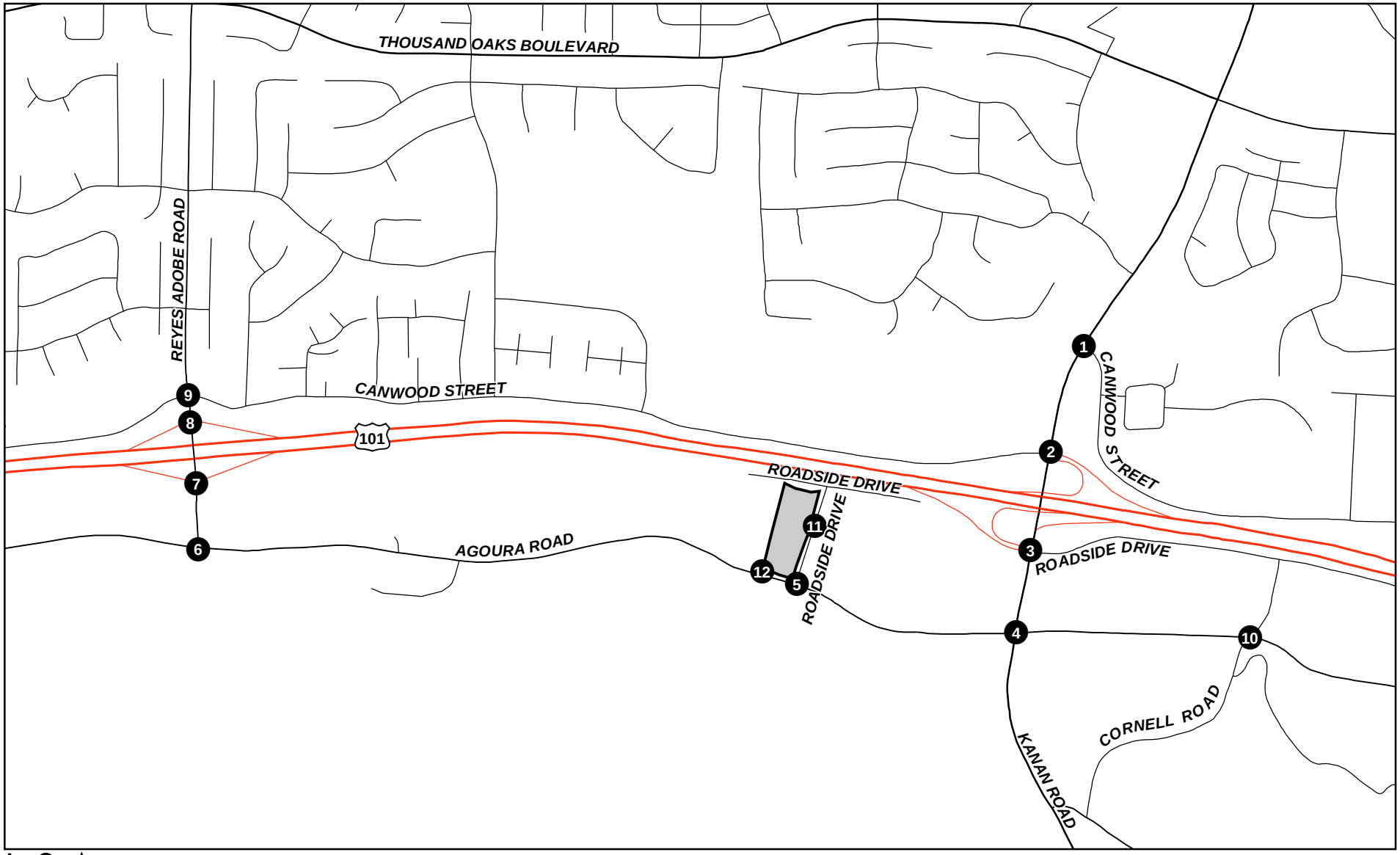
Methodology

To determine the peak-hour operations at signalized intersections within the study area, the intersection capacity utilization (ICU) methodology was used. The ICU methodology compares the volume-to-capacity (v/c) ratios of conflicting turn movements at an intersection, sums these critical conflicting v/c ratios for each intersection approach, and determines the overall ICU. The resulting ICU is expressed in terms of levels of service (LOS), where LOS A represents free-flow activity and LOS F represents overcapacity operation. Parameters set by the City for ICU calculations, including Peak Hour Factor and Saturation Flow Rate, are included in the analysis.

In addition to the ICU methodology of calculating intersection LOS, the 2010 Highway Capacity Manual (HCM 2010) methodology was used to determine the LOS at unsignalized intersections and Caltrans facilities within the study area. The HCM 2010 signalized and unsignalized intersection methodology presents LOS in terms of total intersection delay and approach delay of the major and minor streets (in seconds per vehicle). The resulting delay is expressed in terms of LOS, as in the ICU methodology. Table A demonstrates the relationship of ICU and delay to LOS.

A peak hour signal warrant was prepared for all unsignalized study area intersections for the with Project condition. The signal warrant analysis utilized the criteria from Section 4C.04 of the *California Manual on Uniform Traffic Control Devices*. The peak hour warrant is satisfied if all of the following conditions exist for the same 1 hour of an average day:

1. The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a stop sign equals or exceeds 4 vehicle-hours for a one-lane approach or 5 vehicles-hours for a two-lane approach; and



LSA

FIGURE 3

Project Location

1 Study Area Intersections

N

0 500 1,000

FEET

SOURCE: Thomas Bros., 2009

LA Fitness at Agoura Park
Traffic Study

Study Area Intersections

I:\SDV1401\Reports\Traffic\fig3_Intersections.mxd (6/23/2014)

Table A: Relationship between LOS and ICU/Delay

Levels of Service	ICU	HCM Unsignalized Intersection Delay (seconds)	HCM Signalized Intersection Delay (seconds)
A	0.00–0.60	≤10.0	≤10.0
B	0.61–0.70	>10.0 and ≤15.0	>10.0 and ≤20.0
C	0.71–0.80	>15.0 and ≤25.0	>20.0 and ≤35.0
D	0.81–0.90	>25.0 and ≤35.0	>35.0 and ≤55.0
E	0.91–1.00	>35.0 and ≤50.0	>55.0 and ≤80.0
F	> 1.00	>50.0	>80.0

ICU = Intersection Capacity Utilization HCM = 2010 Highway Capacity Manual

2. The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes; and
3. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.

Significance Criteria

According to the City's TIA Guidelines, a significant impact occurs when the project results in degradation of operation at a signalized intersection as shown in Table B.

Table B: Significance Criteria at Signalized Intersections

Pre-Project		
LOS	V/C	Impact Occurs when Project Increase in V/C by:
C	0.71–0.80	0.04 or more
D	0.81–0.90	0.02 or more
E/F	0.91 or more	0.01 or more

A project impact occurs at an unsignalized intersection when the following conditions are met:

- The project degrades the LOS to an unacceptable LOS D or worse; or
- Increases delay at an unsignalized intersection operating at an unacceptable level in the pre-project condition by five or more seconds; or
- Results in satisfying the most recent *California Manual on Uniform Traffic Control Devices* (CAMUTCD) peak-hour volume warrant or other warrants for traffic signal installation at the intersection.

PROJECT TRIP GENERATION, DISTRIBUTION, AND ASSIGNMENT

The proposed project is a 45,000-square foot health/fitness club and 4,000 square feet of quick-serve restaurant uses. The total vehicle trip generation for the proposed project was developed using rates

from the Institute of Transportation Engineers (ITE) *Trip Generation* (9th Edition) for "Health/Fitness Club" and "Fast Food Restaurant without Drive-Through" land uses. Based on these rates, the project is anticipated to generate 239 trips during the a.m. peak hour, 263 trips during the p.m. peak hour, and 4,346 daily trips.

Some of the trips generated by the quick-serve restaurant use are not new trips, but are trips that are already traveling past the project and stop briefly at the quick-serve restaurant portion of the project. These trips are referred to as pass-by trips and are reduced from the project trip generation as they are already present on the roadway network. It should be noted that patrons of the health/fitness club might also stop at the club on their way to another destination (such as those who go to the gym on their way to or from work). However, patrons would normally stay at the health/fitness club for at least an hour; therefore, the work-to-gym and gym-to-home trips would be two different trips counted in different hours. This is unlike the fast-food trip, which may stop briefly to pick up coffee or a food item to go and then continue on the original trip within 10 to 15 minutes.

When pass-by trips are accounted for, the project would generate 195 trips during the a.m. peak hour, 237 trips during the p.m. peak hour, and 3,630 daily trips. The analysis does not take pass-by credits for intersections adjacent to the project site. Instead, pass-by trips are added to the inbound and outbound movements at the project driveways. Pass-by trips are subtracted from the through traffic on Agoura Road as, by definition, pass-by trips would already be on the roadway and would instead turn into and then out of the driveway. If pass-by trips are not subtracted from the through movements at the driveway, then the trips are double-counted. Table C summarizes the project trip generation.

Project trips have been distributed to the surrounding roadway network based on the location of the project in relation to surrounding land uses. Figures 4 through 7 illustrate the project trip distribution, project trip assignment, project pass-by trips, and net project trip assignment.

PROJECT IMPACT ANALYSIS

Existing Conditions

Key roadways in the vicinity of the proposed project are as follows:

- **Kanan Road:** Kanan Road is a divided roadway located east of the project site. It is a four-lane, north-south road that extends past the northerly and southerly city limits. Three lanes are provided in the southbound direction beginning at Canwood Street near the U.S. 101 on and off ramps. Between the U.S. 101 overpass and Agoura Road, two through travel lanes are provided in each direction. This roadway provides one lane per direction south of Agoura Road to the southerly city limit. Kanan Road is designated as a primary arterial in the City's General Plan. The speed limit south of Agoura Road is 35 mph between Agoura Road and Canwood Street, 40 mph between Canwood Street and Laro Drive, and 45 mph north of Laro Drive. Curbside parking is prohibited along this corridor. Bicycle lanes are provided on both sides of Kanan Road between the northern city limit and Hillrise Drive.
- **Agoura Road:** Agoura Road is located south of the project site. It is a two-lane east-west roadway that extends across the City of Agoura Hills from the easterly to the westerly city limits. However, east of Cornell Road the roadway segment is semi-rural and has no curb, gutter, sidewalk, or streetlights. Parking is permitted along this facility from Kanan Road to Cornell

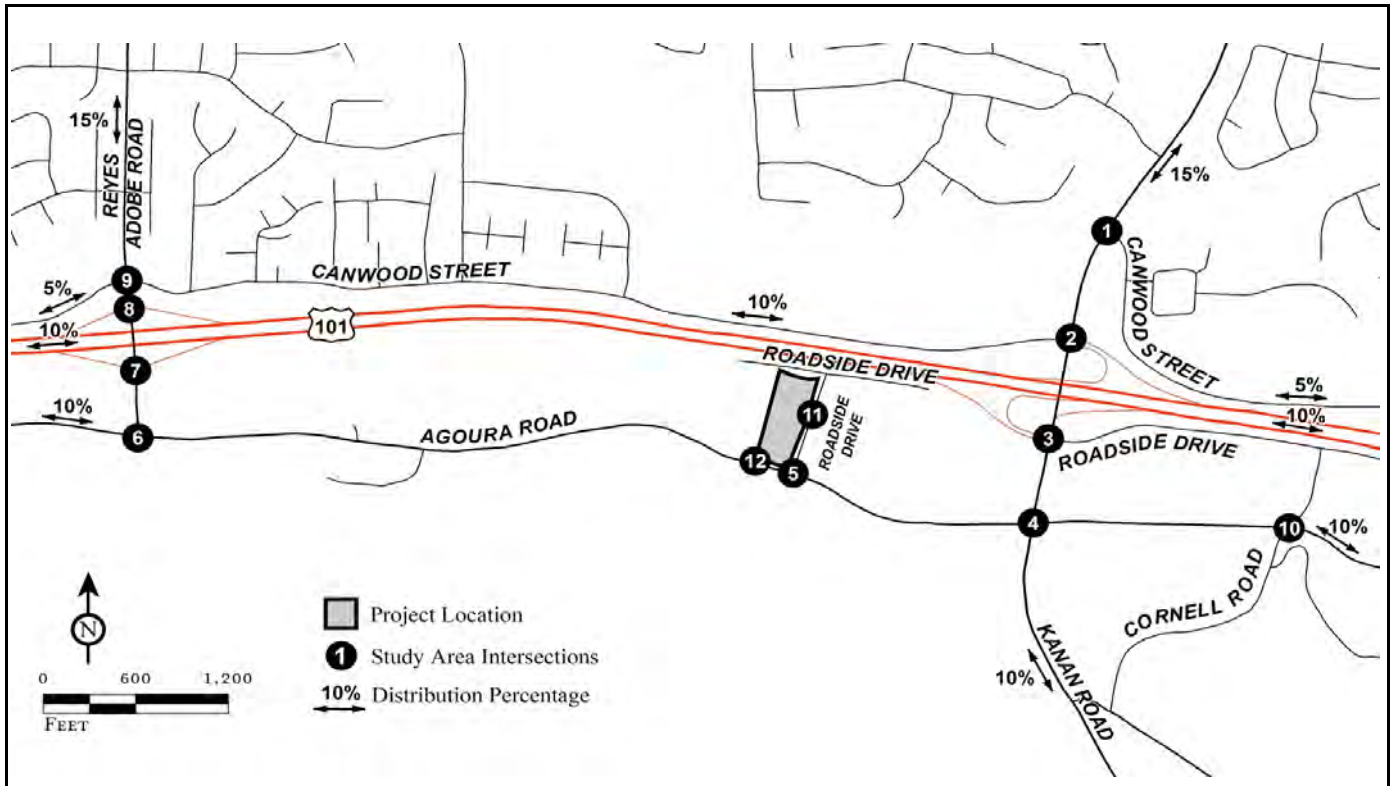
Table C - Project Trip Generation

Land Use	Quantity	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
Trip Generation Rates[1]									
Health/Fitness Club		TSF	0.71	0.71	1.41	2.01	1.52	3.53	32.93
Fast Food Restaurant without Drive-Through		TSF	26.32	17.55	43.87	13.34	12.81	26.15	716.00
Project Trip Generation									
Health/Fitness Club	45.000	TSF	32	32	63	91	68	159	1,482
Fast Food without Drive-Through	4.000	TSF	105	70	175	53	51	105	2,864
Trip Generation			137	102	239	144	120	263	4,346
Pass-by Trips for Fast Food (25%)[2]			-26	-18	-44	-13	-13	-26	-716
Total Net New Project Trips			**111**	**84**	**195**	**131**	**107**	**237**	**3,630**

TSF = Thousand Square Feet

[1] Rates from Institute of Transportation Engineers (ITE), *Trip Generation* , 9th Edition.

[2] 25% pass-by has been used at the direction of City staff to reflect local conditions. This pass-by trip reduction is lower than the rates indicated in the ITE *Trip Generation Handbook* , 2nd Edition.



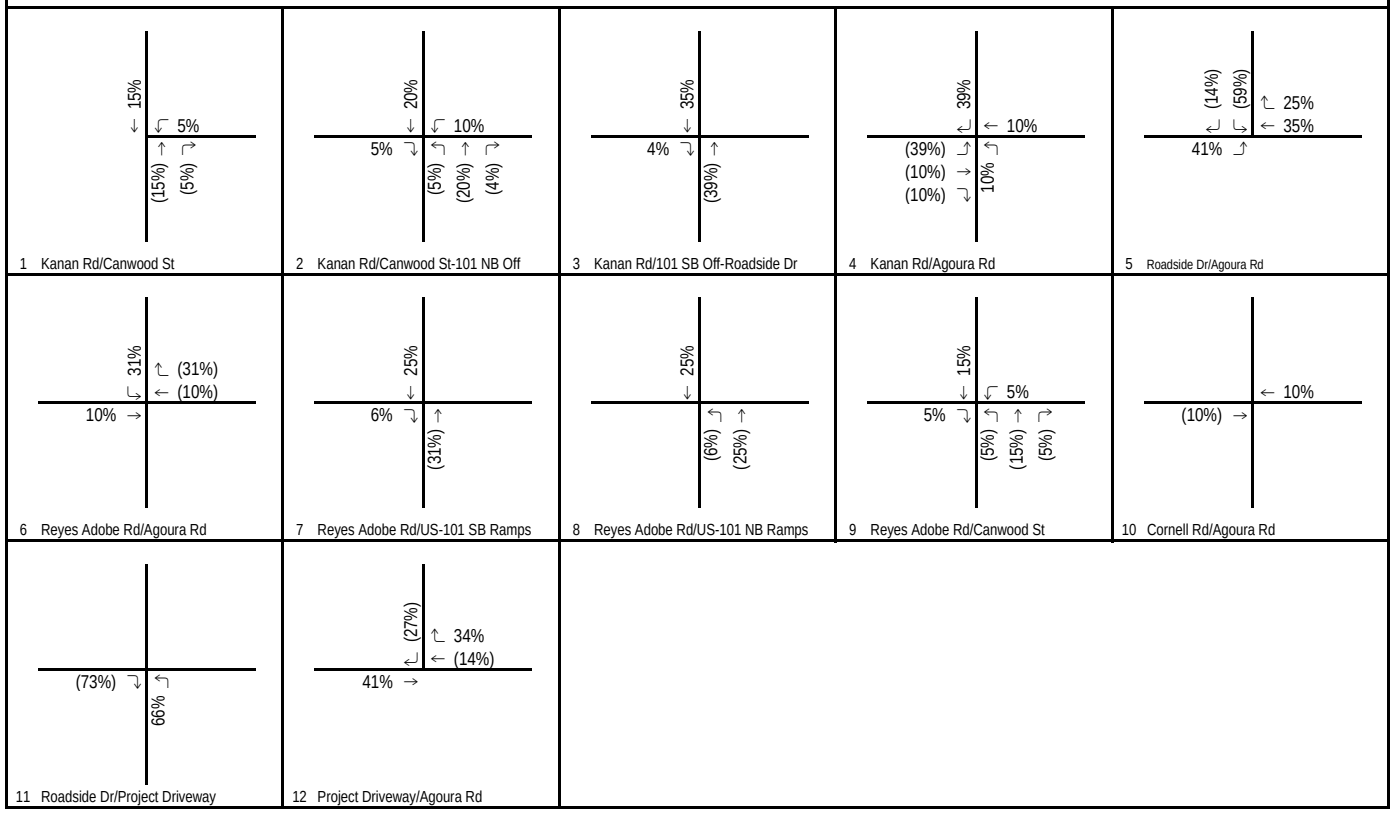
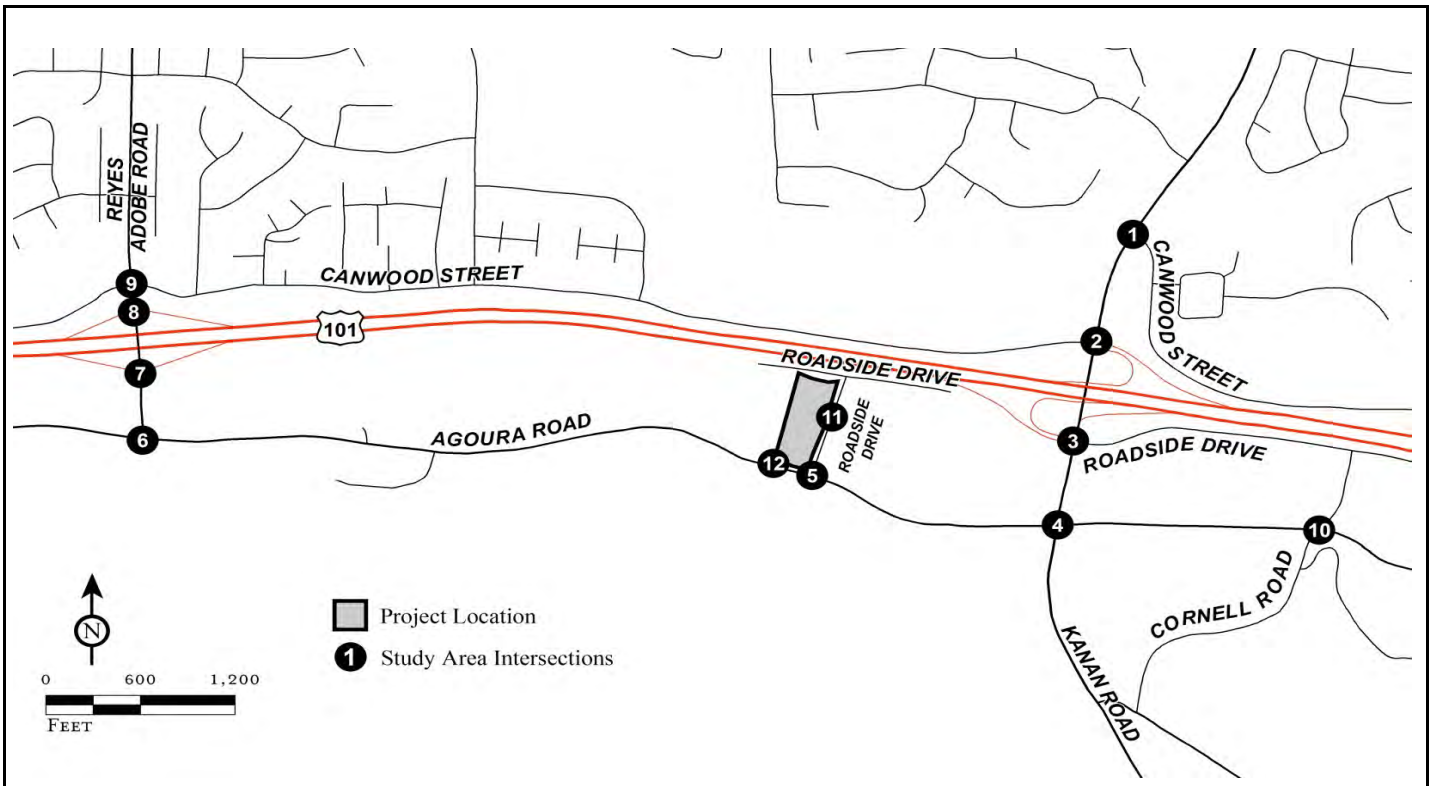
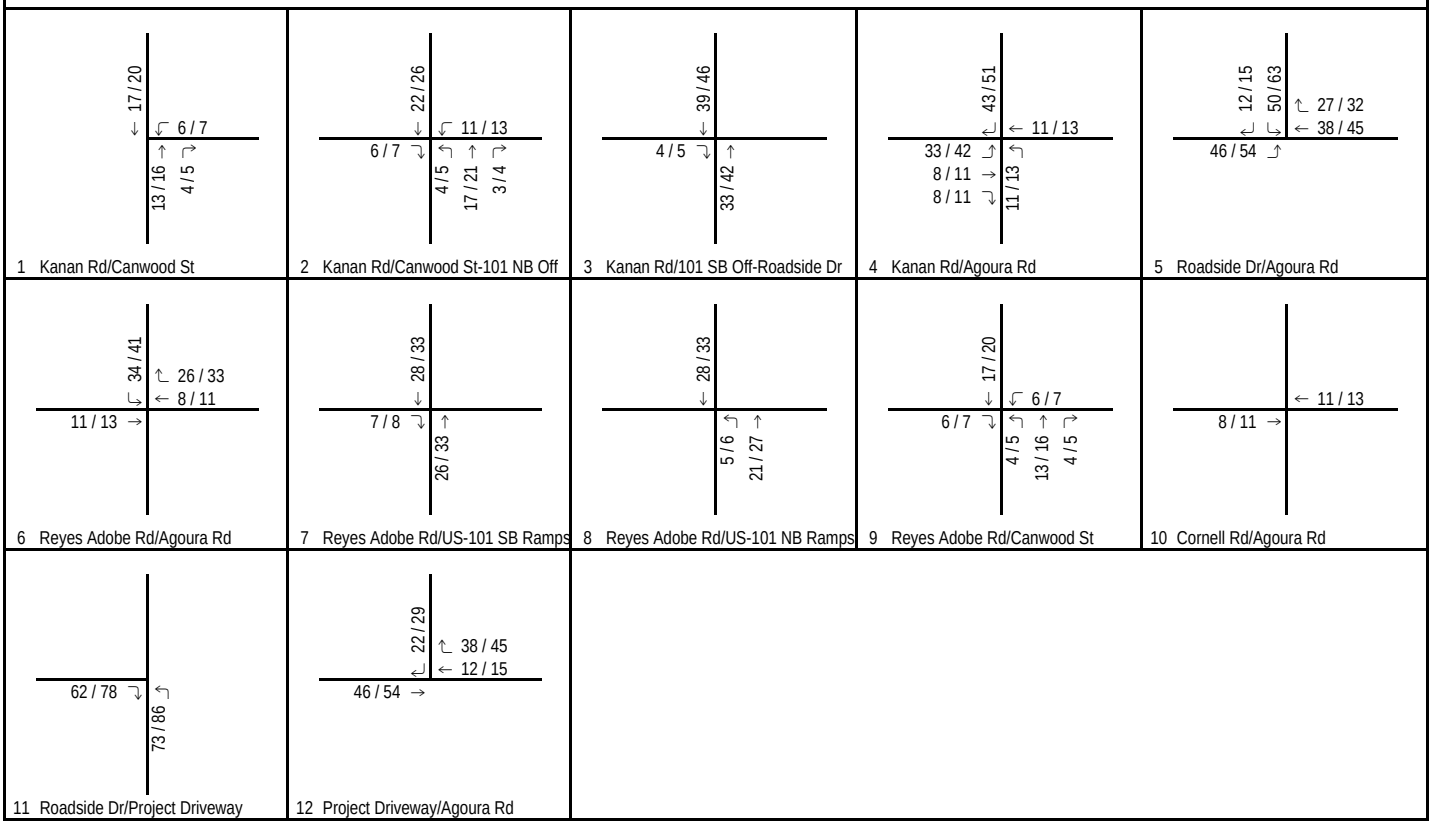


FIGURE 4

XX% (YY%) Inbound (Outbound) Trip Distribution

LA Fitness at Agoura Park
Project Trip Distribution



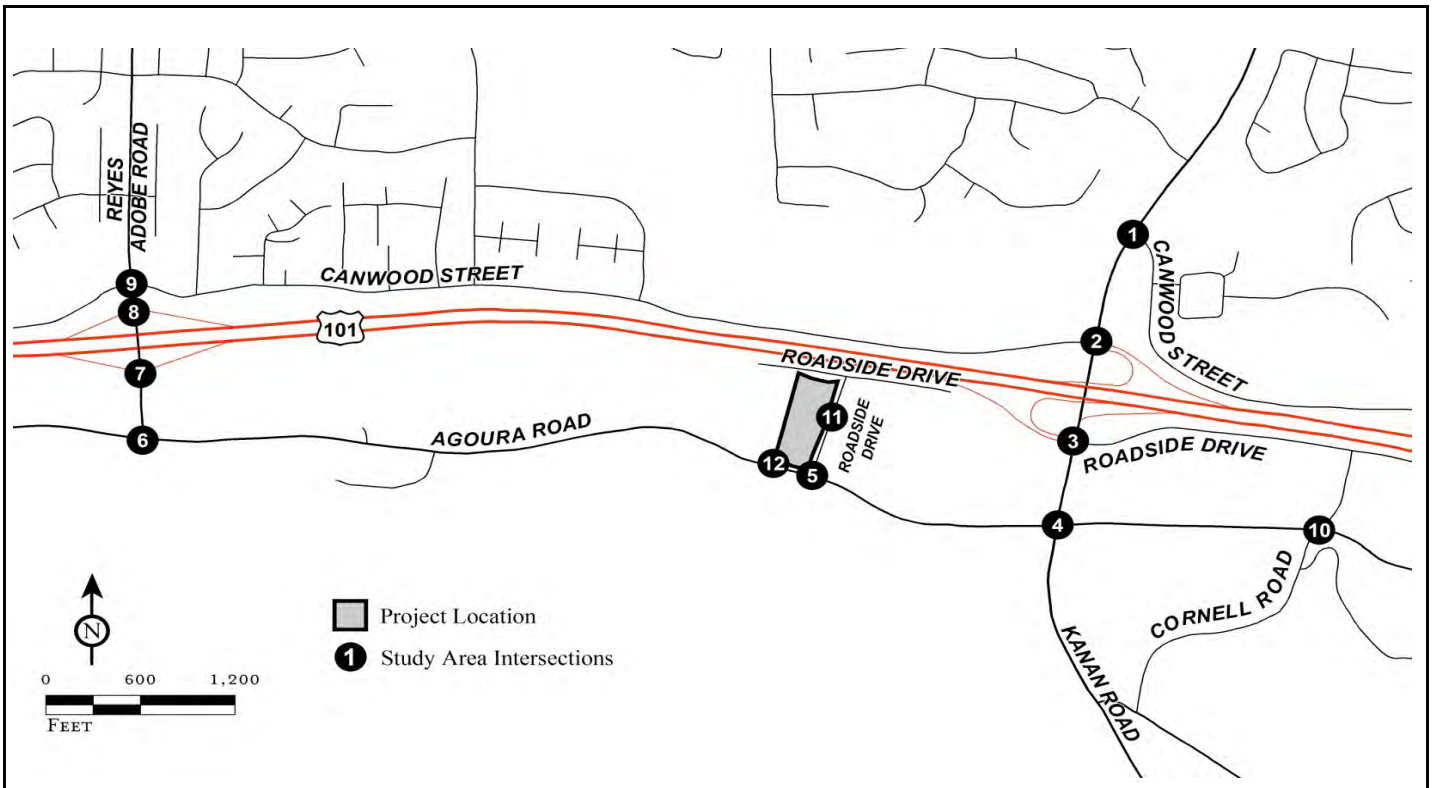


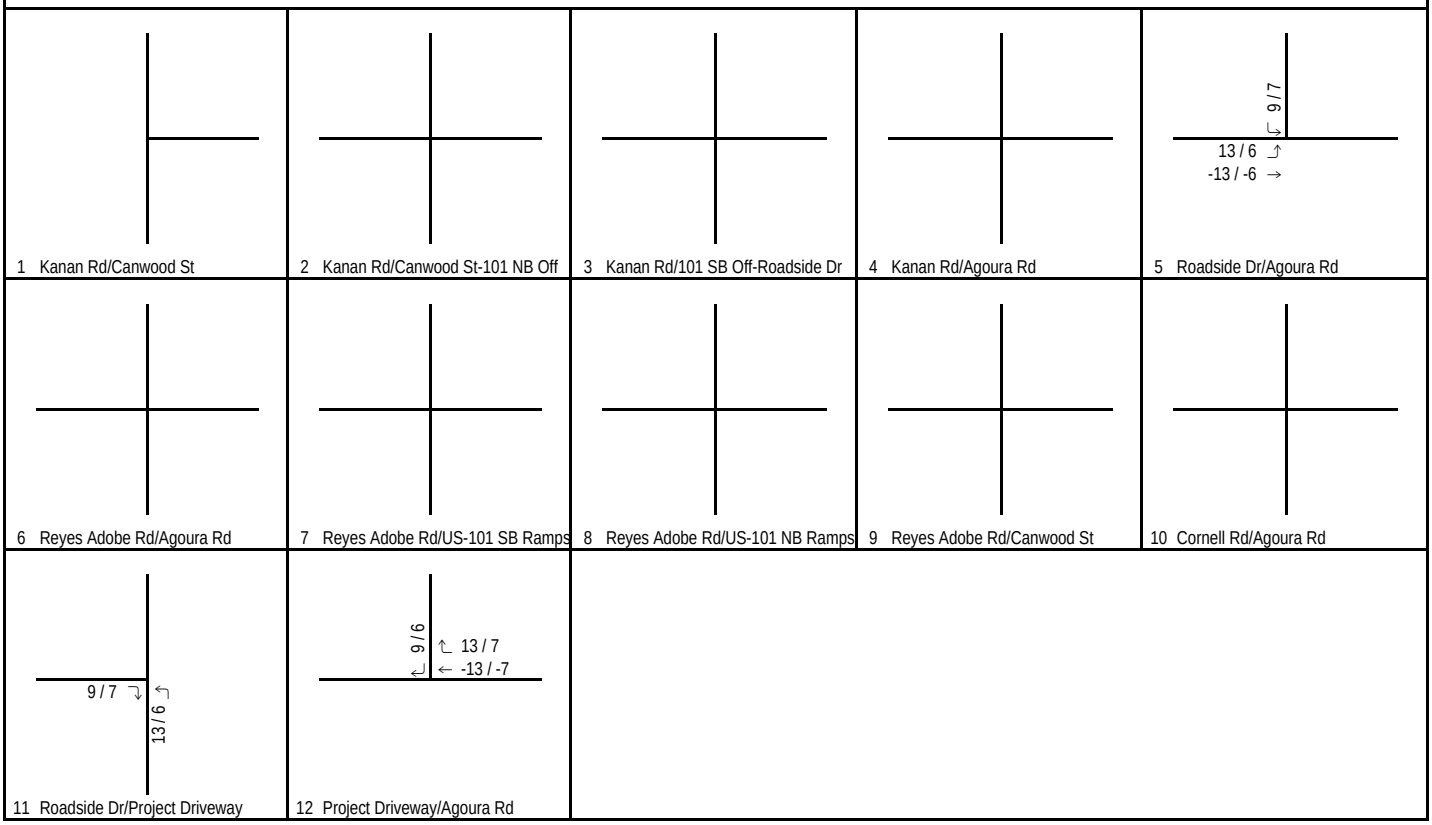
LSA

FIGURE 5

XXX / YYY AM / PM Volume

LA Fitness at Agoura Park
Project Trip Assignment



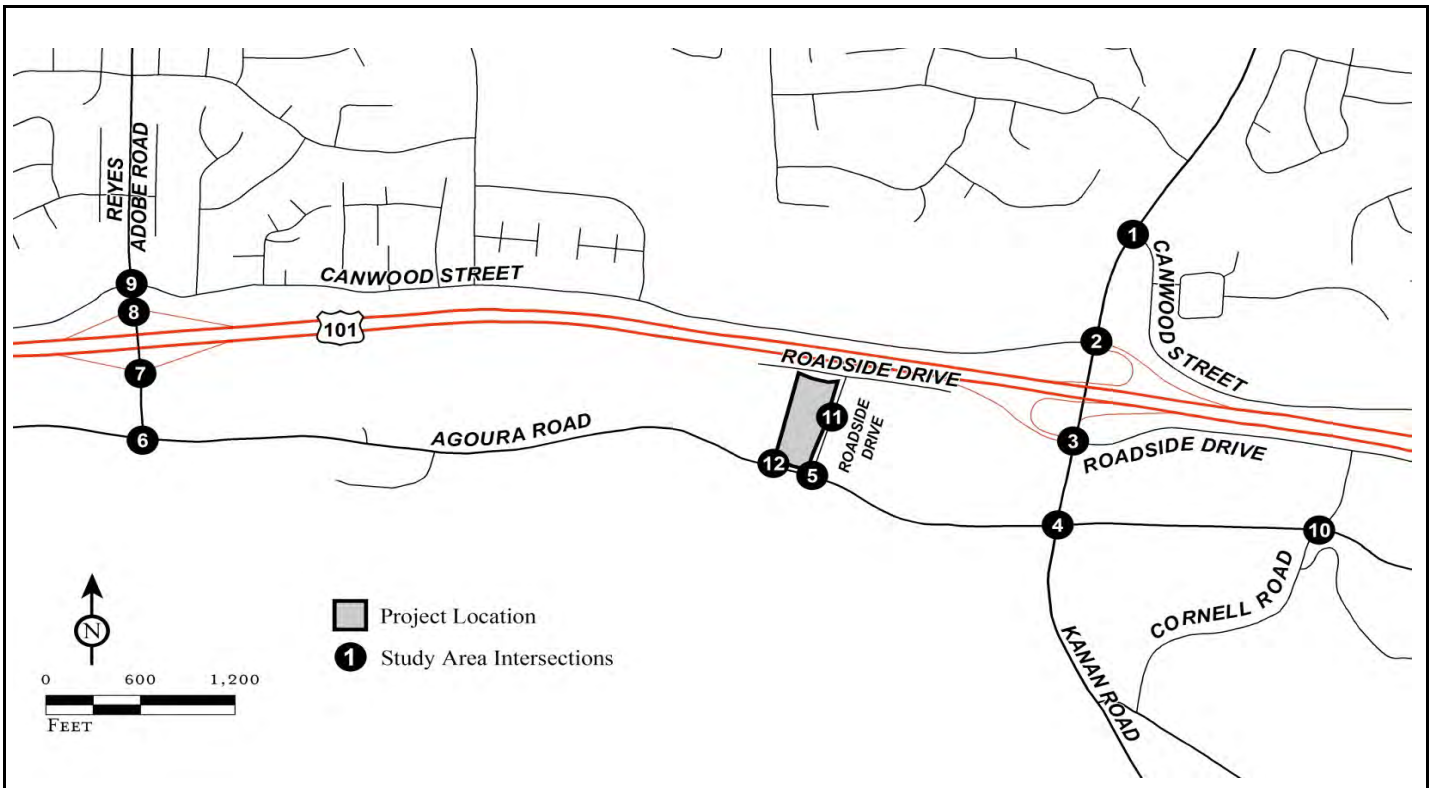


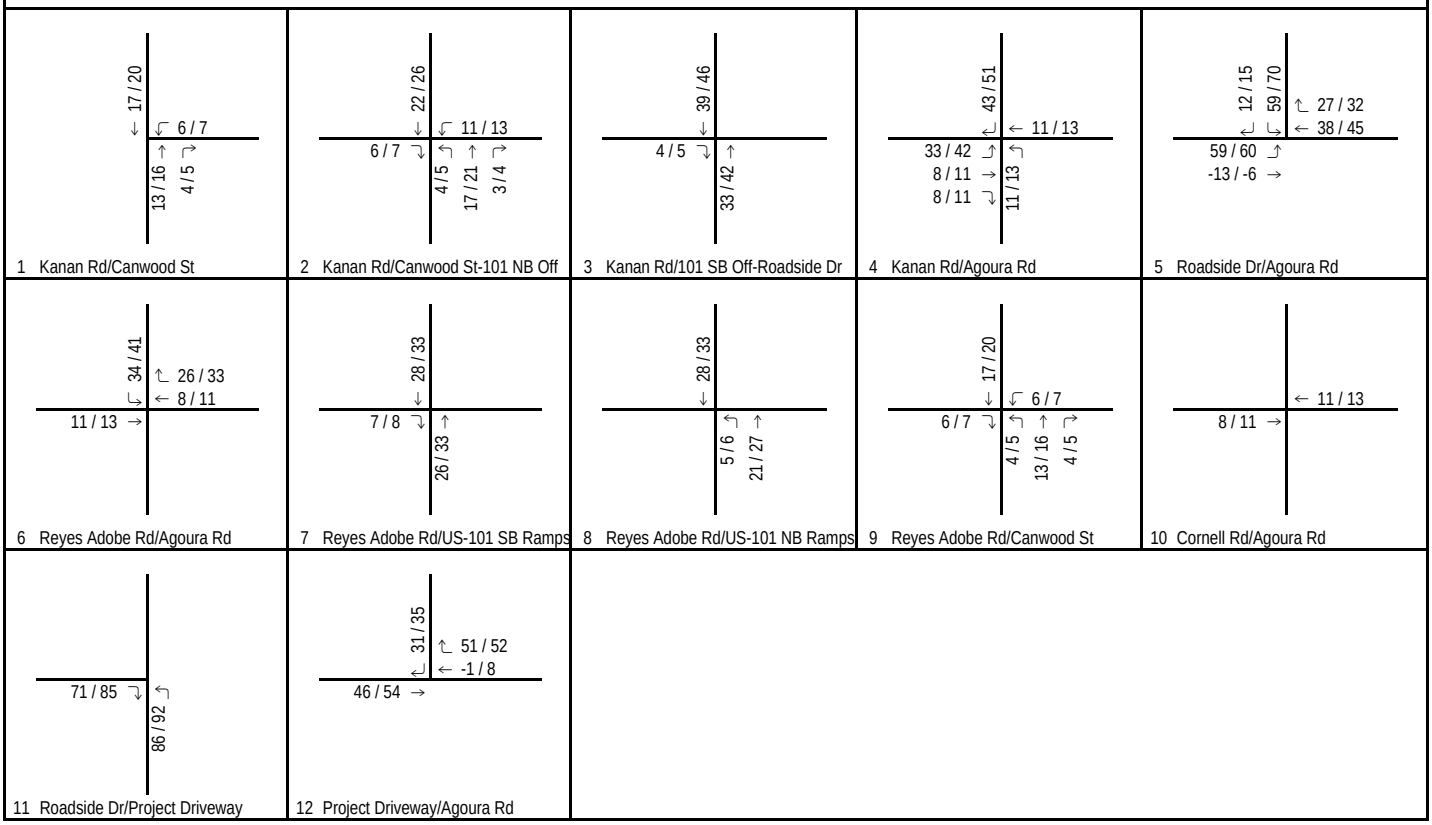
L S A

FIGURE 6

XXX / YYY AM / PM Volume

LA Fitness at Agoura Park
Project Pass-By Trips





LSA

FIGURE 7

XXX / YYY AM / PM Volume

LA Fitness at Agoura Park
Net Project Trip Assignment

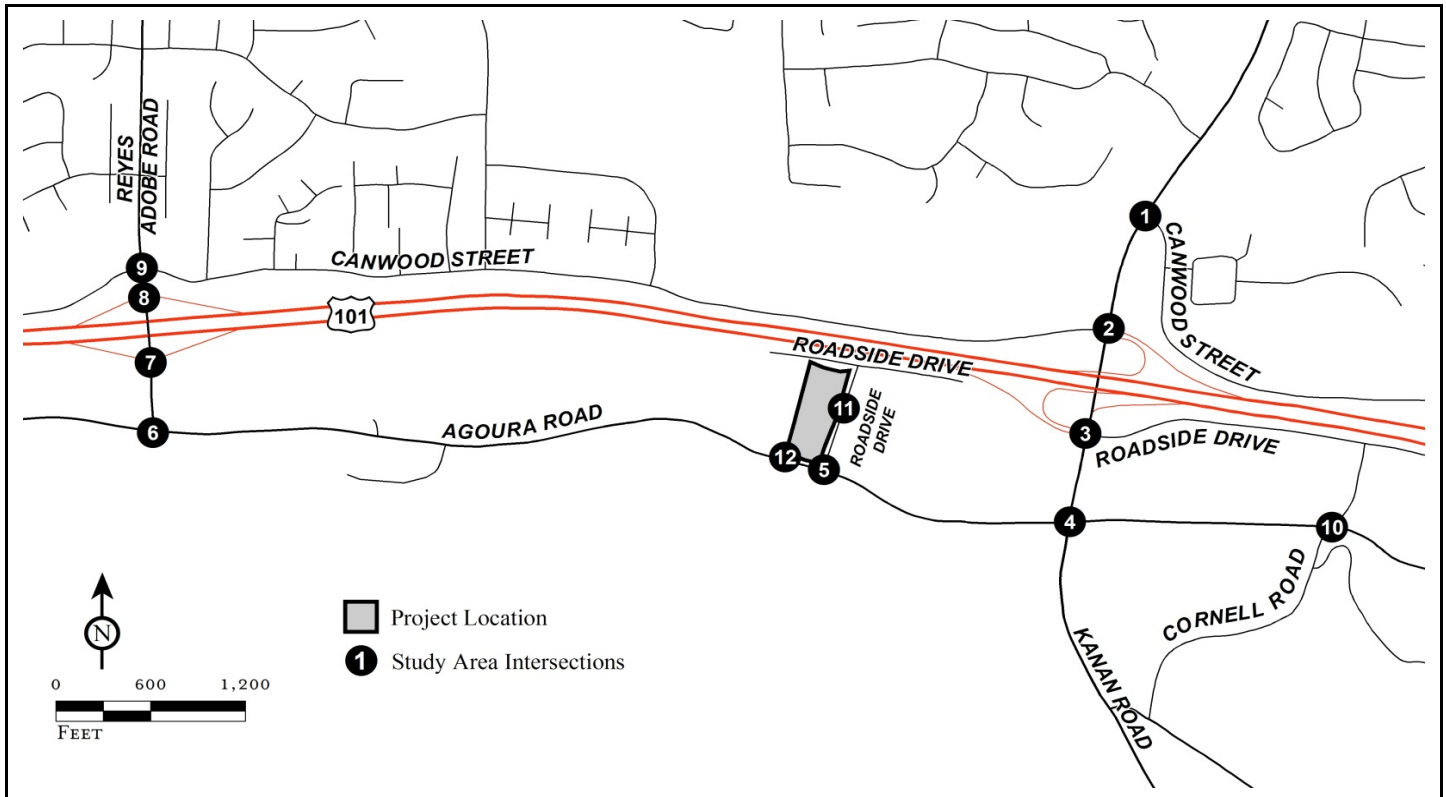
Road and in the Old Agoura commercial area. The posted speed limit is 45 mph. Bicycle lanes are provided on both sides of Agoura Road between the westerly city limit and Liberty Canyon Road.

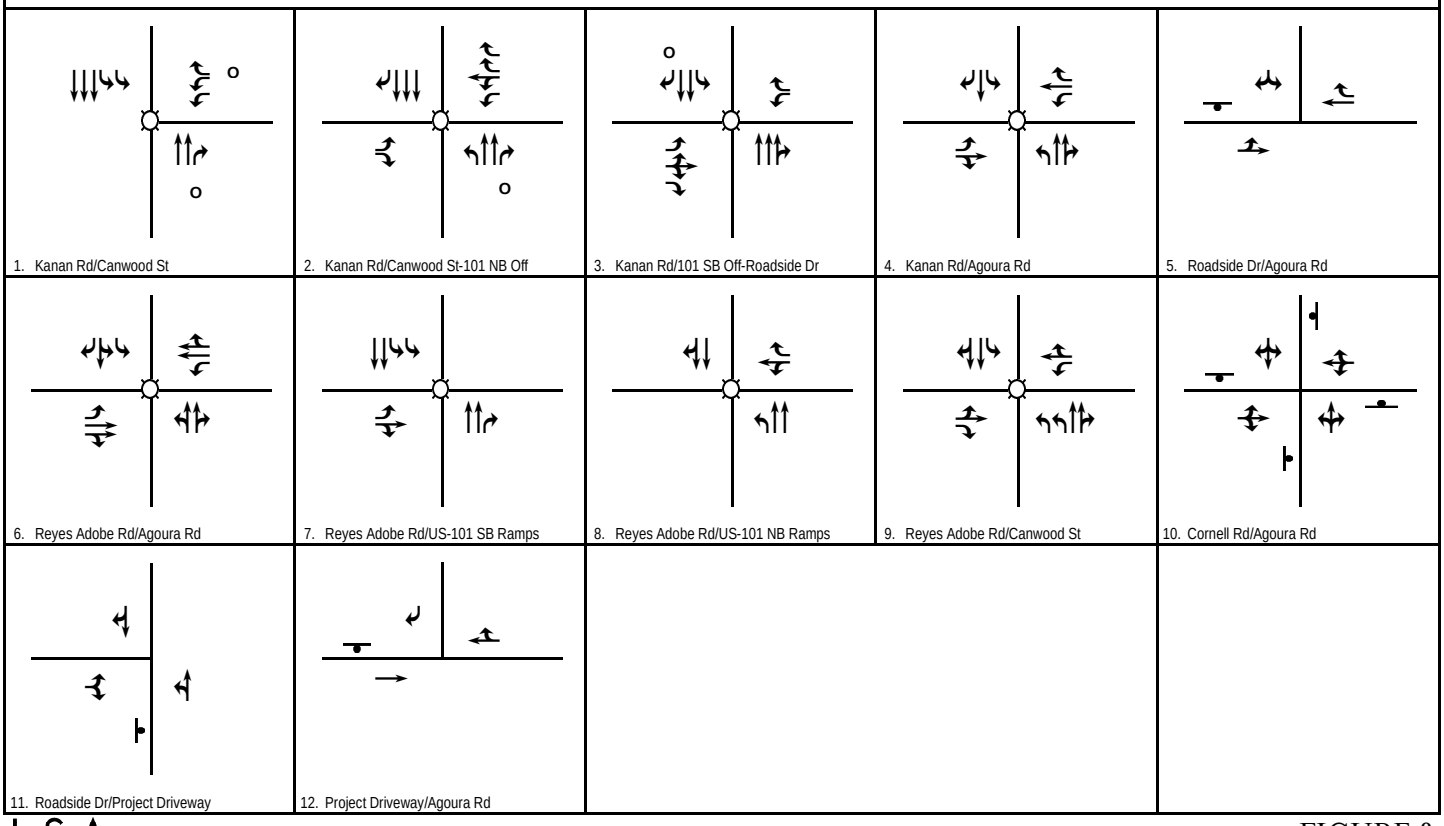
- **Reyes Adobe Road:** Reyes Adobe Road is a four-lane roadway, which runs north-south and is located west of the project site. It extends from Agoura Road through the city limits at the northwest boundary of Agoura Hills. Reyes Adobe Road is designated as a secondary arterial in the City's General Plan. The speed limit along Reyes Adobe Road is 40 mph. Curbside parking is prohibited along this corridor. Bicycle lanes are provided on both sides of Reyes Adobe Road between Canwood Street and Lake Lindero Road.
- **Canwood Street:** Canwood Street is an undivided two-lane, east-west roadway located north of the project site. The roadway extends from Lake Lindero Road to Chesebro Road. Canwood Street is designated as a secondary arterial in the City's General Plan. The speed limit is 35 mph with the exception of a segment between Reyes Adobe Road and Chesebro Road, where the speed limit is 40 mph. On-street parking is provided west of Reyes Adobe Road; however, street parking is prohibited between Reyes Adobe Road and Chesebro Road. Bicycle lanes are provided on both sides of Canwood Street between Lake Lindero Road and Forest Cove Lane.
- **Roadside Drive:** Roadside Drive is an undivided two-lane street that provides direct access to the project site. It extends from Agoura Road to Lewis Road and runs east-west parallel to U.S. 101. Roadside Drive terminates west of Kanan Road, but resumes east of Kanan Road. Roadside Drive is designated as a local street in the City's General Plan. The speed limit is 40 mph. Curbside parking is prohibited from Agoura Road near the project location to Kanan Road and it is permitted east of Cornell Road to just south of Dorothy Drive. Sidewalks are provided along the eastern stretch of the roadway. There are no bicycle lanes along this roadway.
- **Cornell Road:** Cornell Road is a north-south undivided two-lane roadway located southeast of the project site. It extends from Roadside Drive to Mulholland Highway. Cornell Road is designated as a collector roadway in the City's General Plan. The speed limit is 40 mph. Sidewalks and parking are provided on both sides of the road just north of Agoura Road. The segment south of Agoura Road is semi-rural and has no curb, gutter, sidewalk, or streetlights. There are no bicycle lanes along this roadway.

Figure 8 shows the existing traffic control and geometrics at study area intersections. Existing a.m. and p.m. peak period traffic counts were collected on Tuesday, June 3, 2014. Existing traffic count sheets are provided in Appendix B. This was a typical weekday and schools were still in session on this day. Figure 9 shows existing traffic volumes. Existing plus project conditions were developed by adding the net project traffic assignment to the existing traffic counts. Figure 10 shows existing plus project traffic volumes.

Existing and existing plus project levels of service at study area intersections and the peak hour traffic signal warrant for unsignalized intersections were calculated as discussed in the Methodology section and are shown in Table D. As shown in Table D, all intersections would operate at satisfactory LOS C or better during the a.m. and p.m. peak hours. Based on the City's performance criteria, the project would not result in any significant impacts to study area intersections in existing conditions.

Level of service worksheets and traffic signal warrant calculations are provided in Appendix C.





LSA

FIGURE 8

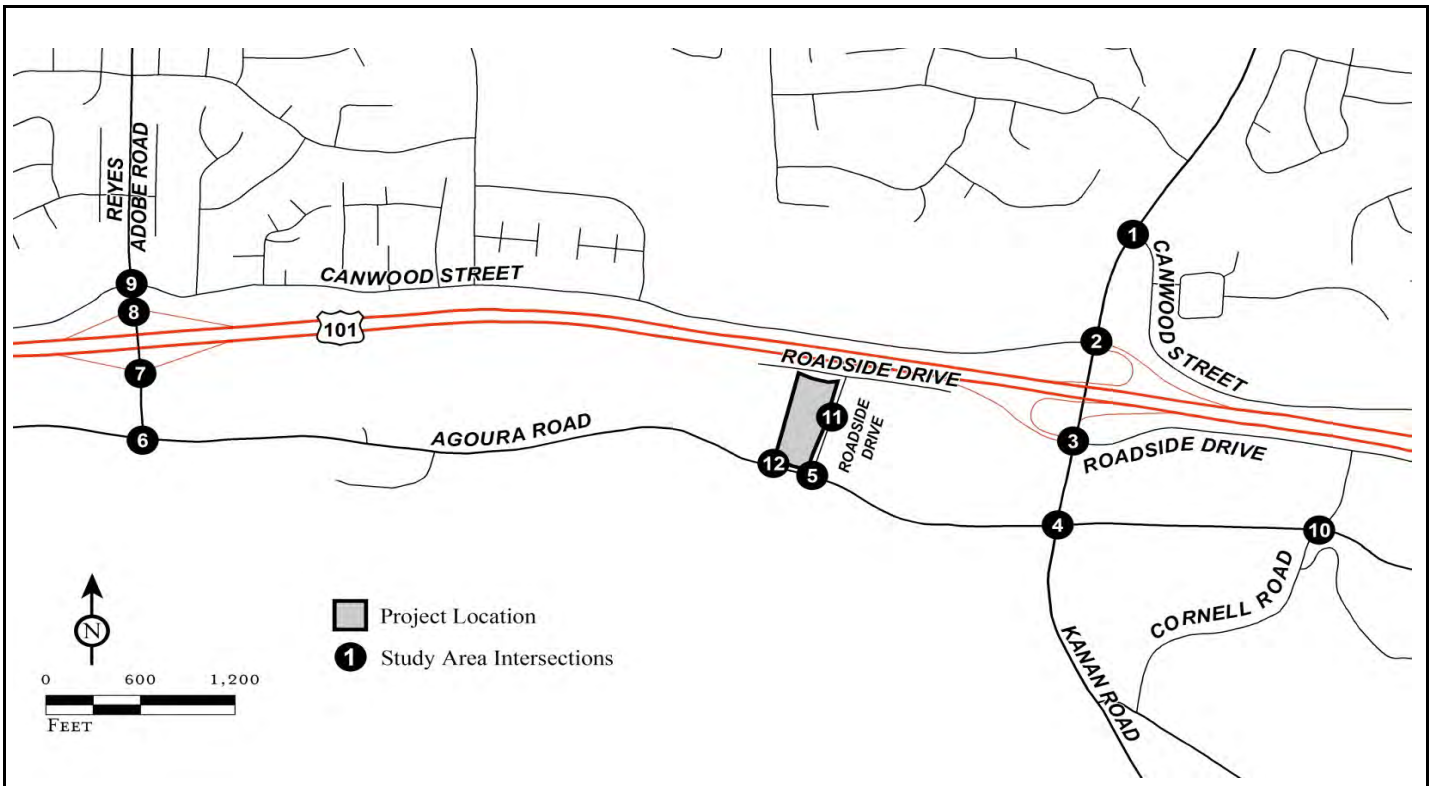
Legend

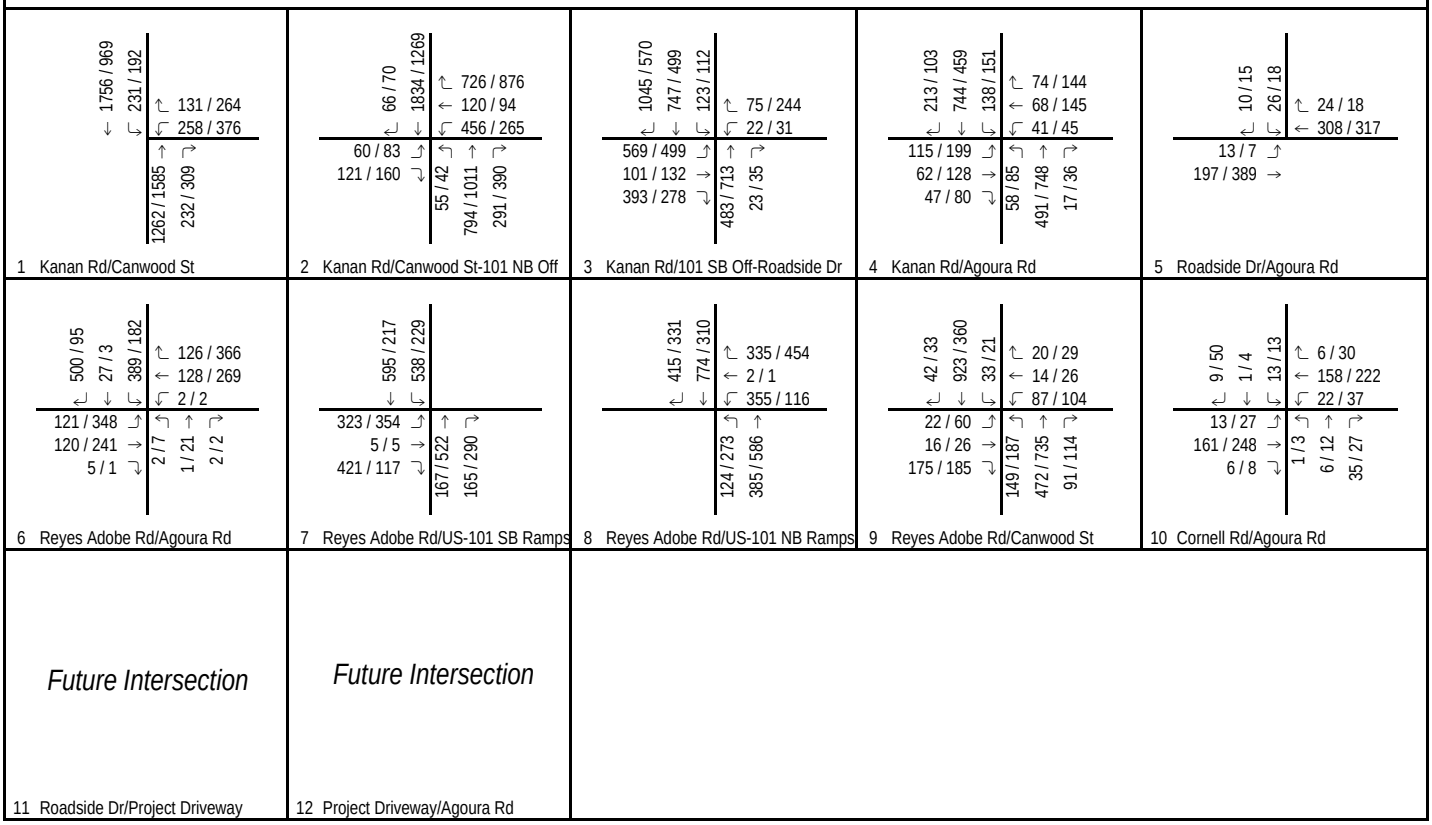
Signal Stop Sign

o Overlap Phasing

LA Fitness at Agoura Park

Existing Intersection Geometrics and Stop Control



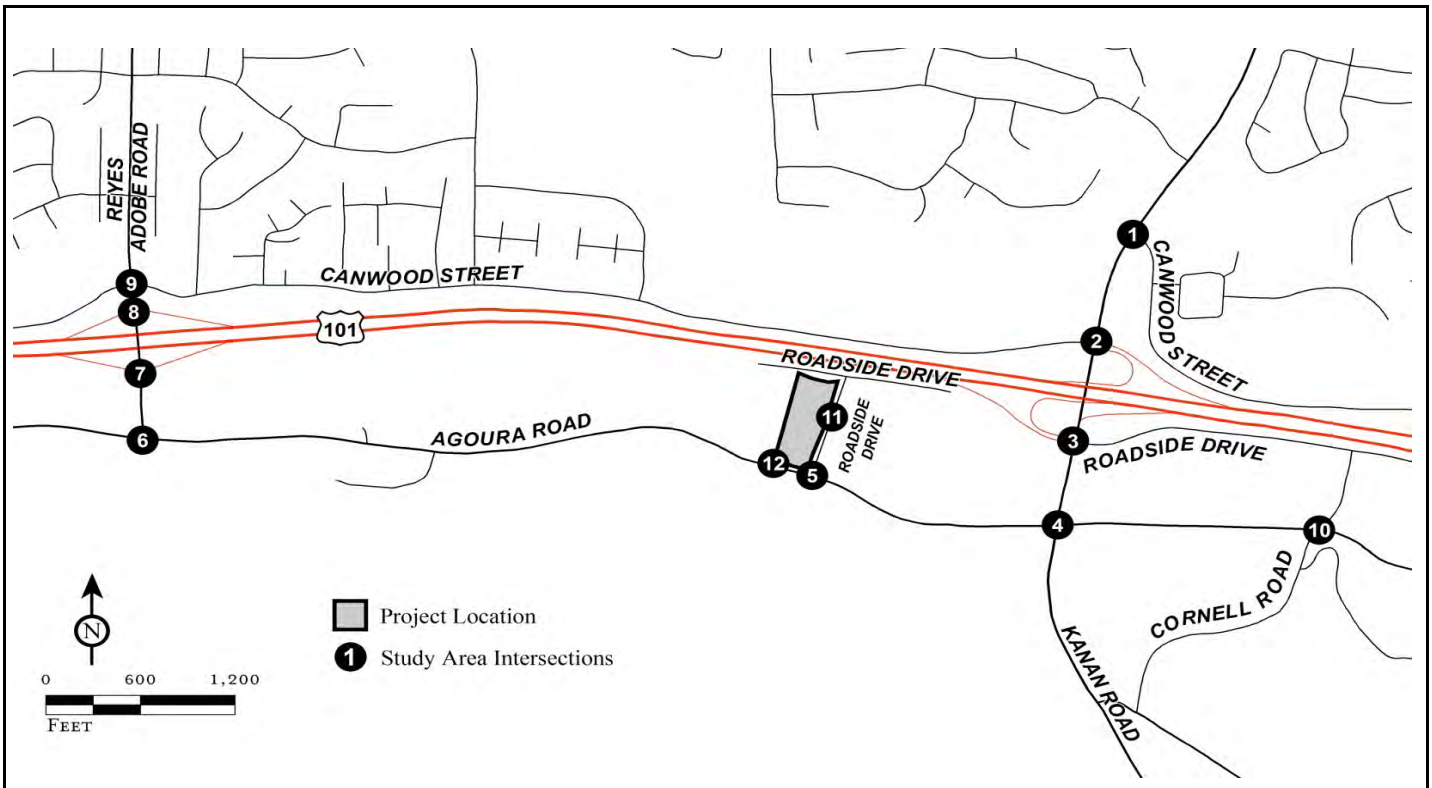


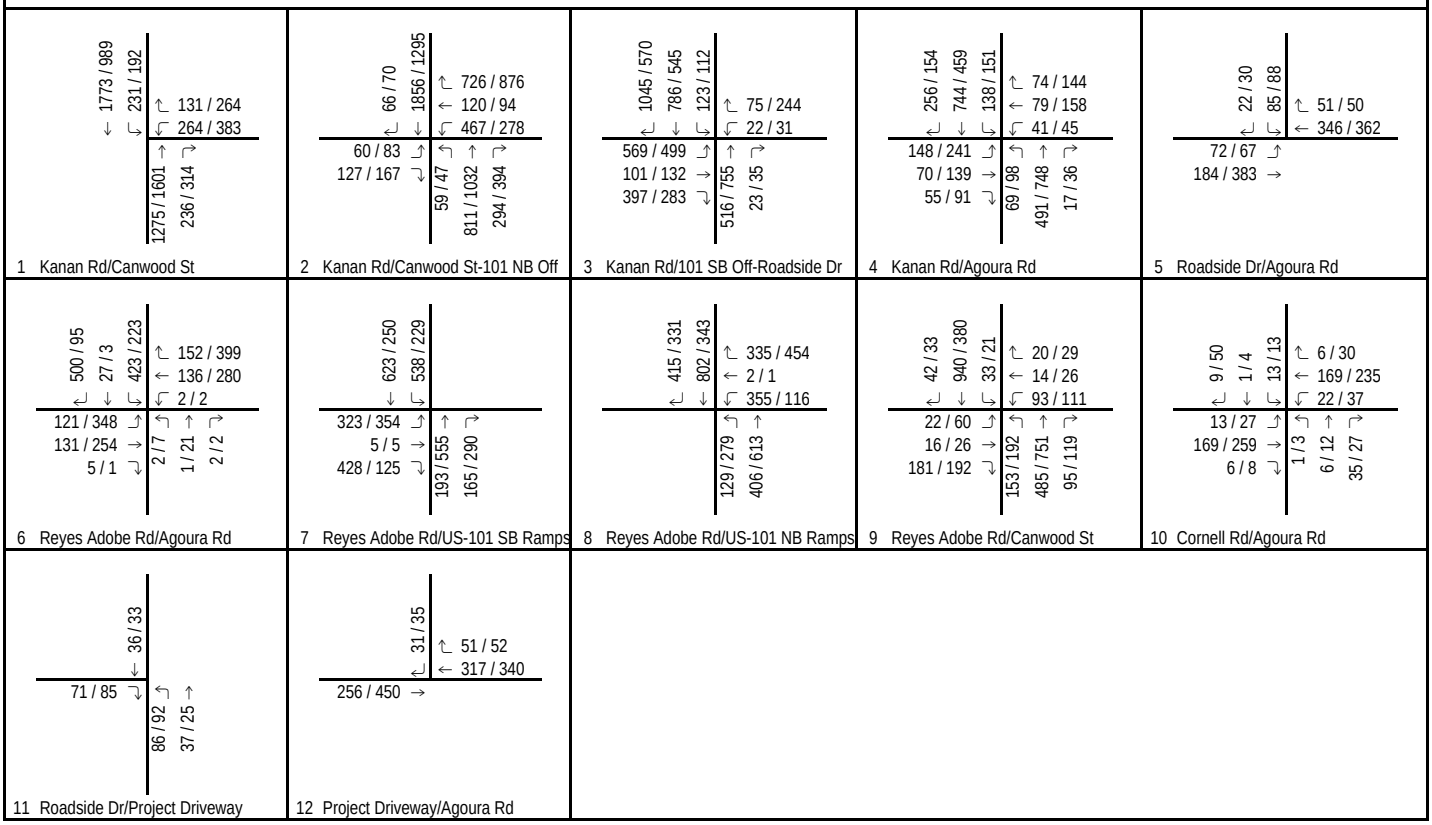
L S A

FIGURE 9

XXX / YYY AM / PM Volume

LA Fitness at Agoura Park
Existing Peak Hour Traffic Volumes





L S A

FIGURE 10

XXX / YYY AM / PM Volume

LA Fitness at Agoura Park
Existing Plus Project Peak Hour Traffic Volumes

Table D - Existing Intersection Levels of Service

Intersection	Control	Without Project				With Project				Increase in V/C (Signalized Intersections) Signal Warrant Met (Unsignalized Intersections)		Significant Impact	
		AM Peak		PM Peak		AM Peak		PM Peak					
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	A.M.	P.M.		
1 . Kanan Rd/Canwood St	Signal	0.61	B	0.74	C	0.62	B	0.75	C	0.006	0.007	No	No
2 . Kanan Rd/Canwood St-101 NB Off	Signal	0.77	C	0.74	B	0.78	C	0.75	B	0.011	0.011	No	No
HCM Delay/LOS		*34.2*	*C*	*28.7*	*C*	*38.7*	*D*	*27.6*	*C*	--	--	No	No
3 . Kanan Rd/101 SB Off-Roadside Dr	Signal	0.75	C	0.66	C	0.75	C	0.67	C	0.000	0.003	No	No
HCM Delay/LOS		*25.5*	*C*	*32.7*	*C*	*25.5*	*C*	*33.4*	*C*	--	--	No	No
4 . Kanan Rd/Agoura Rd	Signal	0.67	B	0.60	B	0.70	C	0.65	B	0.031	0.044	No	No
5 . Roadside Dr/Agoura Rd	TWSC	--	--	--	--	--	--	--	--	--	--	--	--
HCM Delay/LOS		*12.0*	*B*	*12.8*	*B*	*16.1*	*C*	*20.8*	*C*	No	No	No	No
6 . Reyes Adobe Rd/Agoura Rd	Signal	0.52	A	0.57	A	0.54	A	0.60	A	0.016	0.032	No	No
7 . Reyes Adobe Rd/US-101 SB Ramps	Signal	0.61	B	0.53	A	0.61	B	0.53	A	0.005	0.000	No	No
HCM Delay/LOS		*27.2*	*C*	*21.6*	*C*	*27.0*	*C*	*21.2*	*C*	--	--	No	No
8 . Reyes Adobe Rd/US-101 NB Ramps	Signal	0.72	C	0.71	C	0.73	C	0.72	C	0.012	0.008	No	No
HCM Delay/LOS		*24.0*	*C*	*21.4*	*C*	*24.3*	*C*	*21.3*	*C*	--	--	No	No
9 . Reyes Adobe Rd/Canwood St	Signal	0.57	A	0.51	A	0.58	A	0.52	A	0.014	0.015	No	No
10 . Cornell Rd/Agoura Rd	AWSC	--	--	--	--	--	--	--	--	--	--	--	--
HCM Delay/LOS		*8.3*	*A*	*9.7*	*A*	*8.4*	*A*	*9.9*	*A*	No	No	No	No
11 . Roadside Dr/Project Driveway	TWSC	--	--	--	--	--	--	--	--	--	--	--	--
HCM Delay/LOS		*Future Intersection*		*Future Intersection*		*8.7*	*A*	*8.8*	*A*	No	No	No	No
12 . Project Driveway/Agoura Rd	TWSC	--	--	--	--	--	--	--	--	--	--	--	--
HCM Delay/LOS		*Future Intersection*		*Future Intersection*		*10.4*	*B*	*10.6*	*B*	No	No	No	No

Notes:

TWSC = Two-Way Stop Control

AWSC = All-Way Stop Control

V/C = Volume/capacity ratio

Delay = Average control delay in seconds (For TWSC intersections, reported delay is for worst-case approach).

LOS = Level of Service

"--" = Not Applicable

Project Opening Year Conditions

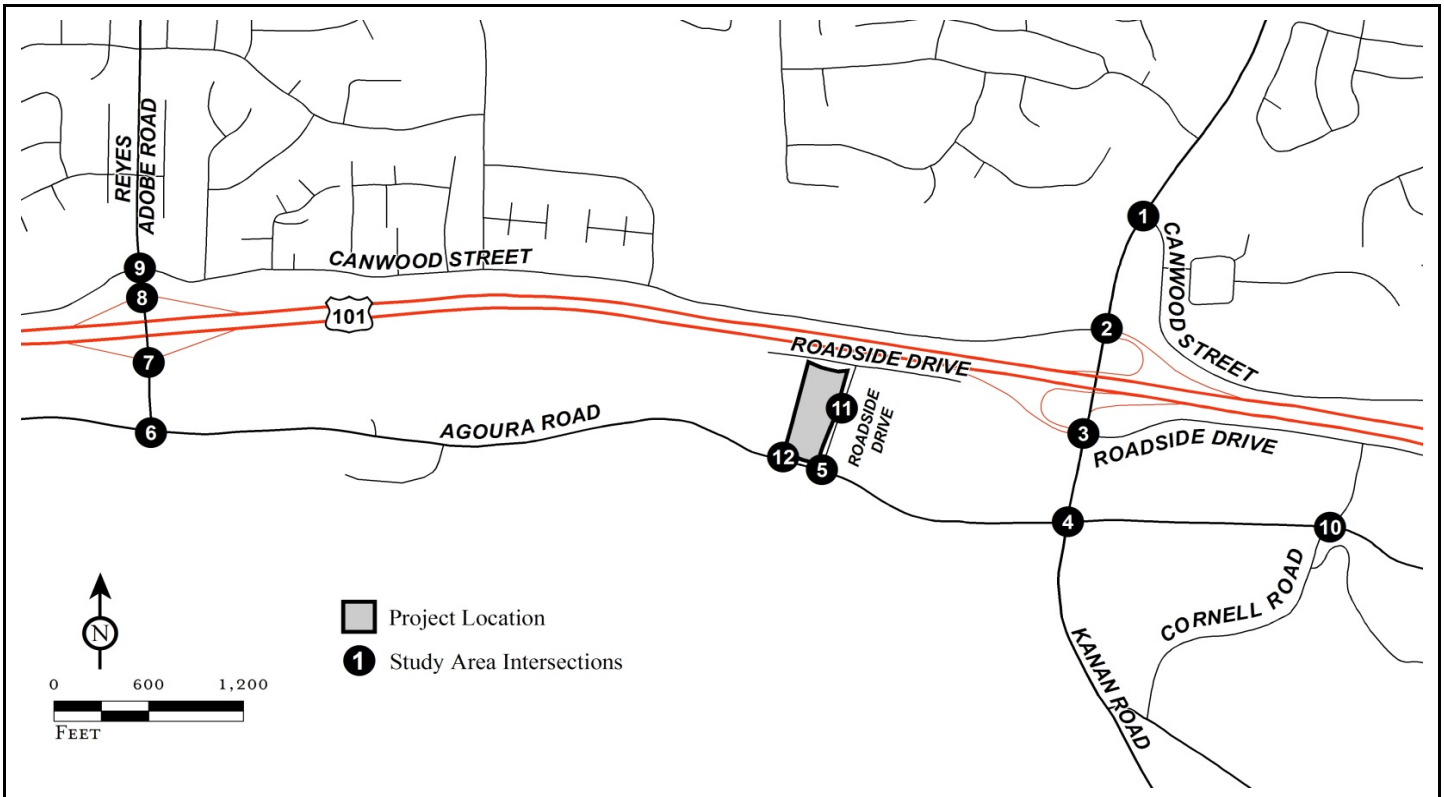
The project opening year is assumed to be 2016. Although the project may open in 2015, by assuming an opening year of 2016, one additional year of growth is projected resulting in a slightly more conservative analysis. According to City staff, two roadway projects are planned within the project study area: One is the widening of Agoura Road from the western boundary of Agoura Hills to Cornell Road. Construction of this project is planned to begin in fall 2014, with an anticipated construction schedule of 18 to 24 months. City staff has directed LSA to include this project in the opening year conditions. The other project within the study area is a planned roundabout at Kanan Road/Agoura Road. According to City staff, this project is in the design phase; however, the implementation of the project will be based on level of service performance of the intersections and it may be several years before construction is initiated. As a result, this project is not included in the project opening year conditions. Figure 11 shows the intersection traffic control and geometrics for the opening year and cumulative conditions.

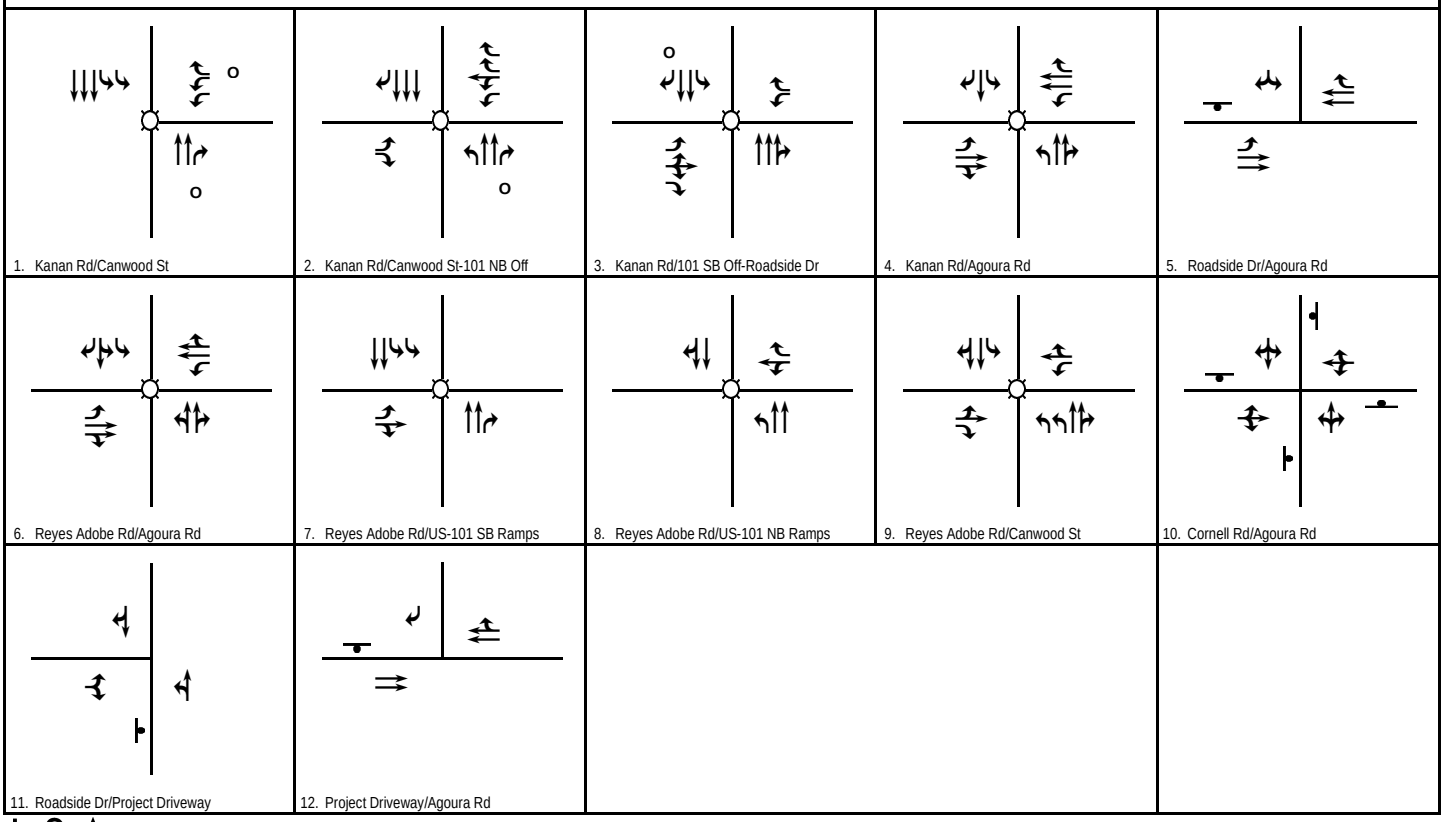
Project opening year traffic volumes were developed by applying an annual growth rate to the existing without project volumes. According to the City's 2013–2021 Housing Element, the population in Agoura Hills has decreased between 2000 and 2010. However, the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy forecasts a 5.4 percent increase in Agoura Hills' population between 2008 and 2035. According to the Los Angeles County Congestion Management Program, traffic volumes in Agoura Hills are forecast to grow 4 percent between 2010 and 2020. As such, a conservative growth rate of one percent per annum (2% between 2014 and the 2016 Opening Year) was applied to existing traffic counts to forecast project opening year conditions. Project Opening Year plus project conditions were developed by adding the net project traffic assignment to the project opening year traffic volumes. Project opening year traffic volumes are shown in Figure 12, while project opening year plus project traffic volumes are shown in Figure 13.

Project opening year and project opening year plus project levels of service at study area intersections and the peak hour traffic signal warrant for unsignalized intersections were calculated as discussed in the Methodology section and are shown in Table E. As shown in Table E, all intersections would operate at satisfactory LOS C or better during the a.m. and p.m. peak hours. Based on the City's performance criteria, the project would not result in any significant impacts to study area intersections in the project opening year conditions.

At the intersection of Reyes Adobe Road/U.S. 101 Southbound Ramps, the critical v/c ratio decreases when the project is added. When the project is added to this intersection, the critical movement is changed from the northbound right-turn move to the northbound through movement. The reason for the reduction in v/c ratio is not apparent from examining the LOS worksheets as the worksheets are only calculated to two decimal places. However, when three decimal places are used, one can observe the reduction in v/c ratio, which is 0.185 for the northbound right-turn movement in the no project condition and 0.176 for the northbound through movement in the with-project condition. Although the v/c ratio is decreased, the decrease is nominal. The change in operation with the project should be considered the same as, not better than, the no project condition.

Level of service worksheets and traffic signal warrant calculations are provided in Appendix C.





LSA

FIGURE 11

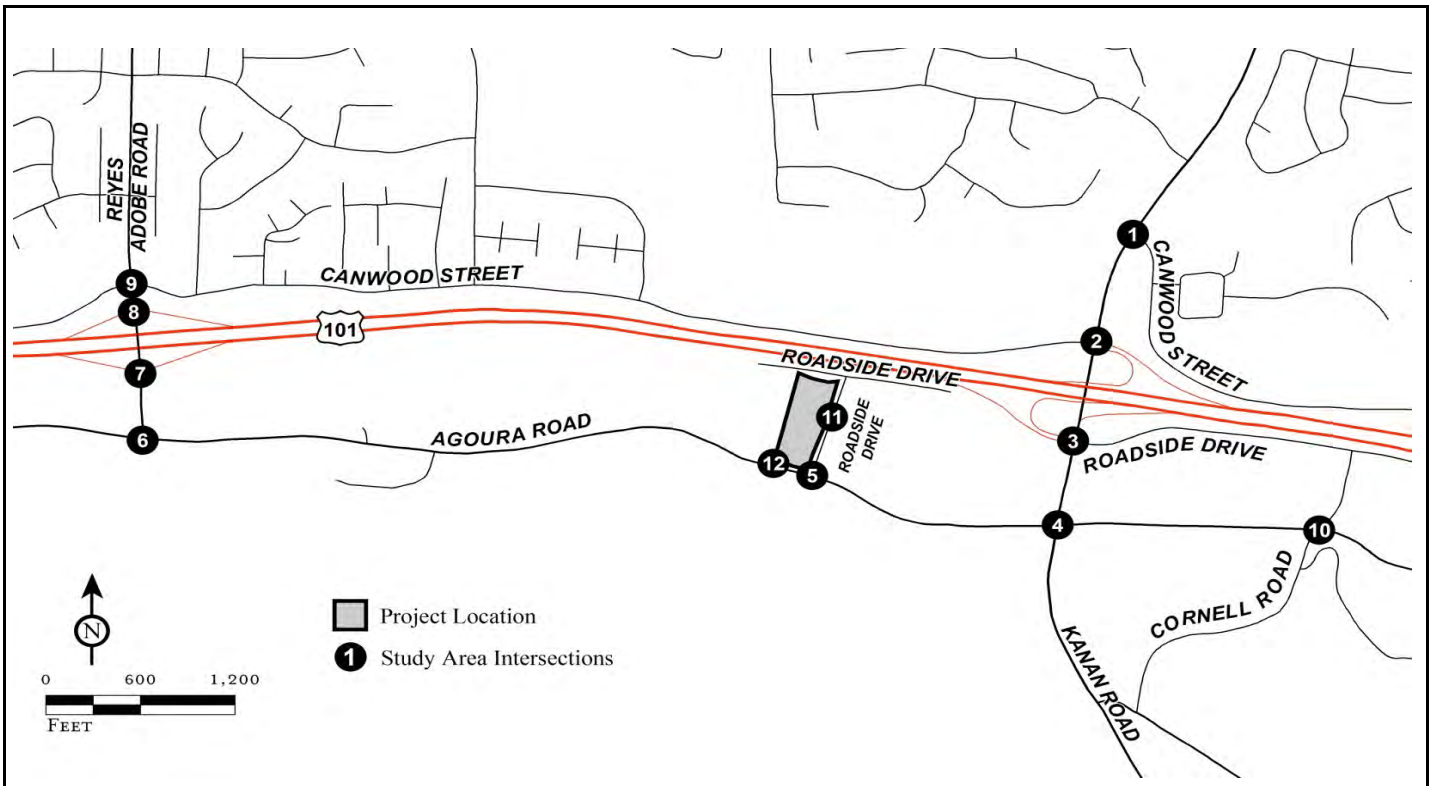
Legend

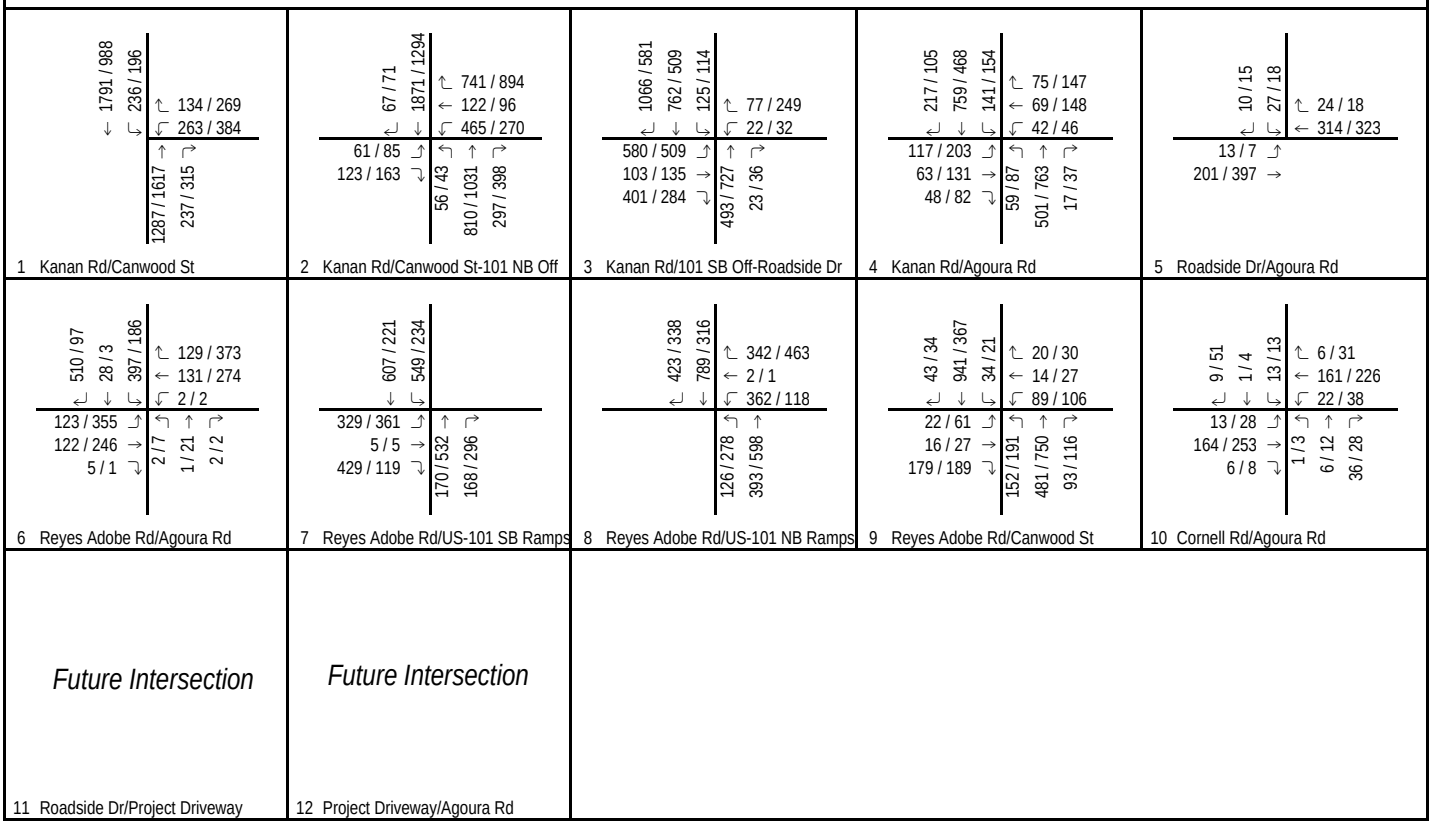
Signal Stop Sign

Overlap Phasing

LA Fitness at Agoura Park

Opening Year Intersection Geometrics and Stop Control



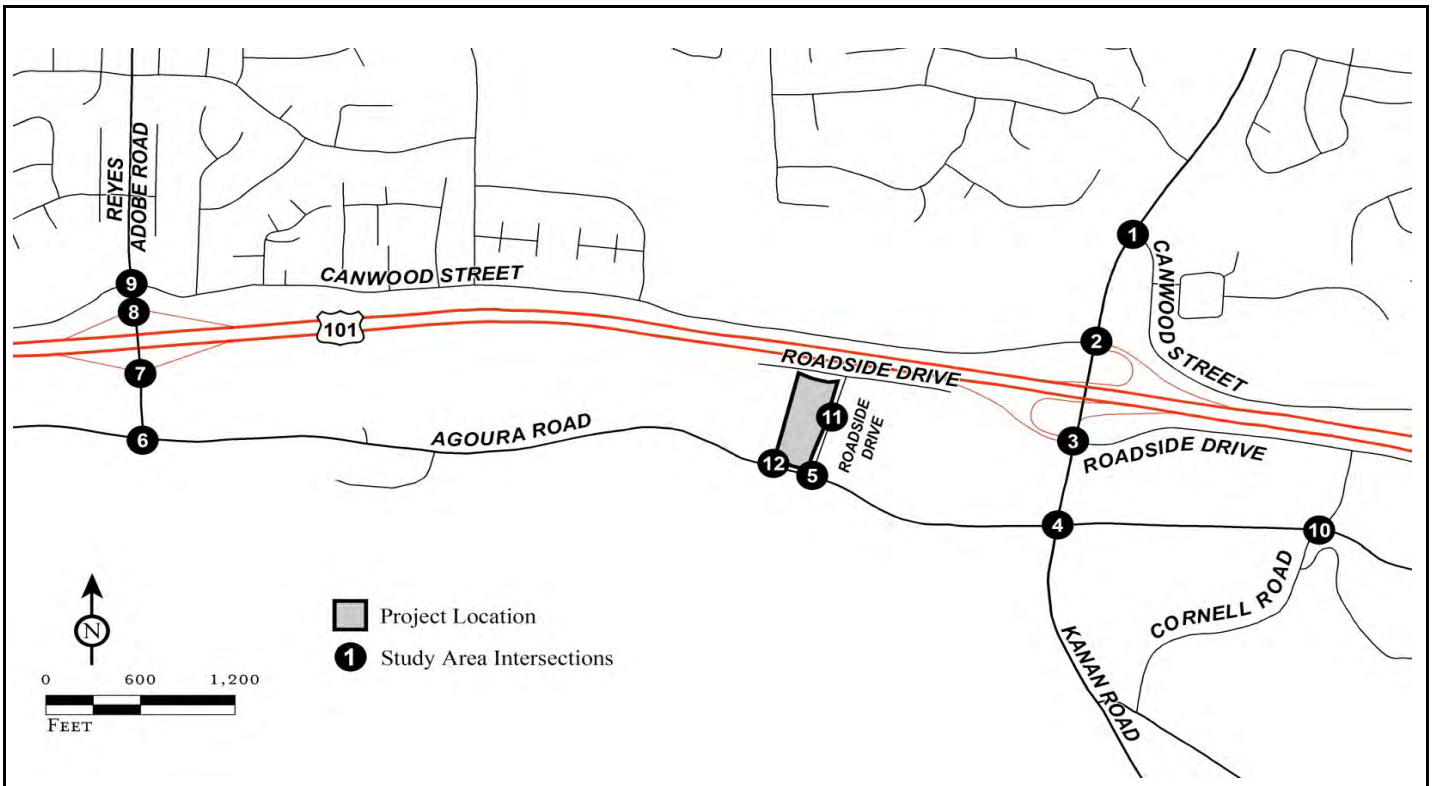


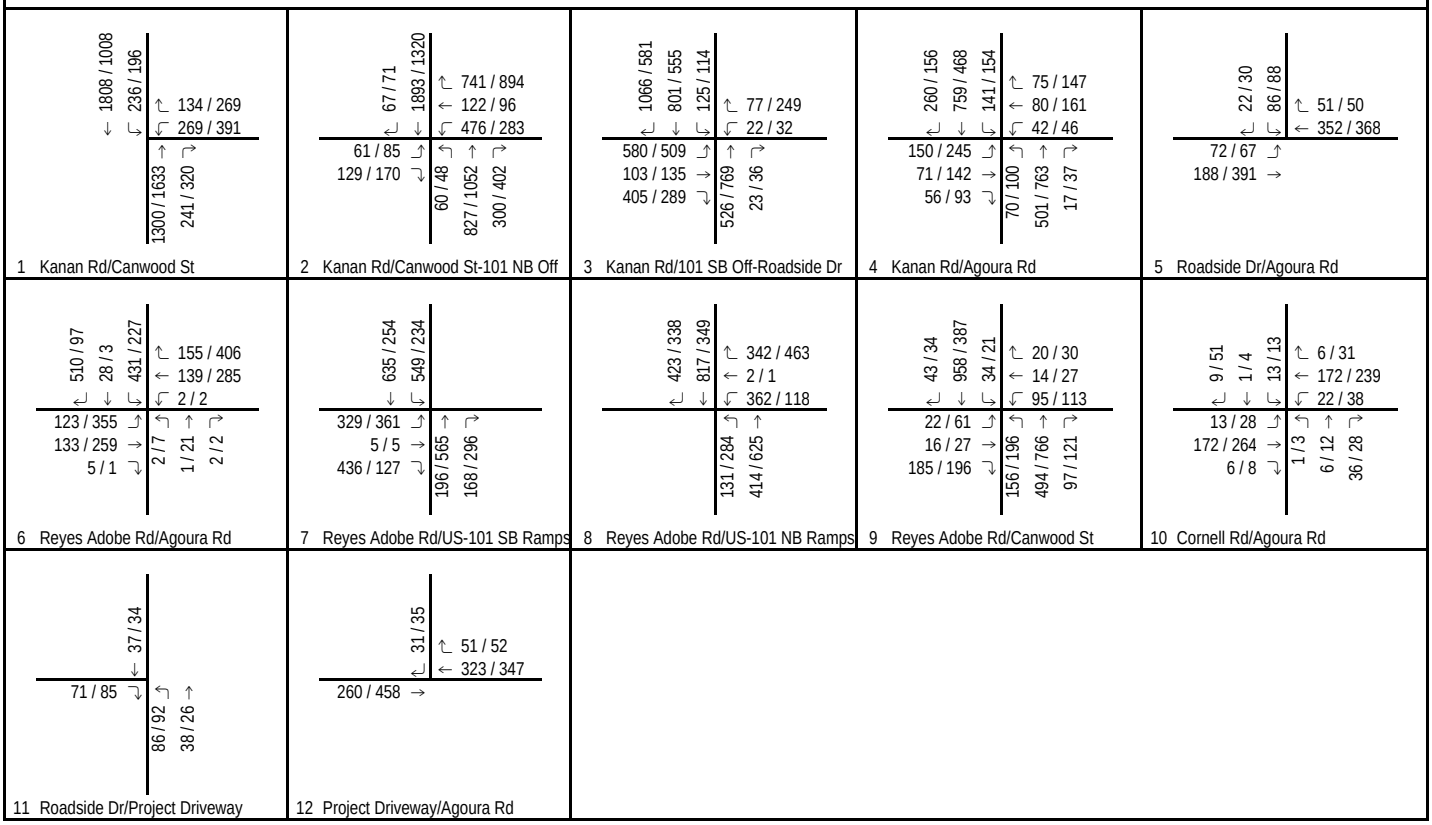
LSA

FIGURE 12

XXX / YYY AM / PM Volume

LA Fitness at Agoura Park
Opening Year Peak Hour Traffic Volumes





L S A

FIGURE 13

XXX / YYY AM / PM Volume

LA Fitness at Agoura Park
Opening Year Plus Project Peak Hour Traffic Volumes

Table E - Opening Year Intersection Levels of Service

Intersection	Control	Without Project				With Project				Increase in V/C (Signalized Intersections) Signal Warrant Met (Unsignalized Intersections)		Significant Impact	
		AM Peak		PM Peak		AM Peak		PM Peak					
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	A.M.	P.M.		
1 . Kanan Rd/Canwood St	Signal	0.63	B	0.76	C	0.63	B	0.76	C	0.007	0.008	No	No
2 . Kanan Rd/Canwood St-101 NB Off	Signal	0.78	C	0.75	C	0.79	C	0.76	C	0.011	0.011	No	No
HCM Delay/LOS		*34.2*	*C*	*29.1*	*C*	*36.7*	*D*	*29.9*	*C*	--	--	No	No
3 . Kanan Rd/101 SB Off-Roadside Dr	Signal	0.76	C	0.67	C	0.76	C	0.68	C	0.000	0.003	No	No
HCM Delay/LOS		*25.5*	*C*	*33.2*	*C*	*27.3*	*C*	*34.7*	*C*	--	--	No	No
4 . Kanan Rd/Agoura Rd	Signal	0.68	B	0.62	B	0.71	C	0.64	B	0.027	0.026	No	No
5 . Roadside Dr/Agoura Rd	TWSC	--	--	--	--	--	--	--	--	--	--	--	--
HCM Delay/LOS		*11.4*	*B*	*11.4*	*B*	*15.2*	*C*	*17.1*	*C*	No	No	No	No
6 . Reyes Adobe Rd/Agoura Rd	Signal	0.53	A	0.58	A	0.54	A	0.61	B	0.016	0.032	No	No
7 . Reyes Adobe Rd/US-101 SB Ramps	Signal	0.62	B	0.54	A	0.62	B	0.53	A	0.005	-0.009	No	No
HCM Delay/LOS		*27.2*	*C*	*21.8*	*C*	*27.2*	*C*	*21.2*	*C*	--	--	No	No
8 . Reyes Adobe Rd/US-101 NB Ramps	Signal	0.74	C	0.72	C	0.75	C	0.73	C	0.012	0.008	No	No
HCM Delay/LOS		*24.1*	*C*	*21.5*	*C*	*24.9*	*C*	*21.4*	*C*	--	--	No	No
9 . Reyes Adobe Rd/Canwood St	Signal	0.58	A	0.52	A	0.59	A	0.53	A	0.015	0.016	No	No
10 . Cornell Rd/Agoura Rd	AWSC	--	--	--	--	--	--	--	--	--	--	--	--
HCM Delay/LOS		*8.3*	*A*	*9.8*	*A*	*8.4*	*A*	*10.0*	*A*	No	No	No	No
11 . Roadside Dr/Project Driveway	TWSC	--	--	--	--	--	--	--	--	--	--	--	--
HCM Delay/LOS		*Future Intersection*		*Future Intersection*		*8.7*	*A*	*8.8*	*A*	No	No	No	No
12 . Project Driveway/Agoura Rd	TWSC	--	--	--	--	--	--	--	--	--	--	--	--
HCM Delay/LOS		*Future Intersection*		*Future Intersection*		*9.5*	*A*	*9.7*	*A*	No	No	No	No

Notes:

TWSC = Two-Way Stop Control
AWSC = All-Way Stop Control
V/C = Volume/capacity ratio
Delay = Average control delay in seconds (For TWSC intersections, reported delay is for worst-case approach).
LOS = Level of Service
"--" = Not Applicable

Cumulative Conditions

Cumulative traffic volumes were developed by adding trips from cumulative projects (approved but not yet constructed projects) to the project opening year without project traffic volumes. A list of cumulative projects was provided by the City of Agoura Hills. Table F shows the trip generation for Cumulative Projects, while Figure 14 shows the location of each cumulative project and trip distribution. Cumulative plus project conditions were developed by adding the net project traffic assignment to the Cumulative without Project traffic volumes. Figures 15, 16, and 17 show cumulative projects trip assignment, cumulative peak hour traffic volumes, and cumulative plus project peak hour traffic volumes.

Cumulative without project levels of service at study area intersections and the peak hour traffic signal warrant for unsignalized intersections were calculated as discussed in the Methodology section and are shown in Table G. As shown in Table G, all intersections would operate at satisfactory LOS C or better during the a.m. and p.m. peak hours under cumulative without project conditions.

Cumulative plus project levels of service at study area intersections and the peak hour traffic signal warrant for unsignalized intersections were calculated as discussed in the Methodology section and are shown in Table G. As shown in Table G, all intersections would operate at satisfactory LOS C or better during the a.m. and p.m. peak hours, with the exception of Roadside Drive/Agoura Road in the p.m. peak hour. Based on the City's performance criteria, the project would cause a significant impact at this location.

Level of service worksheets and traffic signal warrant calculations are provided in Appendix C.

CIRCULATION IMPROVEMENTS

At intersections where the project would have a significant impact, the City requires that improvements be identified to maintain conformance with City level of service standards. Therefore, the following improvements have been recommended.

Cumulative Plus Project Conditions

- *Roadside Drive/Agoura Road:* Add a southbound left-turn lane.

Figure 18 illustrates the study intersection geometrics with the recommended improvements and Table H summarizes intersection levels of service with the recommended improvements under cumulative plus project conditions.

SITE PLAN REVIEW

Access

Driveway spacing and throat length have been evaluated using the criteria in the Transportation Research Board's, *Access Management Manual,* 2003.

Table F - Cumulative Projects Trip Generation

Proj. No.	Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
1	Retail[1]	24.3 TSF							
	Trips/Unit		0.60	0.36	0.96	1.78	1.93	3.71	42.70
	Trip Generation		**14**	**9**	**23**	**43**	**47**	**90**	**1,035**
	Pass-By Trips					**(15)**	**(15)**	**(30)**	**(30)**
	Net Trips		**14**	**9**	**23**	**28**	**32**	**60**	**1,005**
	Office[2]	24.3 TSF							
	Trips/Unit		1.37	0.19	1.56	0.25	1.24	1.49	11.03
	Trip Generation		**33**	**5**	**38**	**6**	**30**	**36**	**267**
	Apartments[3]	95 DU							
	Trips/Unit		0.10	0.41	0.51	0.40	0.22	0.62	6.65
	Trip Generation		**10**	**39**	**48**	**38**	**21**	**59**	**632**
	Net Trip Generation		**57**	**53**	**109**	**72**	**83**	**155**	**1,904**
2	Retail[1]	7.038 TSF							
	Trips/Unit		0.60	0.36	0.96	1.78	1.93	3.71	42.70
	Trip Generation		**4**	**3**	**7**	**13**	**14**	**27**	**301**
	Pass-By Trips					**(5)**	**(5)**	**(9)**	**(9)**
	Net Trips		**4**	**3**	**7**	**9**	**10**	**18**	**292**
	Medical Building[4]	7.038 TSF							
	Trips/Unit		2.39	0.79	1.39	1.00	2.57	3.57	36.13
	Trip Generation		**17**	**6**	**10**	**7**	**18**	**25**	**254**
	Net Trip Generation		**21**	**9**	**17**	**16**	**28**	**43**	**546**
3	Apartments[3]	107 DU							
	Trips/Unit		0.10	0.41	0.51	0.40	0.22	0.62	6.65
	Trip Generation		**11**	**44**	**55**	**43**	**23**	**66**	**712**
	Retail[1]	167.0 TSF							
	Trips/Unit		0.60	0.36	0.96	1.78	1.93	3.71	42.70
	Trip Generation		**99**	**61**	**160**	**297**	**322**	**620**	**7,131**
	Pass-By Trips					**(105)**	**(105)**	**(210)**	**(210)**
	Net Trips		**99**	**61**	**160**	**192**	**217**	**410**	**6,921**
	Net Trip Generation		**110**	**105**	**215**	**235**	**240**	**476**	**7,633**
4	Apartments[3]	35 DU							
	Trips/Unit		0.10	0.41	0.51	0.40	0.22	0.62	6.65
	Trip Generation		**4**	**14**	**18**	**14**	**8**	**22**	**233**
	Office[2]	17.830 TSF							
	Trips/Unit		1.37	0.19	1.56	0.25	1.24	1.49	11.03
	Trip Generation		**24**	**3**	**28**	**5**	**22**	**27**	**197**
	Retail[1]	25.017 TSF							
	Trips/Unit		0.60	0.36	0.96	1.78	1.93	3.71	42.70
	Trip Generation		**15**	**9**	**24**	**45**	**48**	**93**	**1,068**
	Pass-By Trips					**(16)**	**(16)**	**(31)**	**(31)**
	Net Trips		**15**	**9**	**24**	**30**	**33**	**62**	**1,037**
	Net Trip Generation		**43**	**26**	**70**	**49**	**63**	**111**	**1,467**
5	Retail[1]	14.850 TSF							
	Trips/Unit		0.60	0.36	0.96	1.78	1.93	3.71	42.70
	Trip Generation		**9**	**5**	**14**	**26**	**29**	**55**	**634**
	Pass-By Trips					**(9)**	**(9)**	**(18)**	**(18)**
	Net Trips		**9**	**5**	**14**	**17**	**20**	**37**	**616**
	High-Turnover (Sit-Down) Restaurant[5]	5.800 TSF							
	Trips/Unit		5.95	4.86	10.81	5.91	3.94	9.85	127.15
	Trip Generation		**34**	**28**	**63**	**34**	**23**	**57**	**737**
	Pass-By Trips					**(12)**	**(12)**	**(24)**	**(364)**
	Net Trips		**34**	**28**	**63**	**22**	**11**	**33**	**373**
	Net Trip Generation		**43**	**33**	**77**	**39**	**31**	**70**	**989**
6	Light Industrial	0.000 TSF							
	Trips/Unit		0.81	0.11	0.92	0.12	0.85	0.97	6.97
	Trip Generation		**0**	**0**	**0**	**0**	**0**	**0**	**0**
	Pass-By Trips					**0**	**0**	**0**	**0**
	Net Trips		**0**	**0**	**0**	**0**	**0**	**0**	**0**

Table F - Cumulative Projects Trip Generation

Proj. No.	Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
7	Retail[1]	0.744 TSF							
	Trips/Unit		0.60	0.36	0.96	1.78	1.93	3.71	42.70
	Trip Generation		**0**	**0**	**1**	**1**	**1**	**3**	**32**
	Pass-By Trips					**(1)**	**(1)**	**(1)**	**(1)**
	Net Trips		**0**	**0**	**1**	**1**	**1**	**2**	**31**
8	Office[2]	1.378 TSF							
	Trips/Unit		1.37	0.19	1.56	0.25	1.24	1.49	11.03
	Trip Generation		**2**	**0**	**2**	**0**	**2**	**2**	**15**
	High-Turnover (Sit-Down) Restaurant[5]	1.293 TSF							
	Trips/Unit		5.95	4.86	10.81	5.91	3.94	9.85	127.15
	Trip Generation		**8**	**6**	**14**	**8**	**5**	**13**	**164**
	Pass-By Trips					**(3)**	**(3)**	**(5)**	**(81)**
	Net Trips		**8**	**6**	**14**	**6**	**3**	**8**	**83**
	Apartments[3]	5 DU							
	Trips/Unit		0.10	0.41	0.51	0.40	0.22	0.62	6.65
	Trip Generation		**1**	**2**	**3**	**2**	**1**	**3**	**33**
	Residential Condominium/Townhouse[6]	11 DU							
	Trips/Unit		1.37	0.19	1.56	0.25	1.24	1.49	11.03
	Trip Generation		**15**	**2**	**17**	**3**	**14**	**16**	**121**
	Net Trip Generation		**26**	**10**	**36**	**11**	**20**	**29**	**252**
	Commercial/Mixed-Use Projects Approved								
1P	Industrial Park[7]	103 TSF							
	Trips/Unit		0.67	0.15	0.82	0.06	0.79	0.85	6.83
	Net Trip Generation		**69**	**15**	**84**	**6**	**81**	**87**	**703**
2P	Retail[1]	21.782 TSF							
	Trips/Unit		0.60	0.36	0.96	1.78	1.93	3.71	42.70
	Trip Generation		13	8	21	39	42	81	930
	Pass-By Trips					**(14)**	**(14)**	**(27)**	**(27)**
	Net Trips		**13**	**8**	**21**	**26**	**29**	**54**	**903**
	Net Trip Generation		**13**	**8**	**21**	**26**	**29**	**54**	**903**
9P	Recreational Community Center[8]	12.978 DU							
	Trips/Unit		1.92	0.74	2.66	0.66	1.78	2.44	27.25
	Trip Generation		**25**	**10**	**35**	**9**	**23**	**32**	**354**
	Net Trip Generation		**25**	**10**	**35**	**9**	**23**	**32**	**354**
	Residential Projects in Review- March 2014								
1R	Residential Condominium/Townhouse[6]	46 Units							
	Trips/Unit		1.37	0.19	1.56	0.25	1.24	1.49	11.03
	Trip Generation		**63**	**9**	**72**	**12**	**57**	**69**	**507**
	Total Trip Generation		**63**	**9**	**72**	**12**	**57**	**69**	**507**
	Total Trips		**466**	**275**	**730**	**465**	**644**	**1,110**	**14,997**

Notes: TSF = Thousand Square Feet, DU=Dwelling Unit, FS=Fueling Station

[1] Rates based on Land Use 820 - " Shopping Center" from ITE *Trip Generation* , 9th Edition.

[2] Rates based on Land Use 710 - "Office" from ITE *Trip Generation* , 9th Edition.

[3] Rates based on Land Use 220 - "Apartments" from ITE *Trip Generation* , 9th Edition.

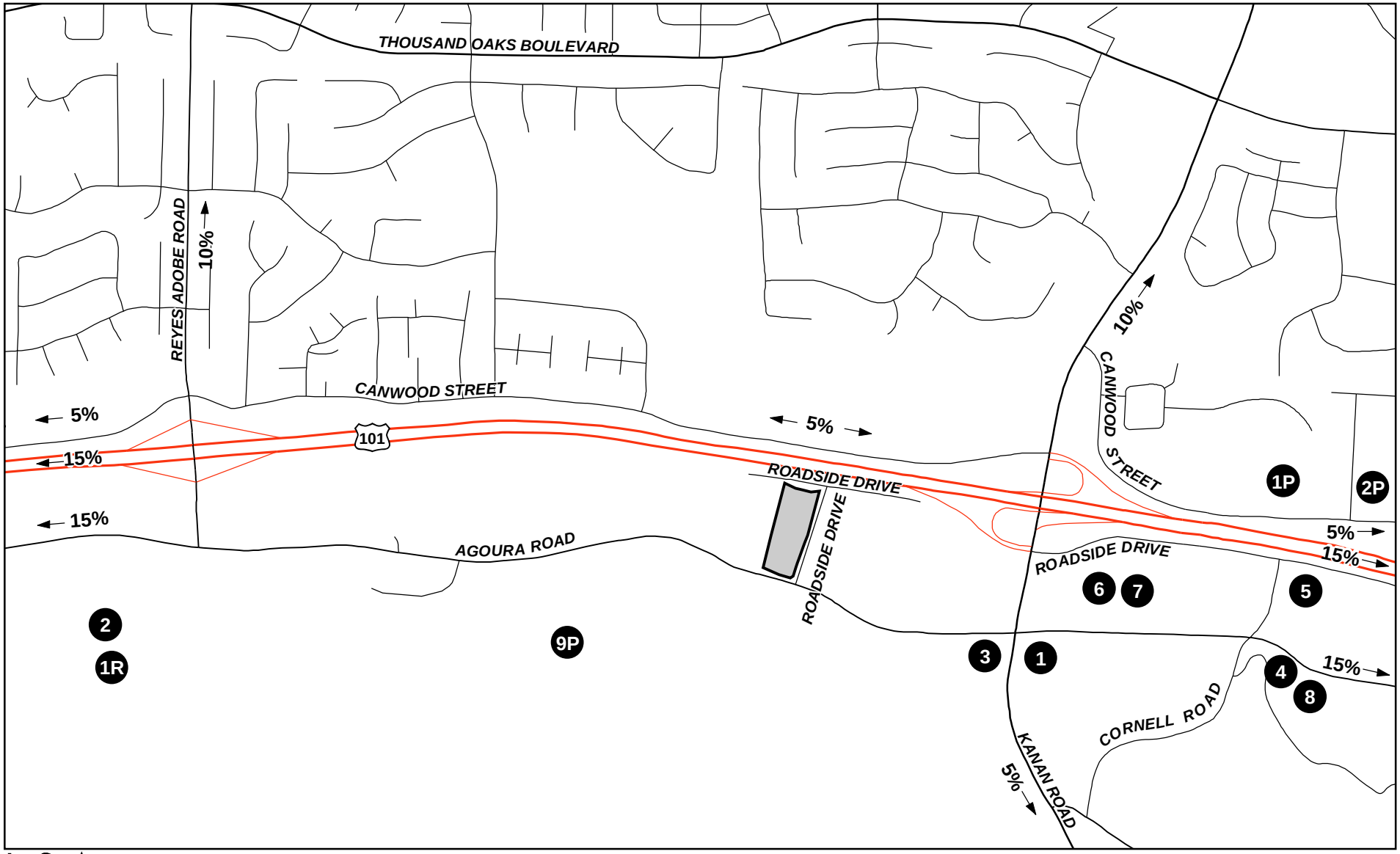
[4] Rates based on Land Use 720 - "Medical-Dental Office Building" from ITE *Trip Generation* , 9th Edition.

[5] Rates based on Land Use 933 - "Fast Food Restaurant Without Drive-Through" from ITE *Trip Generation* , 9th Edition.

[6] Rates based on Land Use 230 - "Residential Condominium/Townhouse" from ITE *Trip Generation* , 9th Edition.

[7] Rates based on Land Use 130 - "Industrial Park" from ITE *Trip Generation* , 9th Edition.

[8] Rates based on Land Use 495 - "Recreational Community Center" from ITE *Trip Generation* , 9th Edition.



LSA

FIGURE 14

N

0 500 1,000

FEET

Project Location

1 Cumulative Project Location

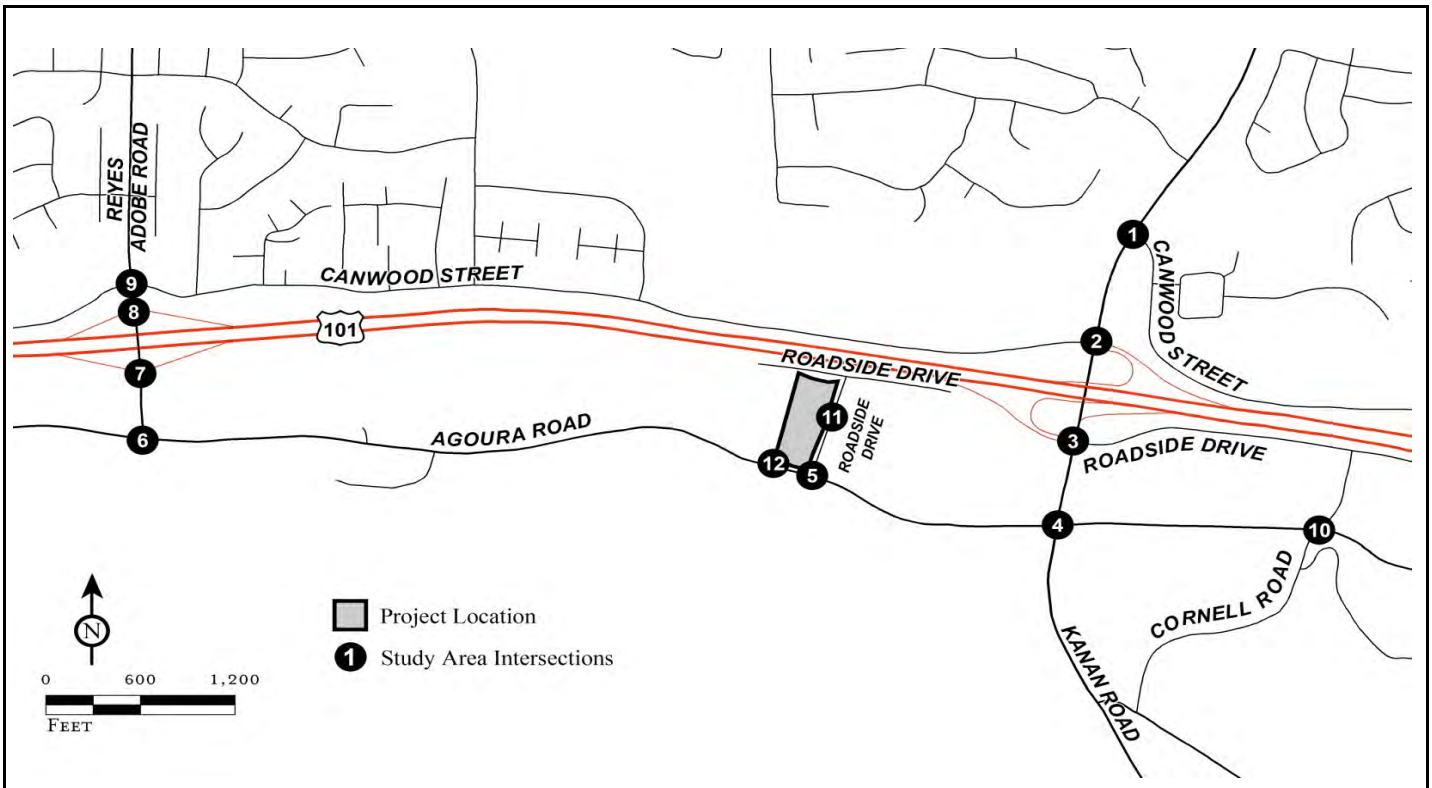
5% Trip Distribution Percentage

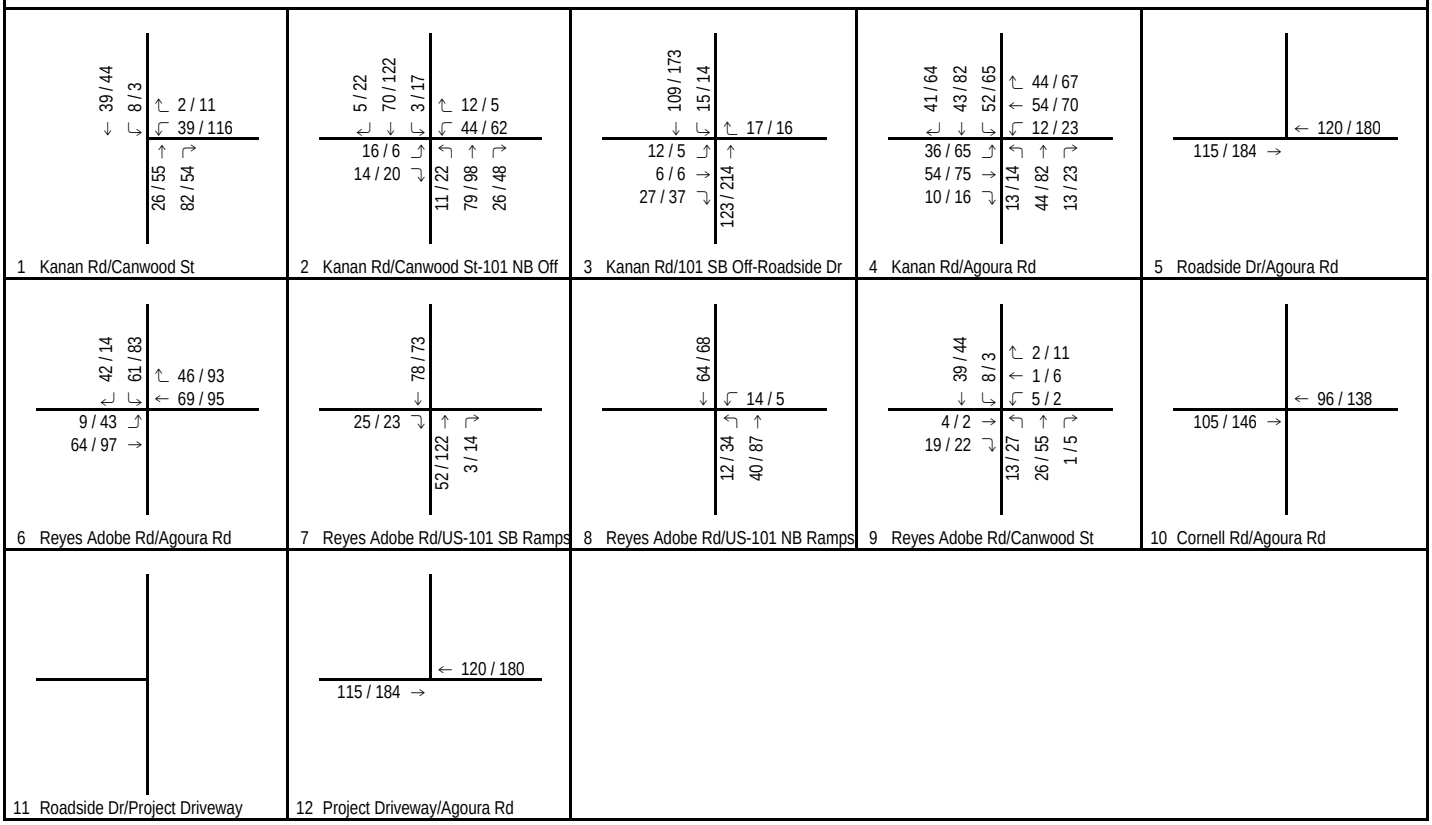
LA Fitness at Agoura Park
Traffic Study

SOURCE: Thomas Bros., 2009

Location and Regional Trip Distribution of Cumulative Projects

I:\SDV1401\Reports\Traffic\fig14_Cumulative.mxd (10/29/2014)



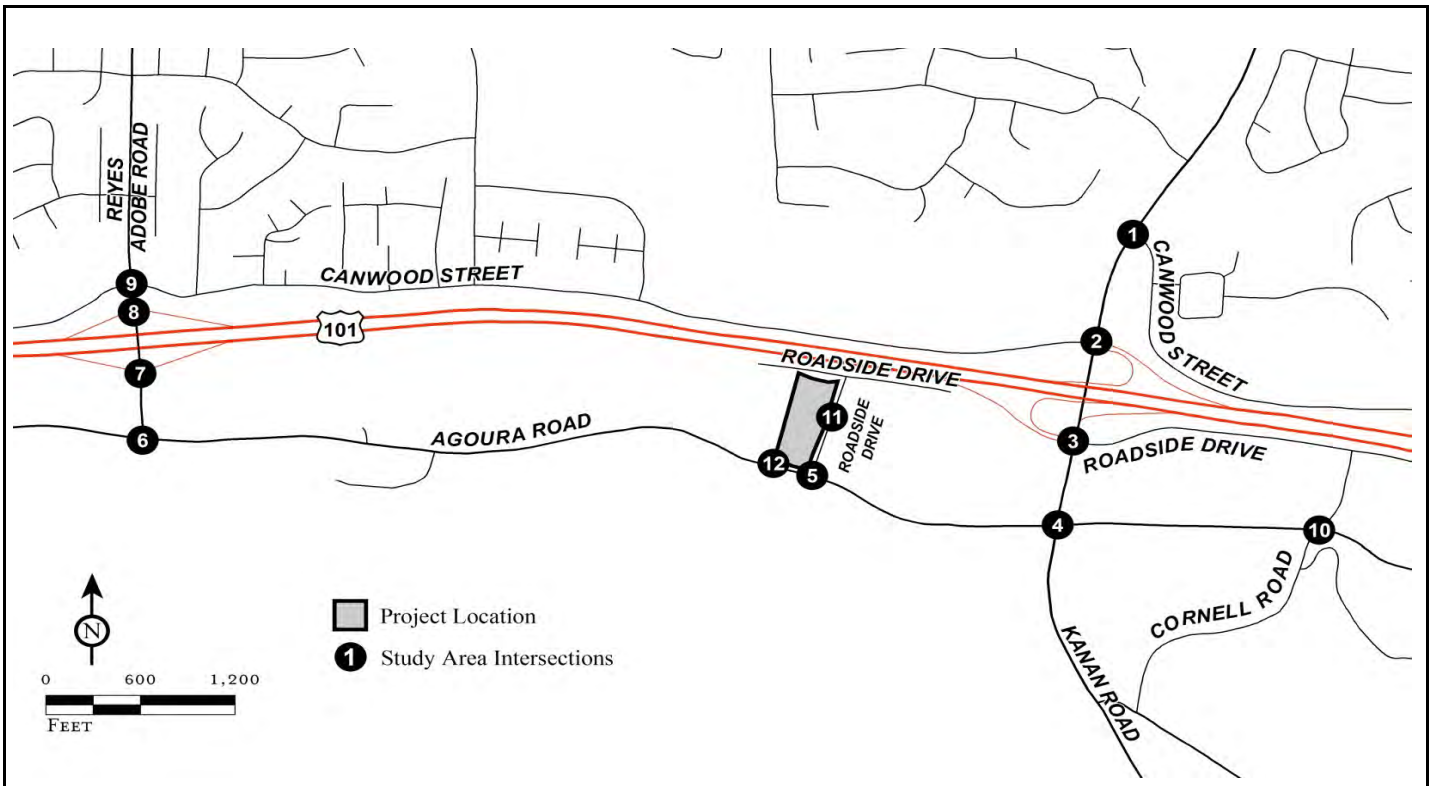


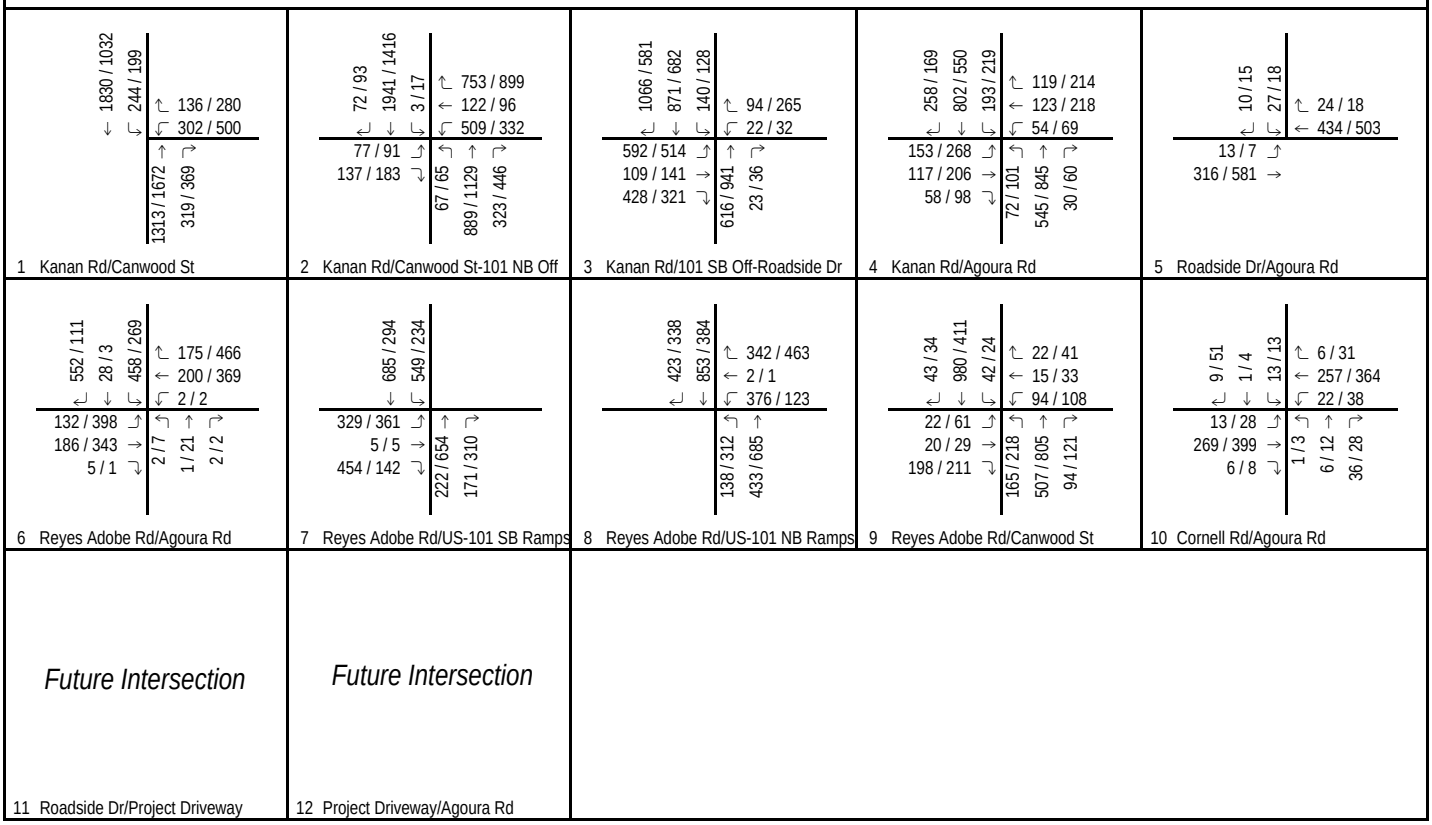
LSA

FIGURE 15

XXX / YYY AM / PM Volume

LA Fitness at Agoura Park
Cumulative Projects Trip Assignment



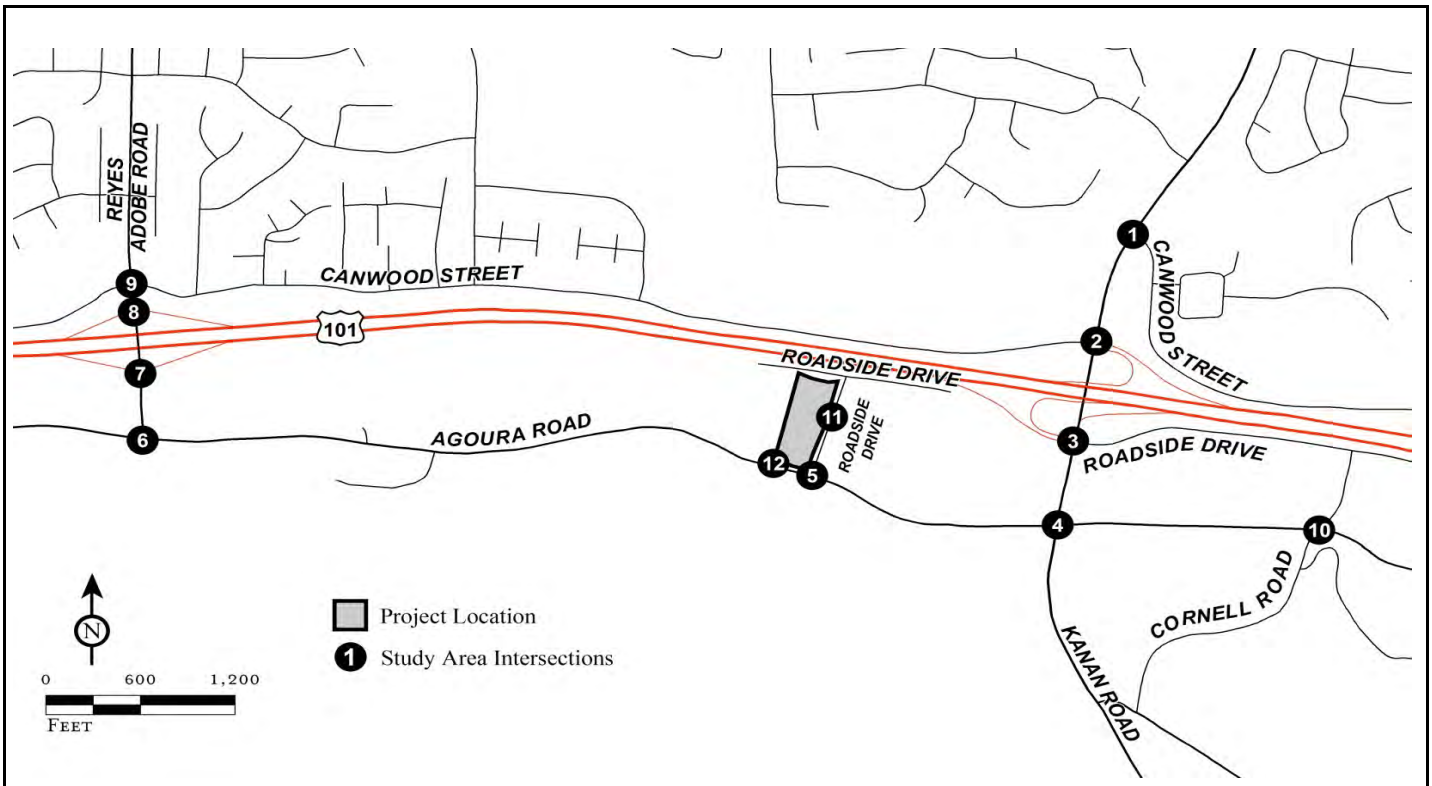


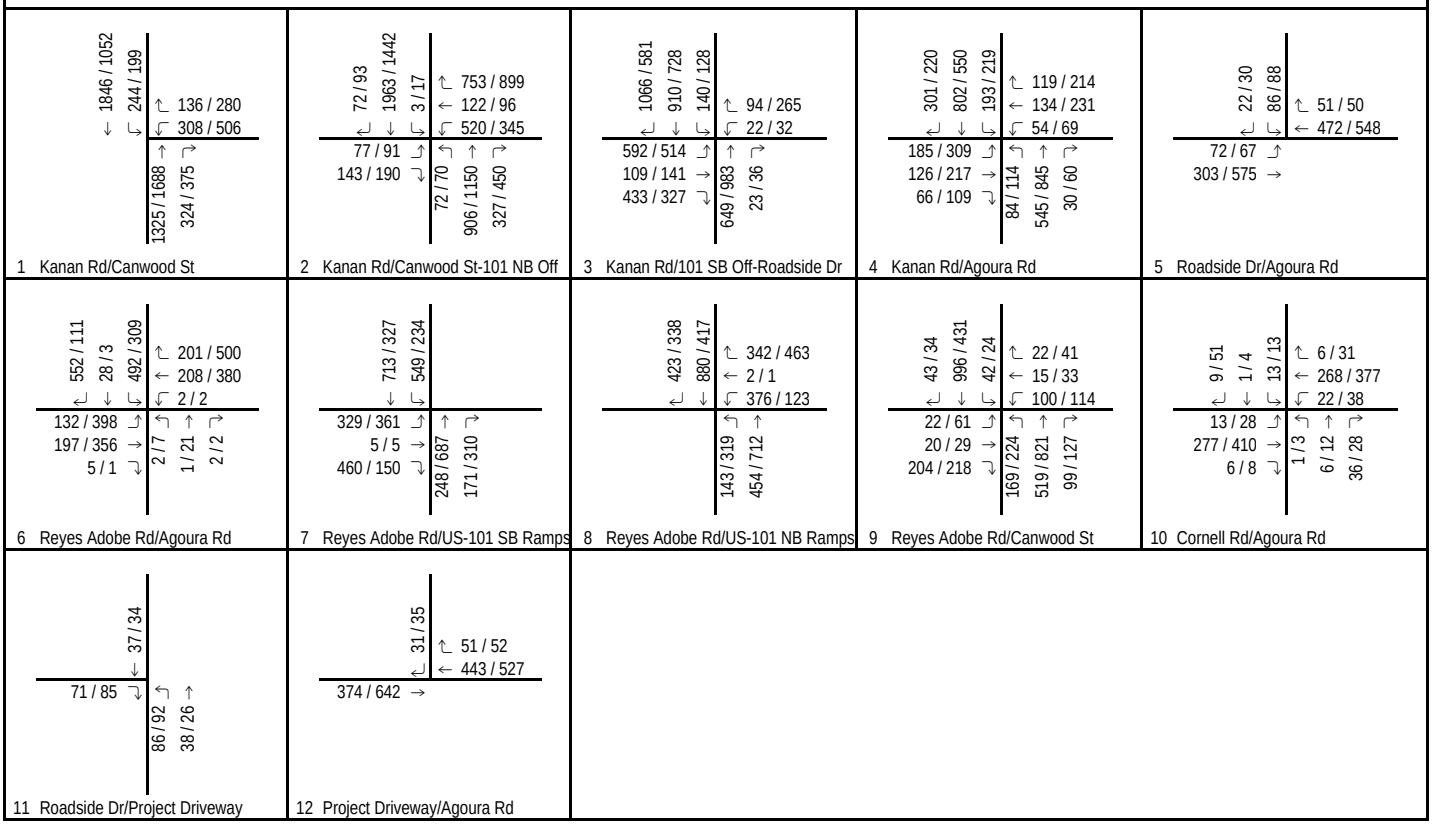
LSA

FIGURE 16

XXX / YYY AM / PM Volume

LA Fitness at Agoura Park
Cumulative Peak Hour Traffic Volumes





LSA

FIGURE 17

XXX / YYY AM / PM Volume

LA Fitness at Agoura Park
Cumulative Plus Project Peak Hour Traffic Volumes

Table G - Cumulative Intersection Levels of Service

Intersection	Control	Without Project				With Project				Increase in V/C (Signalized Intersections) Signal Warrant Met (Unsignalized Intersections)		Significant Impact	
		AM Peak		PM Peak		AM Peak		PM Peak					
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	A.M.	P.M.		
1 . Kanan Rd/Canwood St	Signal	0.65	B	0.82	D	0.66	B	0.82	D	0.006	0.007	No	No
2 . Kanan Rd/Canwood St-101 NB Off	Signal	0.82	D	0.80	C	0.83	D	0.81	D	0.011	0.011	No	No
HCM Delay/LOS		*45.2*	*D*	*32.1*	*C*	*47.0*	*D*	*32.8*	*C*	--	--	No	No
3 . Kanan Rd/101 SB Off-Roadside Dr	Signal	0.78	C	0.71	C	0.78	C	0.71	C	0.000	0.004	No	No
HCM Delay/LOS		*30.2*	*C*	*37.9*	*D*	*30.6*	*C*	*38.5*	*D*	--	--	No	No
4 . Kanan Rd/Agoura Rd	Signal	0.77	C	0.77	C	0.79	C	0.80	C	0.027	0.025	No	No
5 . Roadside Dr/Agoura Rd	TWSC	--	--	--	--	--	--	--	--	--	--	--	--
HCM Delay/LOS		*13.2*	*B*	*13.0*	*B*	*19.3*	*C*	***26.5***	***D ****	No	No	No	**Yes**
6 . Reyes Adobe Rd/Agoura Rd	Signal	0.60	A	0.69	B	0.61	B	0.72	C	0.011	0.033	No	No
7 . Reyes Adobe Rd/US-101 SB Ramps	Signal	0.64	B	0.56	A	0.64	B	0.57	A	0.004	0.011	No	No
HCM Delay/LOS		*26.9*	*C*	*21.5*	*C*	*26.6*	*C*	*22.0*	*C*	--	--	No	No
8 . Reyes Adobe Rd/US-101 NB Ramps	Signal	0.77	C	0.76	C	0.78	C	0.78	C	0.011	0.015	No	No
HCM Delay/LOS		*27.6*	*C*	*21.6*	*C*	*26.3*	*C*	*21.8*	*C*	--	--	No	No
9 . Reyes Adobe Rd/Canwood St	Signal	0.61	B	0.55	A	0.62	B	0.57	A	0.014	0.015	No	No
10 . Cornell Rd/Agoura Rd	AWSC	--	--	--	--	--	--	--	--	--	--	--	--
HCM Delay/LOS		*9.6*	*A*	*12.0*	*B*	*9.7*	*A*	*13.8*	*B*	No	No	No	No
11 . Roadside Dr/Project Driveway	TWSC	--	--	--	--	--	--	--	--	--	--	--	--
HCM Delay/LOS		*Future Intersection*		*Future Intersection*		*8.7*	*A*	*8.8*	*A*	No	No	No	No
12 . Project Driveway/Agoura Rd	TWSC	--	--	--	--	--	--	--	--	--	--	--	--
HCM Delay/LOS		*Future Intersection*		*Future Intersection*		*10.0*	*B*	*10.4*	*B*	No	No	No	No

Notes: **"*" = Exceeds Levels of Service**

TWSC = Two-Way Stop Control

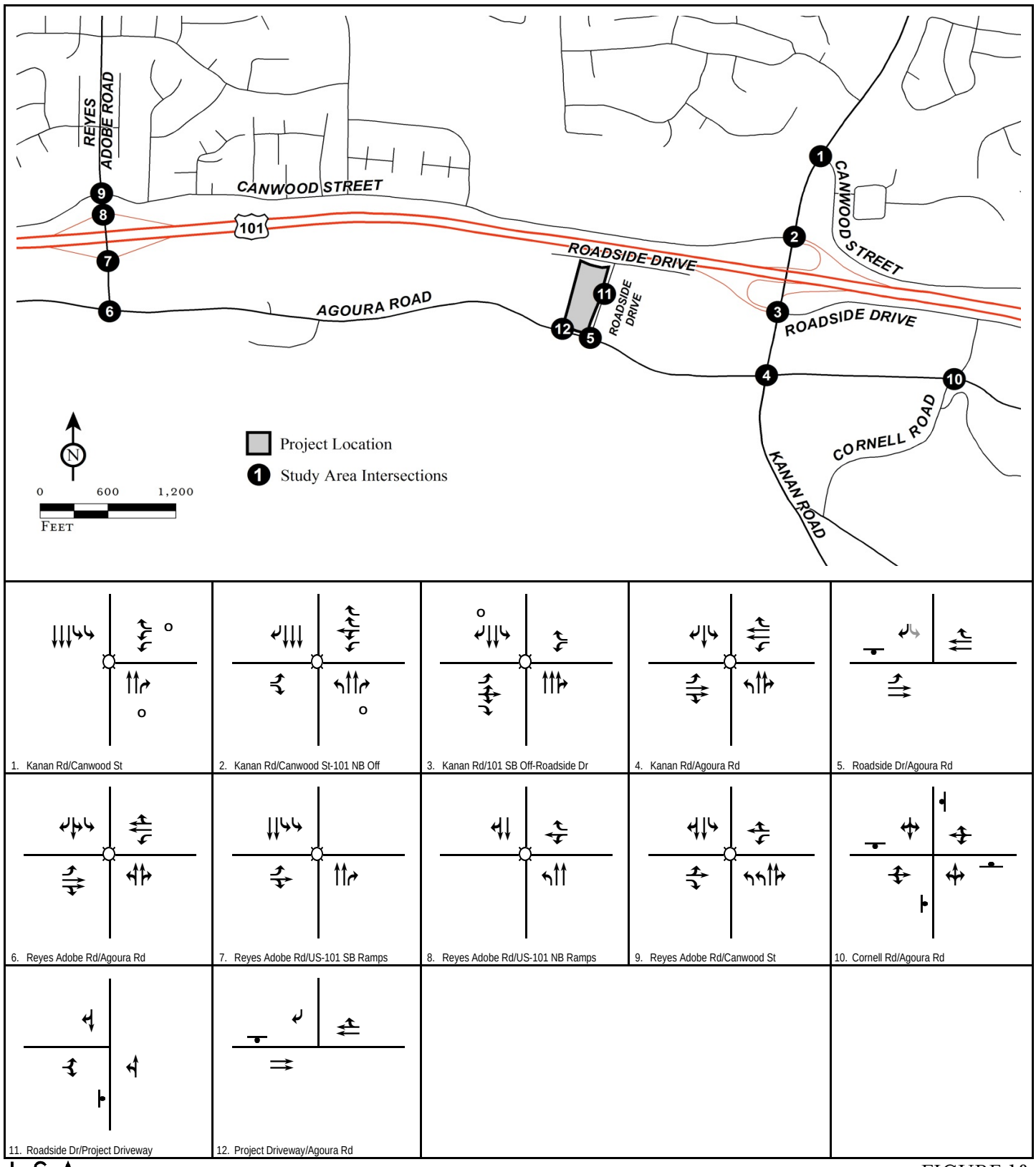
AWSC = All-Way Stop Control

V/C = Volume/capacity ratio

Delay = Average control delay in seconds (For TWSC intersections, reported delay is for worst-case approach).

LOS = Level of Service

"--" = Not Applicable



LSA

FIGURE 18

Legend

Signal Stop Sign

Overlap Phasing

LA Fitness at Agoura Park

Cumulative Plus Project With Improvements Intersection Geometrics and Stop Control

Table H - Cumulative Plus Project Intersection Levels of Service With Improvements

Intersection	Control	With Project				With Project With Improvements				Increase in V/C (Signalized Intersections) Signal Warrant Met (Unsignalized Intersections)		Significant Impact	
		AM Peak		PM Peak		AM Peak		PM Peak					
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	A.M.	P.M.		
5 . Roadside Dr/Agoura Rd	TWSC	--	C	--	D *	20.6	C	24.5	C	No	No	No	No

Notes: **"*" = Exceeds Levels of Service**

TWSC = Two-Way Stop Control

AWSC = All-Way Stop Control

V/C = Volume/capacity ratio

Delay = Average control delay in seconds (For TWSC intersections, reported delay is for worst-case approach).

LOS = Level of Service

The project site plan provides vehicular access via a full-access driveway on Roadside Drive approximately 255 feet north of Agoura Road as well as right-in/right-out driveway on Agoura Road approximately 200 feet west of Roadside Drive. Agoura Road is classified as a Secondary Arterial in the City's General Plan Mobility Element, while Roadside Drive is a local roadway.

On local roadways, the Access Management Manual recommends a minimum access spacing of 100 feet. The main project driveway on Roadside Drive is located approximately 255 feet north of Agoura Road and would therefore meet this minimum spacing. The Access Management Manual recommends a throat length of at least 50 feet from the sidewalk to the edge of the first parking stall. The throat shown on the project site plan at the main driveway is approximately 38 feet; however, it should be noted that there are no parking stalls located along the main ingress drive. Rather, the main driveway would provide 38 feet of throat length prior to the first intersecting drive aisle. At that point, an 8-foot wide island separates the main ingress driveway and the parking spaces. Furthermore, on-street angled parking provides an additional buffer of approximately 7 feet from the traveled way. As a result, more than 50 feet between the roadway and the first parking space are provided.

The Access Management Manual recommends a spacing of 660 feet between a right-in/right-out driveway and the nearest intersection on a minor arterial. Although the project only provides 200 feet of spacing between Roadside Drive and the right-in/right-out driveway on Agoura Road, it should be noted that additional spacing is not feasible, as the driveway is located at the western boundary of the project site. It should also be noted that a throat length of approximately 130 feet is provided at this driveway. The provision of a 130-foot driveway throat will allow vehicles to exit Agoura Road fully prior to stopping and minimizes the possibility of queuing onto Agoura Road minimizing any adverse interaction between the driveway and adjacent intersection.

Alternatives to driving to the site exist. Currently, a bicycle lane is provided along Agoura Road. In addition, sidewalks will be provided adjacent to the project with handicap ramps at the corner of Roadside Drive/Agoura Road. The Los Angeles County Metropolitan Transportation Authority (Metro) bus line 161 provides service in Westlake Village, Thousand Oaks, Agoura Hills, Calabasas, and Woodland Hills. The nearest stop to the project is at the corner of Kanan Road/Roadside Drive.

Parking

The project site plan provides 202 parking spaces on site along with 19 on-street parking spaces on Roadside Drive. The Agoura Hills Municipal Zoning Code Section 9654.6, Parking Allocation, requires a total of 193 parking spaces for the project. Parking demand was calculated based on a floor area ratio of 30 percent for the proposed LA Fitness and 50 percent for the proposed restaurant use. LA Fitness's parking has been calculated based on the building's breakdown per use: 130 stalls are allocated to the activity floor area (1 space per 220 square feet), 22 stalls allocated for office floor area (1 space per 300 square feet), 3 stalls for retail floor area (1 space per 250 square feet), and 8 stalls for storage/miscellaneous floor use area (1 space per 300 square feet) for a total of 163 parking spaces. The proposed restaurant located on the southwest corner of the project site anticipates a parking demand of 30 stalls (15 spaces per 1,000 square feet). In total, the uses on site reflect a parking demand of 193 parking spaces that would be required on site to accommodate both building uses. A total of 221 parking spaces will be provided by the applicant, 216 standard spaces and 7 handicapped spaces; therefore, sufficient parking will be provided in accordance with the Agoura Hills Municipal Zoning Code.

CONCLUSIONS

This TIA analyzed the potential impacts associated with a 45,000-square foot health/fitness club and a 4,000-square foot building containing quick-serve restaurant uses located at the northwest corner of Roadside Drive/Agoura Road in the City of Agoura Hills. The project was analyzed in the existing, opening year, and cumulative conditions. Based on the analysis, the project would create a significant impact at the intersection of Roadside Drive/Agoura Road and a southbound left-turn lane will mitigate the project's impact at this location.

APPENDIX A:

FINAL SCOPE OF WORK

LSA ASSOCIATES, INC.
1500 IOWA AVENUE, SUITE 200
RIVERSIDE, CALIFORNIA 92507
951.781.9310 TEL
951.781.4277 FAX
BERKELEY
CARLSBAD
FORT COLLINS
FRESNO
IRVINE
PALM SPRINGS
PT. RICHMOND
ROCKLIN
SAN LUIS OBISPO

~~May 6~~June 20, 2014

Mr. Sri Chakravarthy
Kimley-Horn and Associates, Inc.
660 South Figueroa Street, Suite 1040
Los Angeles, California 90017

Subject: Proposed Scope for the LA Fitness at Agoura Park Traffic Impact Analysis (LSA Project No. SDV1401)

Dear Mr. Chakravarthy:

LSA Associates, Inc. (LSA) is under contract to prepare a traffic study for the proposed LA Fitness Project located on a vacant parcel at the northwest corner of Roadside Drive/Agoura Road in the City of Agoura Hills. This letter outlines the scope of analysis that will be included in the traffic study for your review and approval. The changes incorporated in this scoping letter, shown in track changes, are in response to your review of our original scoping letter dated May 6, 2014. The project will consist of a 45,000-square foot health/fitness club and a 4,000-square foot building containing quick-serve restaurant uses. Attached Figure 1 illustrates the location of the project while attached Figure 2 shows the project site plan.

SCOPE OF WORK

The traffic analysis for the proposed project will be prepared to meet the requirements of the City of Agoura Hills' *Traffic Impact Analysis Guidelines*. LSA proposes to analyze ~~eleven~~ twelve intersections, including two project driveways, shown in attached Figure 3. The traffic analysis will evaluate a.m. and p.m. peak hour traffic operations at the study intersections for the following scenarios:

- Existing conditions;
- Existing plus project conditions;
- Project Opening Year (future short-term year, corresponding to project opening);
- Project Opening Year plus project;
- Cumulative conditions (Project Opening Year plus cumulative projects); and
- Cumulative plus project conditions.

Traffic conditions will be examined for the weekday a.m. and p.m. peak hours for each of these scenarios. Specific tasks to be performed during preparation of the traffic study are recommended below.

Project Trip Generation, Distribution, and Assignment

The proposed project is a 45,000-square foot health/fitness club and 4,000 square feet of quick-serve restaurant uses. The total vehicle trip generation for the proposed project was developed using rates from the Institute of Transportation Engineers (ITE) *Trip Generation* (9th Edition) for "Health/Fitness Club" and "Fast Food Restaurant without Drive-Through" land uses. Based on these rates, the project is anticipated to generate 239 trips during the a.m. peak hour, 263 trips during the p.m. peak hour, and 4,346 daily trips. The fast-food use would generate pass-by trips, which have been accounted for in the trip generation analysis. When pass-by trips are accounted for, the project would generate ~~153~~ 195 trips during the a.m. peak hour, ~~211~~237 trips during the p.m. peak hour, and ~~2,928~~3,630 daily trips. Attached Table A summarizes the project trip generation. Project trips have been distributed to the surrounding roadway network based on the location of the project in relation to surrounding land uses. Attached Figures 4 through 7 illustrate the project trip distribution, project trip assignment, project pass-by trips, and net project trip assignment.

Based on the project trip generation and distribution, we propose that the traffic study analyze the following intersections:

1. Kanan Road/Canwood Street;
2. Kanan Road/Canwood Street-U.S. 101 Northbound Off-ramp;
3. Kanan Road/U.S.-101 Southbound Off-Ramp-Roadside Drive;
4. Kanan Road/Agoura Road;
5. Roadside Drive/Agoura Road;
6. Reyes Adobe Road/Agoura Road;
7. Reyes Adobe Road/U.S.-101 Southbound Ramps;
8. Reyes Adobe Road/U.S.-101 Northbound Ramps;
9. Reyes Adobe Road/Canwood Street;
~~9.~~10. Cornell Road/Agoura Road;
~~10.~~11. Roadside Drive/Project Driveway; and
~~11.~~12. Project Driveway/Agoura Road.

Analysis Scenarios

The traffic study will include the following analysis scenarios:

- **Existing Conditions.** LSA will obtain existing weekday a.m. and p.m. peak-period intersection counts for the study intersections. Existing weekday a.m. and p.m. peak hour traffic conditions will be developed based on these counts.
- **Existing plus Project Conditions.** Existing plus project traffic volumes will be developed by adding the net project traffic assignment to the existing traffic conditions.
- **Project Opening Year Without Project Conditions.** Project opening year traffic volumes will be developed by applying an annual growth rate to the existing without project volumes.

According to the City's 2013-2021 Housing Element, the population in Agoura Hills has decreased between 2000 and 2010. However, the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy forecasts a 5.4 percent increase in Agoura Hills' population between 2008 – 2035. According to the Los Angeles County Congestion Management Program, traffic volumes in Agoura Hills are forecast to grow 4% between 2010 and 2020. As such, a conservative growth rate of ~~LSA proposes to use a growth rate of 2~~ one percent per annum (2 percent between 2014 and the 2016 Opening Year) will be applied to existing traffic counts to forecast project opening year conditions. ~~*Please advise if the City would like us to use a different growth rate.*~~

- **Project Opening Year With Project Conditions.** Project opening year with project traffic volumes will be developed by adding the net project traffic assignment to the project opening year without project volumes.
- **Cumulative Without Project Conditions.** Cumulative without project traffic volumes will be developed by adding trips from cumulative projects to the project opening year without project traffic volumes. LSA hereby requests from the City a list of approved or pending projects and roadway improvements in the vicinity of the proposed project. Applicable projects will be added to opening year conditions. In addition, LSA would also request information on the City's Capital Improvement Program and any other transportation improvements that the City is considering.
- **Cumulative With Project Conditions.** Cumulative with project traffic volumes will be developed by adding the net project traffic assignment to the cumulative without project traffic volumes.

Project Impact Assessment

The TIA will address whether or not the project creates any significant impacts at study area intersections based on the City's criteria. Level of Service (LOS) analysis will be prepared using the Intersection Capacity Utilization (ICU) methodology for signalized intersections and the HCM 2010 methodology for unsignalized intersections. Traffix 8.0 software will be used to prepare the LOS analysis for signalized intersections, while Synchro 8 will be used to prepare the analysis for unsignalized intersections. At unsignalized intersections, a peak hour signal warrant analysis will be prepared.

A site plan review will be included as part of the project impact assessment. Issues that will be examined will include driveway spacing, throat length, and the on-site circulation pattern. A discussion of transit serving the site as well as any other alternative transportation facilities (e.g., bicycle and/or pedestrian) in the vicinity of the project will be provided.

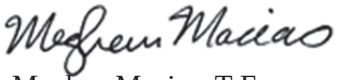
Proposed Mitigation Measures

At significantly affected intersections, as determined based on LOS analysis, mitigation measures will be recommended and the LOS recalculated to verify that the required LOS has been achieved.

Please review the scope of the analysis outlined in this letter and the accompanying figures and tables. Should the City have any comments or specific issues that need to be addressed, please contact me at (951) 781-9310 or at meghan.macias@lsa-assoc.com.

Sincerely,

LSA ASSOCIATES, INC.



Meghan Macias, T.E.
Principal

Attachments: Figure 1: Project Location
Figure 2: Project Site Plan
Figure 3: Study Area Intersections
Table A: Project Trip Generation
Figure 4: Project Trip Distribution
Figure 5: Project Trip Assignment
Figure 6: Project Pass-by Trips
Figure 7: Net Project Trip Assignment

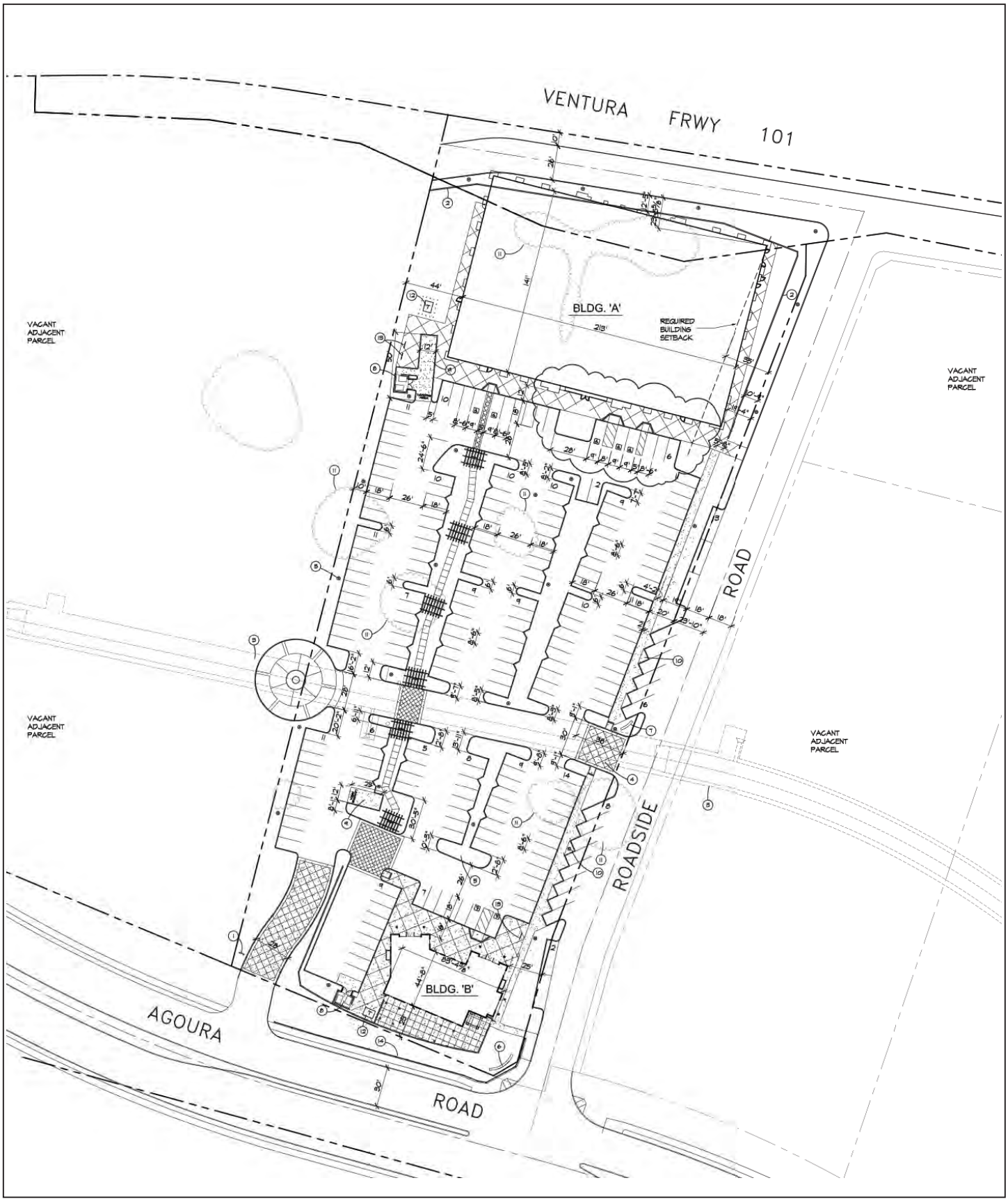
FIGURE 1

LA Fitness at Agoura Park
Traffic Study

Regional and Project Location

SOURCE: Bing Imagery, 2010; Thomas Bros., 2009

I:\SDV1401\Reports\Traffic\fig1_RegLoc.mxd (5/6/2014)



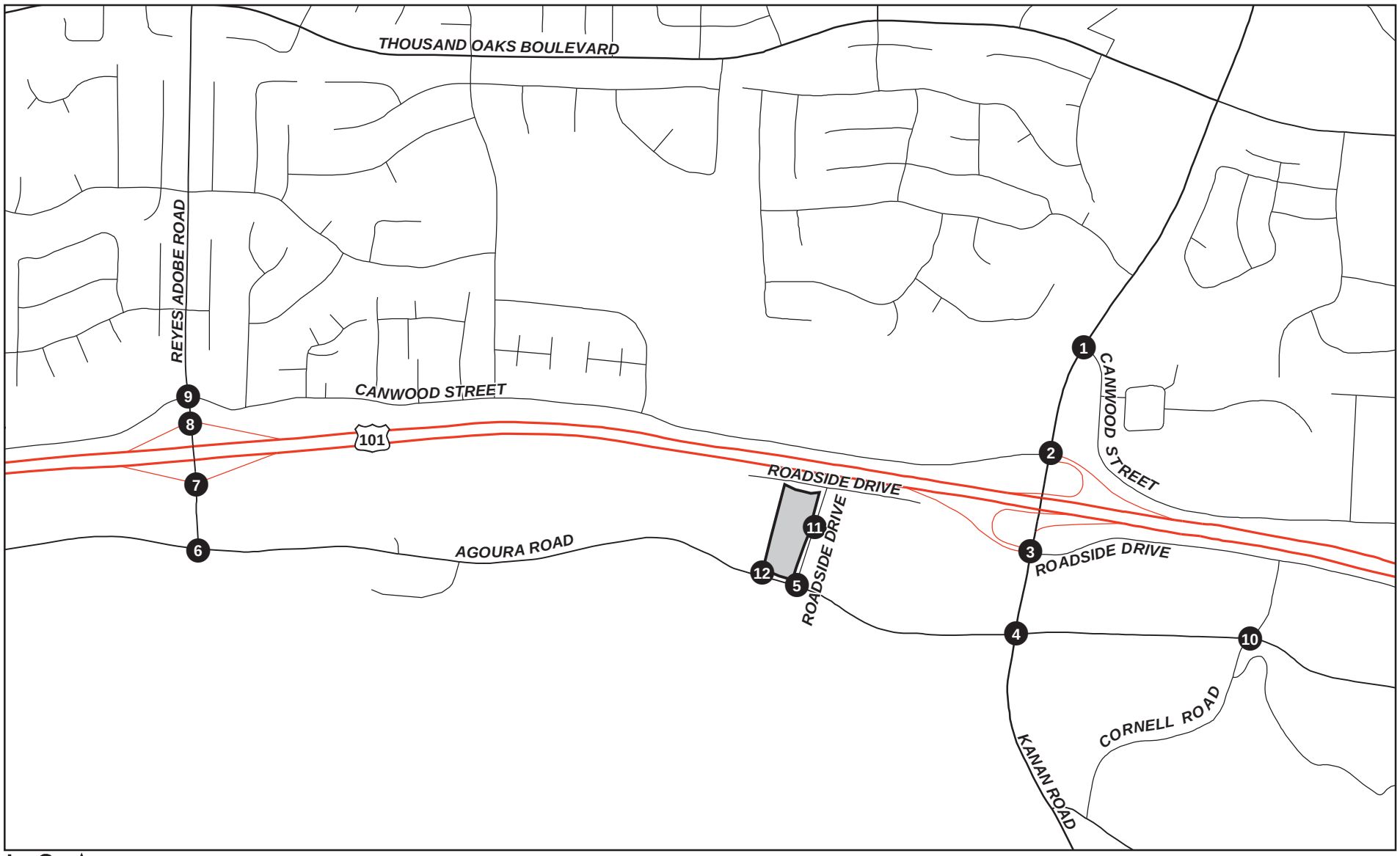
LSA

FIGURE 2

LA Fitness at Agoura Park
Traffic Study

Conceptual Site Plan

SOURCE: Selleck Development Group, 2014
I:\SDV1401\Reports\Traffic\fig2_SitePlan.cdr (06/23/2014)



LSA

FIGURE 3

Project Location

1 Study Area Intersections

0 500 1,000

FEET

SOURCE: Thomas Bros., 2009

LA Fitness at Agoura Park
Traffic Study

Study Area Intersections

I:\SDV1401\Reports\Traffic\fig3_Intersections.mxd (6/23/2014)

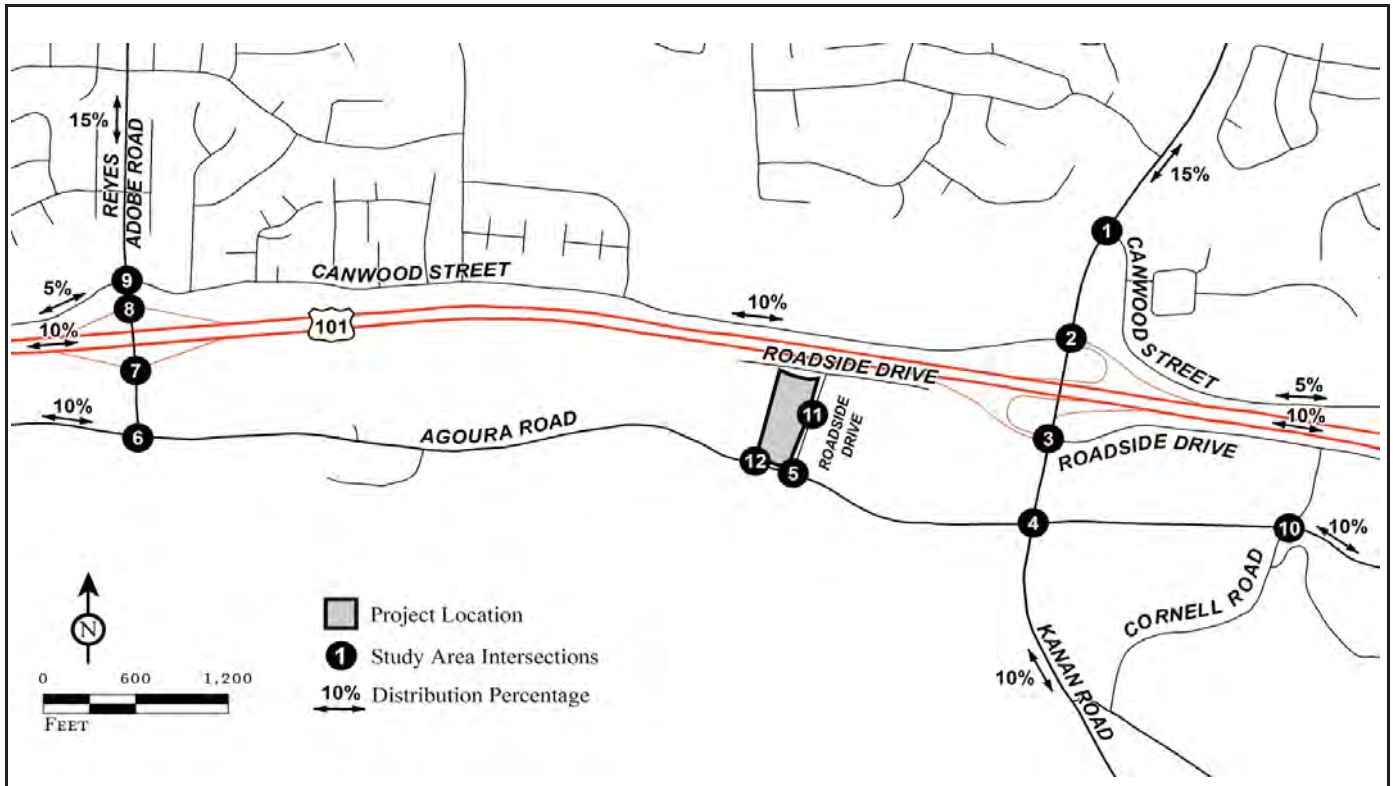
Table A - Project Trip Generation

Land Use	Quantity	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
Trip Generation Rates[1]									
Health/Fitness Club		TSF	0.71	0.71	1.41	2.01	1.52	3.53	32.93
Fast Food Restaurant without Drive-Through		TSF	26.32	17.55	43.87	13.34	12.81	26.15	716.00
Project Trip Generation									
Health/Fitness Club	45.000	TSF	32	32	63	91	68	159	1,482
Fast Food without Drive-Through	4.000	TSF	105	70	175	53	51	105	2,864
Trip Generation			137	102	239	144	120	263	4,346
Pass-by Trips for Fast Food (25%)[2]			-26	-18	-44	-13	-13	-26	-716
Total Net New Project Trips			**111**	**84**	**195**	**131**	**107**	**237**	**3,630**

TSF = Thousand Square Feet

[1] Rates from Institute of Transportation Engineers (ITE), *Trip Generation* , 9th Edition.

[2] 25% pass-by has been used at the direction of City staff to reflect local conditions. This pass-by trip reduction is lower than the rates indicated in the ITE *Trip Generation Handbook* , 2nd Edition.



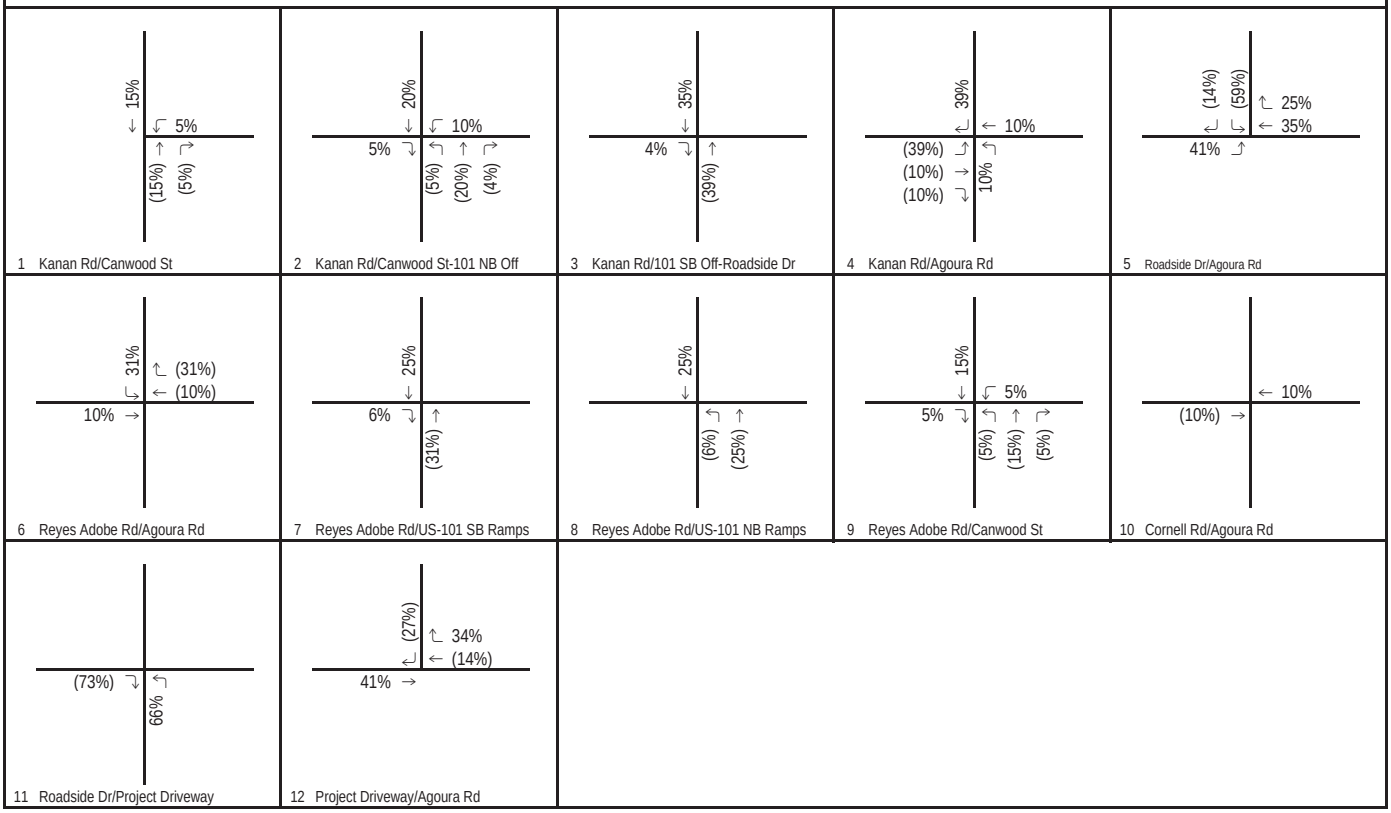
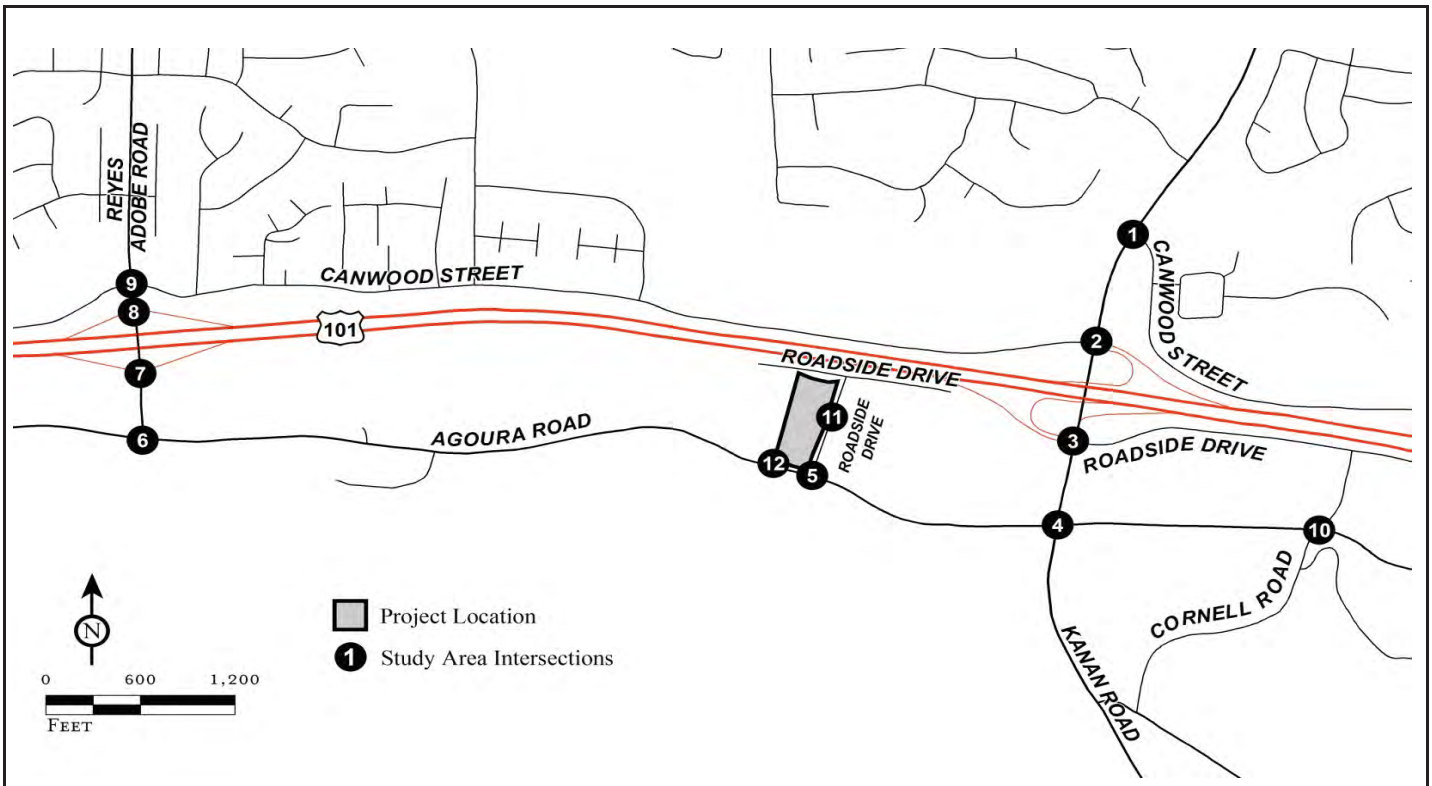
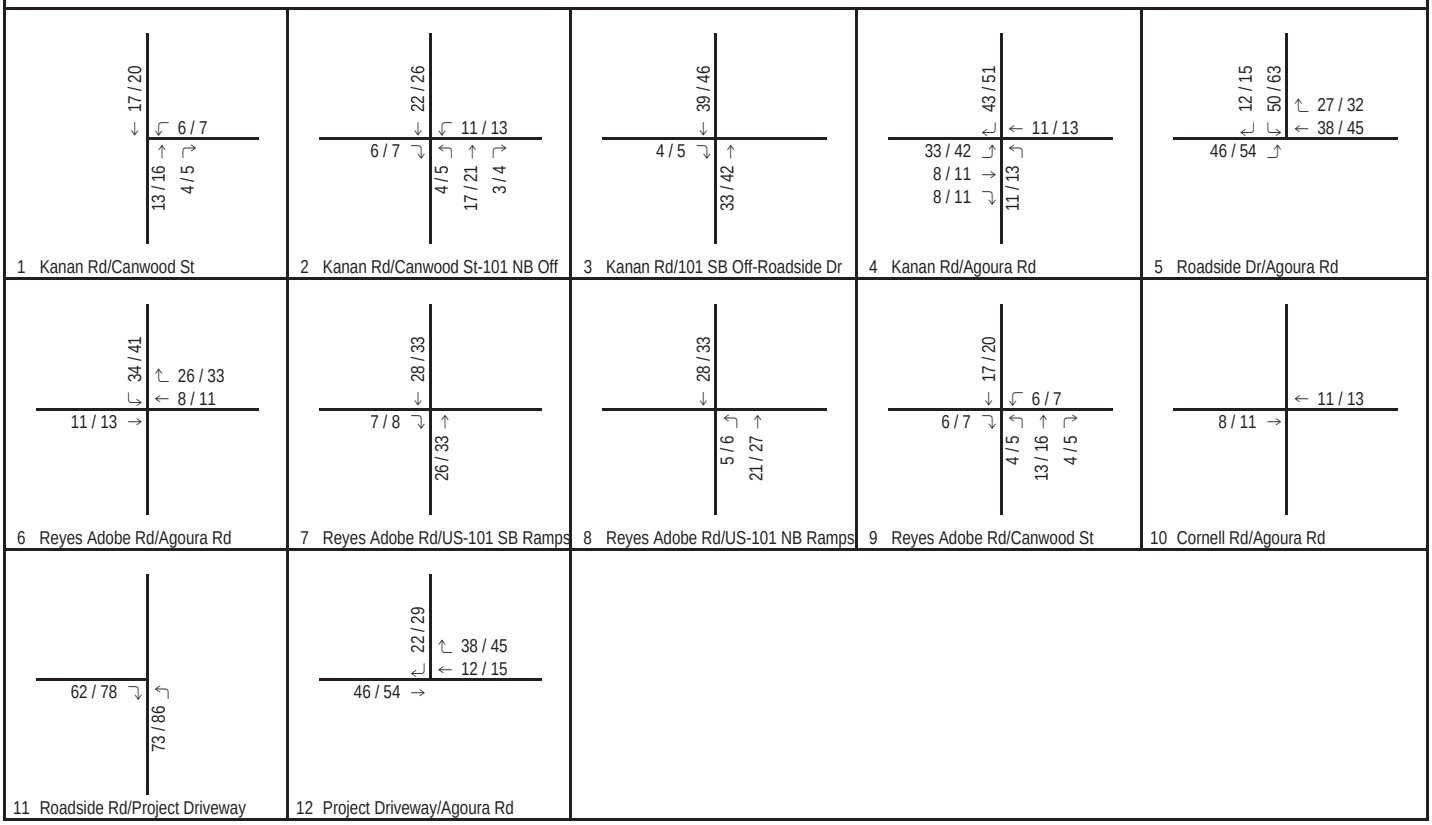


FIGURE 4

XX% (YY%) Inbound (Outbound) Trip Distribution

LA Fitness at Agoura Park
Project Trip Distribution



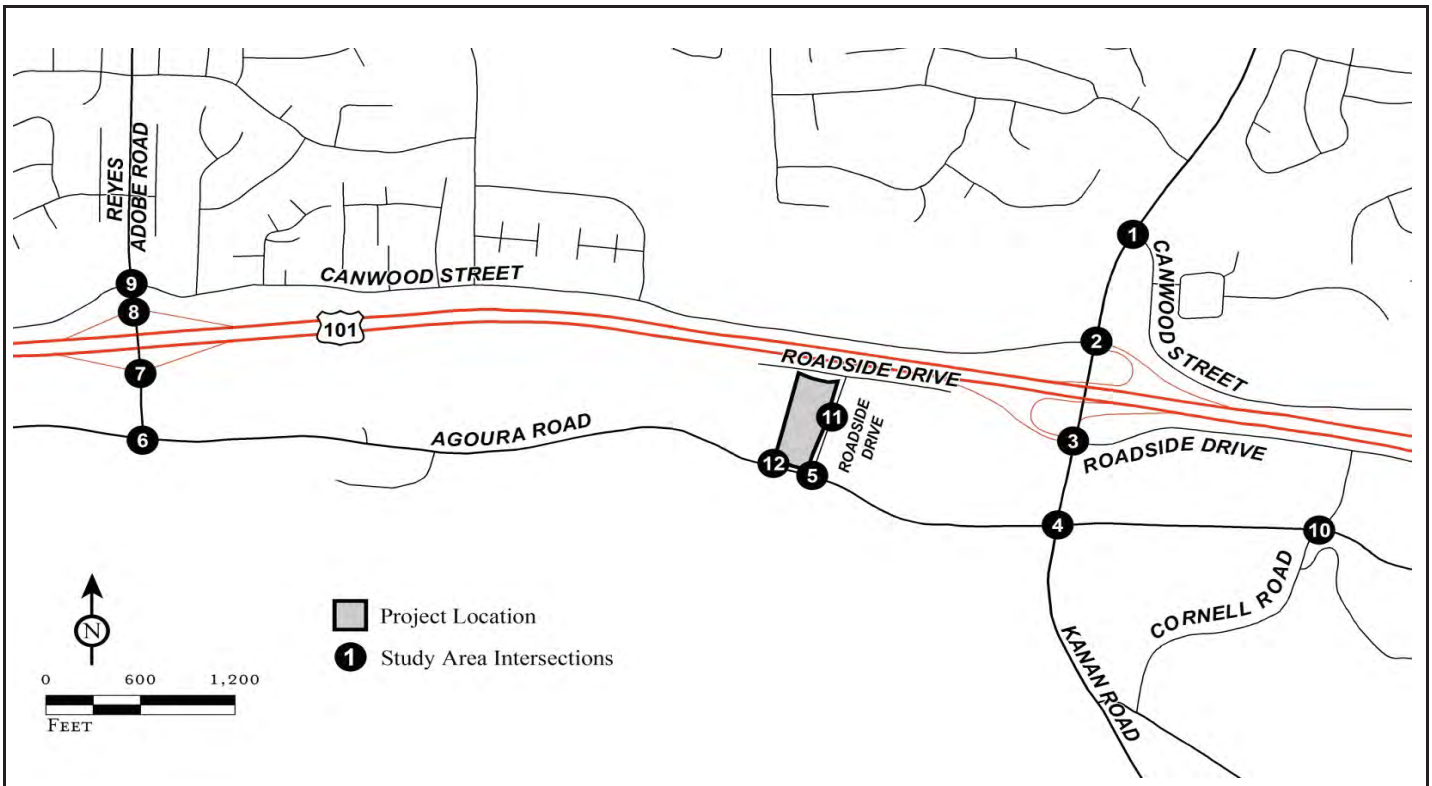


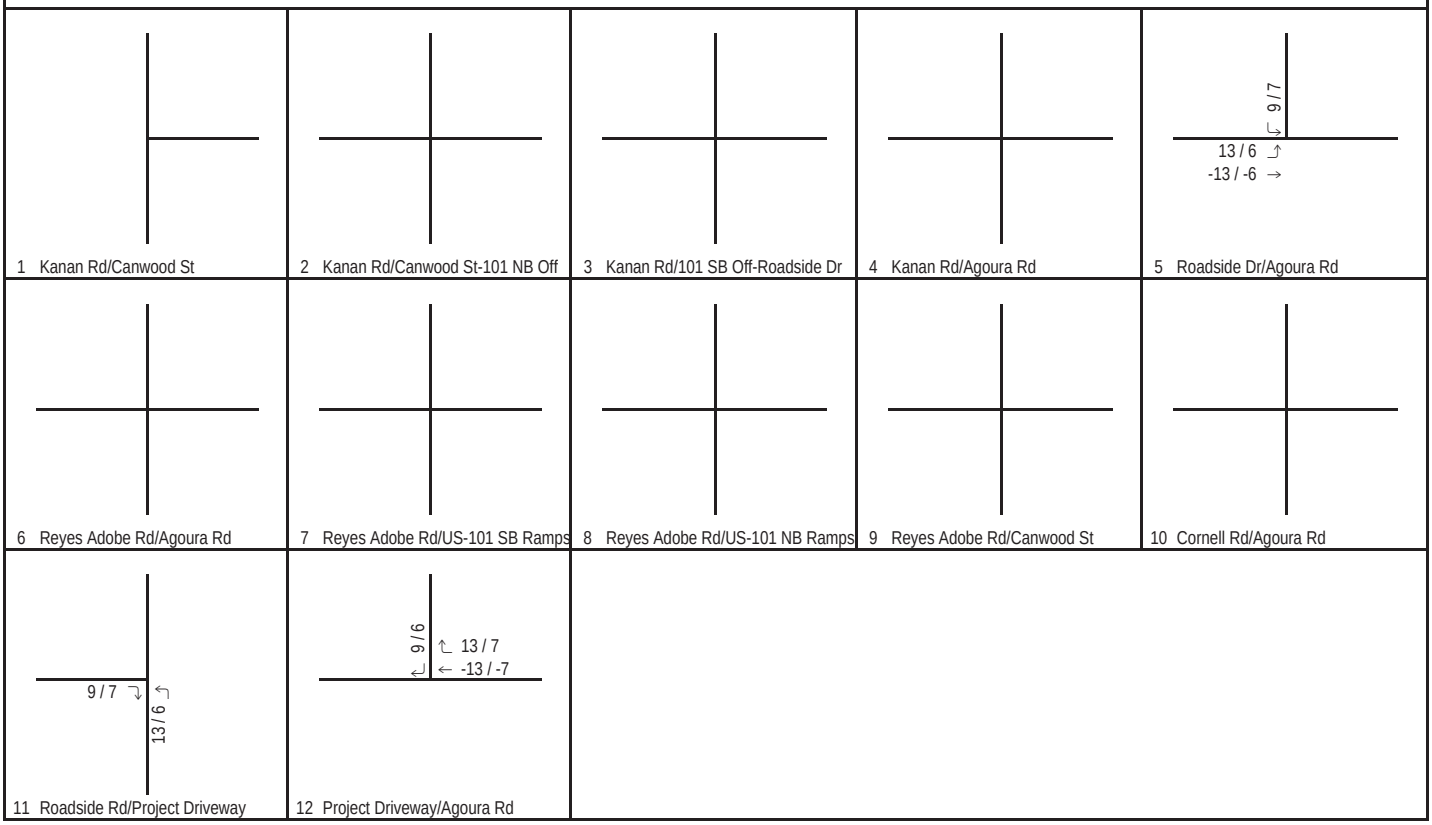
LSA

FIGURE 5

XXX / YYY AM / PM Volume

LA Fitness at Agoura Park
Project Trip Assignment



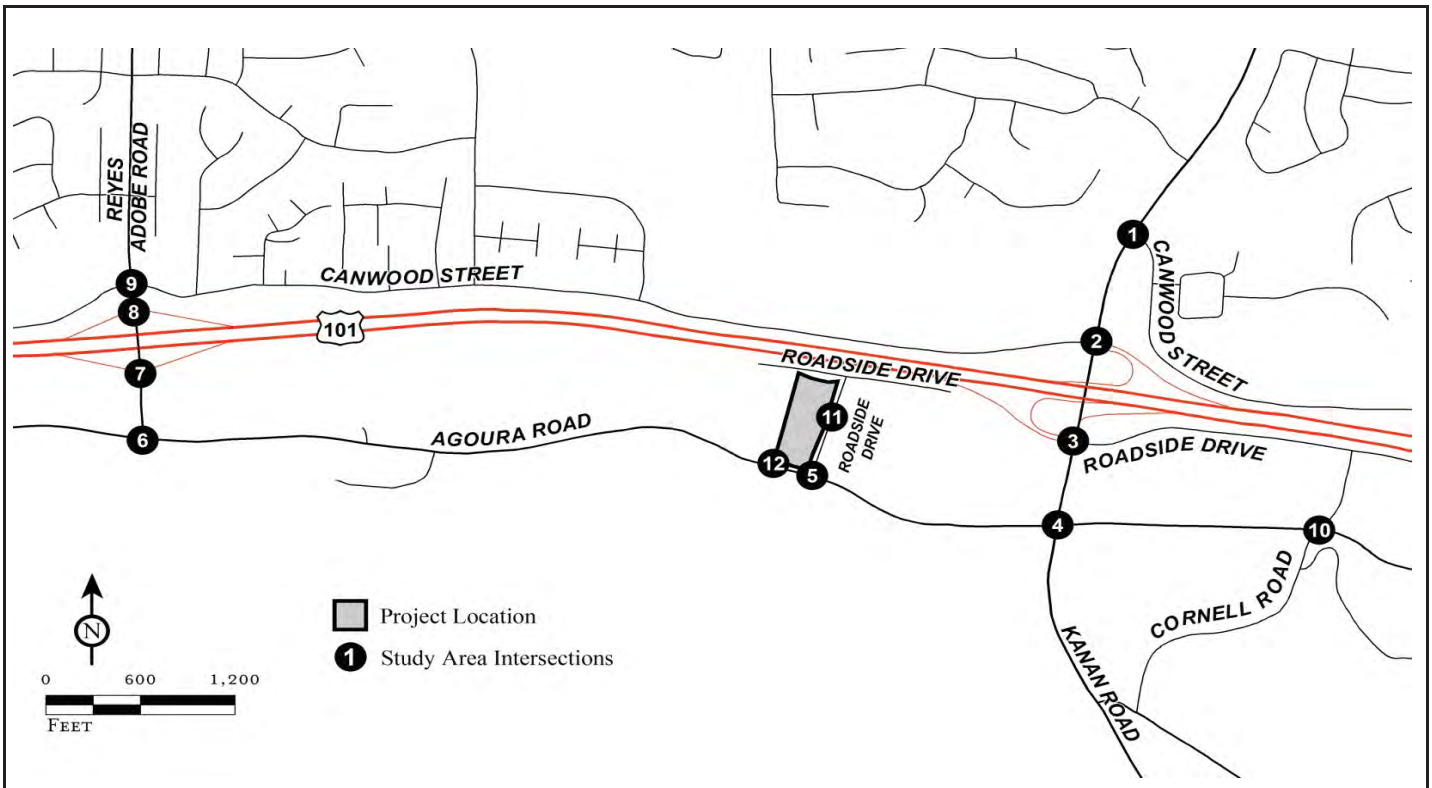


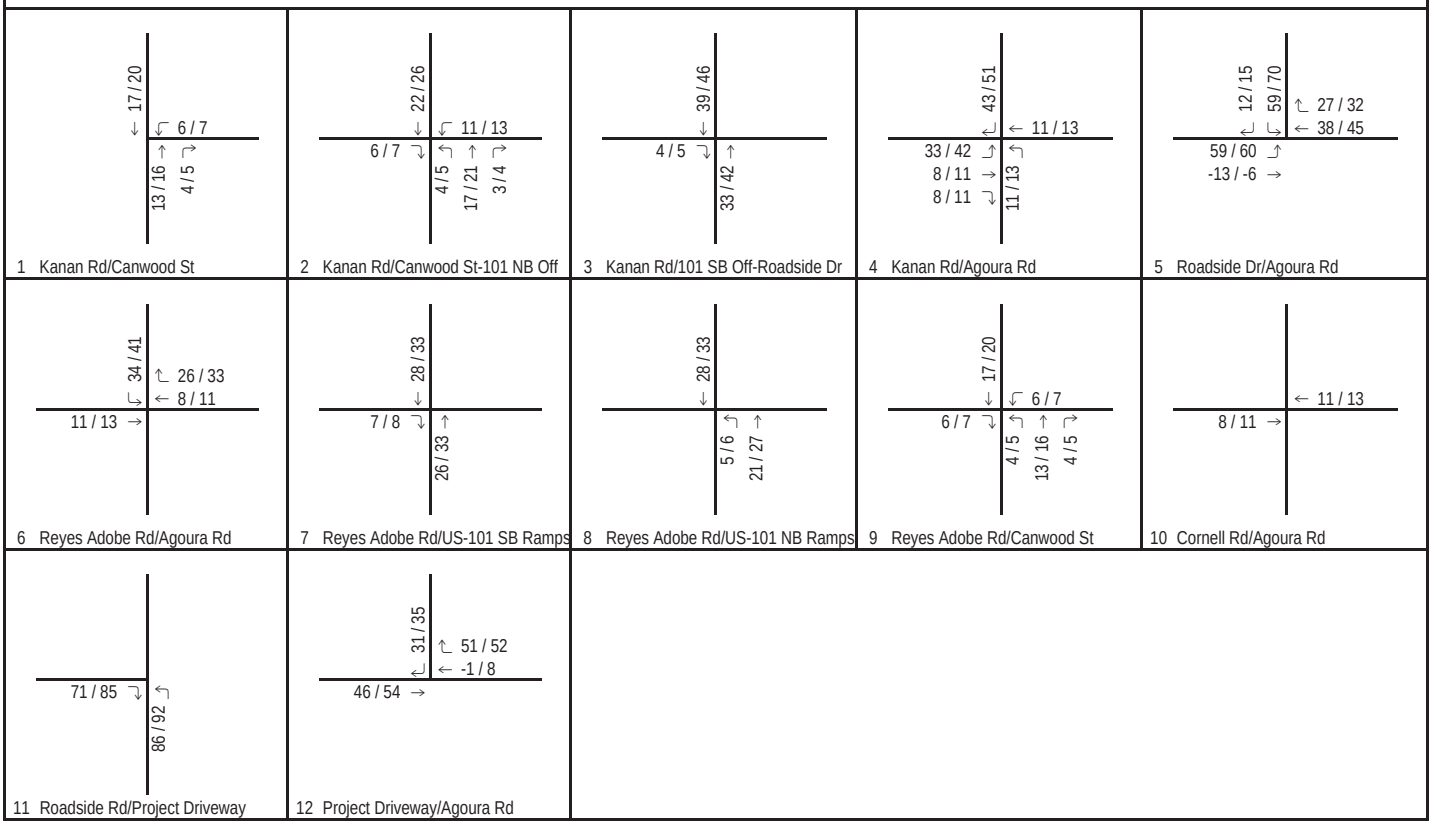
LSA

FIGURE 6

XXX / YYY AM / PM Volume

LA Fitness at Agoura Park
Project Pass-By Trips





L S A

FIGURE 7

XXX / YYY AM / PM Volume

LA Fitness at Agoura Park
Net Project Trip Assignment

APPENDIX B:

TRAFFIC COUNTS

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5348-001 **Day:** Tuesday

City: Agoura Hills **Date:** 6/3/2014

AM

NS/EW Streets:	Kanan Rd			Kanan Rd			Canwood St East			Canwood St East			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	1	3	0	0	0	0	2	0	1	
7:00 AM		118	37	21	264					67		11	518
7:15 AM		182	33	17	315					49		15	611
7:30 AM		236	39	14	345					80		27	741
7:45 AM		312	45	40	431					60		24	912
8:00 AM		408	60	60	441					68		45	1082
8:15 AM		291	53	69	430					55		30	928
8:30 AM		251	74	62	454					75		32	948
8:45 AM		190	56	62	372					68		23	771
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1988	397	345	3052	0	0	0	0	522	0	207	6511
APPROACH %'s :	0.00%	83.35%	16.65%	10.16%	89.84%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	71.60%	0.00%	28.40%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	1262	232	231	1756	0	0	0	0	258	0	131	3870
PEAK HR FACTOR :		0.798			0.963			0.000			0.861		0.894

UTURNS

NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5348-001 **Day:** Tuesday

City: Agoura Hills **Date:** 6/3/2014

PM

NS/EW Streets:	Kanan Rd			Kanan Rd			Canwood St East			Canwood St East				UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
LANES:	0	2	1	1	3	0	0	0	0	2	0	1					
4:00 PM		314	58	33	275					119		52	851				
4:15 PM		315	78	39	271					86		59	848				
4:30 PM		358	70	55	262					83		66	894				
4:45 PM		382	80	43	220					89		59	873				
5:00 PM		372	87	54	259					111		66	949				
5:15 PM		414	72	46	248					83		76	939				
5:30 PM		417	70	49	242					93		63	934				
5:45 PM		369	83	45	192					57		55	801				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	0	2941	598	364	1969	0	0	0	0	721	0	496	7089	0	0	0	0
APPROACH %'s :	0.00%	83.10%	16.90%	15.60%	84.40%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	59.24%	0.00%	40.76%					
PEAK HR START TIME :	445 PM												TOTAL				
PEAK HR VOL :	0	1585	309	192	969	0	0	0	0	376	0	264	3695				
PEAK HR FACTOR :		0.972			0.927			0.000			0.904		0.973				

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5348-002 **Day:** Tuesday

City: Agoura Hills **Date:** 6/3/2014

AM

NS/EW Streets:	Kanan Rd			Kanan Rd			Canwood St/US-101 NB Off-Ramp			Canwood St/US-101 NB Off-Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 0	ST 3	SR 1	EL 1	ET 0	ER 1	WL 1.5	WT .5	WR 2	TOTAL
7:00 AM	7	82	29		329	8	5		26	102	9	107	704
7:15 AM	14	129	30		332	9	7		24	102	12	108	767
7:30 AM	11	139	60		419	5	6		15	120	14	150	939
7:45 AM	16	200	70		458	22	6		33	86	20	185	1096
8:00 AM	6	227	67		441	8	22		34	120	31	243	1199
8:15 AM	18	198	70		461	22	17		26	118	37	149	1116
8:30 AM	15	169	84		474	14	15		28	132	32	149	1112
8:45 AM	14	170	80		503	19	14		16	122	24	122	1084
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	101	1314	490	0	3417	107	92	0	202	902	179	1213	8017
APPROACH %'s :	5.30%	68.98%	25.72%	0.00%	96.96%	3.04%	31.29%	0.00%	68.71%	39.32%	7.80%	52.88%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	55	794	291	0	1834	66	60	0	121	456	120	726	4523
PEAK HR FACTOR :		0.950			0.973			0.808			0.826		0.943

UTURNS

NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5348-002 **Day:** Tuesday

City: Agoura Hills **Date:** 6/3/2014

PM

NS/EW Streets:	Kanan Rd			Kanan Rd			Canwood St/US-101 NB Off-Ramp			Canwood St/US-101 NB Off-Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 0	ST 3	SR 1	EL 1	ET 0	ER 1	WL 1.5	WT .5	WR 2	TOTAL
4:00 PM	8	196	120		360	21	16		37	61	21	152	992
4:15 PM	10	230	129		357	18	17		28	53	12	190	1044
4:30 PM	12	247	112		330	14	18		36	66	16	185	1036
4:45 PM	11	239	110		260	14	18		35	61	16	202	966
5:00 PM	11	231	108		339	17	28		57	51	23	193	1058
5:15 PM	9	252	89		333	17	20		30	62	26	226	1064
5:30 PM	11	249	98		318	19	18		43	75	18	226	1075
5:45 PM	11	279	95		279	17	17		30	77	27	231	1063
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	83	1923	861	0	2576	137	152	0	296	506	159	1605	8298
APPROACH %'s :	2.90%	67.07%	30.03%	0.00%	94.95%	5.05%	33.93%	0.00%	66.07%	22.29%	7.00%	70.70%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	42	1011	390	0	1269	70	83	0	160	265	94	876	4260
PEAK HR FACTOR :		0.937			0.940			0.715			0.922		0.991

UTURNS

NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5348-003 **Day:** Tuesday

City: Agoura Hills **Date:** 6/3/2014

AM

NS/EW Streets:	Kanan Rd			Kanan Rd			US-101 SB Off-Ramp/Roadside Dr			US-101 SB Off-Ramp/Roadside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 3	NR 1	SL 1	ST 2	SR 1	EL 1	ET 0	ER 1	WL 1	WT 0	WR 1	TOTAL
7:00 AM		68	2	17	120	217	70	27	109	3		17	650
7:15 AM		73	4	23	145	202	78	22	67	3		17	634
7:30 AM		98	4	26	189	226	86	25	122	4		25	805
7:45 AM		95	4	19	210	234	186	14	118	3		17	900
8:00 AM		159	6	29	161	272	163	29	94	6		19	938
8:15 AM		112	6	36	173	250	127	41	97	6		20	868
8:30 AM		117	7	39	203	289	93	17	84	7		19	875
8:45 AM		113	7	39	255	199	113	39	89	5		23	882
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	835	40	228	1456	1889	916	214	780	37	0	157	6552
APPROACH %'s :	0.00%	95.43%	4.57%	6.38%	40.75%	52.87%	47.96%	11.20%	40.84%	19.07%	0.00%	80.93%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	483	23	123	747	1045	569	101	393	22	0	75	3581
PEAK HR FACTOR :		0.767			0.902			0.836			0.933		0.954

UTURNS			
NB	SB	EB	WB
NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5348-003 **Day:** Tuesday

City: Agoura Hills **Date:** 6/3/2014

PM

NS/EW Streets:	Kanan Rd			Kanan Rd			US-101 SB Off-Ramp/Roadside Dr			US-101 SB Off-Ramp/Roadside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 3	NR 1	SL 1	ST 2	SR 1	EL 1	ET 0	ER 1	WL 1	WT 0	WR 1	TOTAL
4:00 PM		161	11	29	134	154	82	18	72	7		72	740
4:15 PM		198	13	17	120	187	129	43	86	6		56	855
4:30 PM		163	9	32	107	160	127	23	70	11		63	765
4:45 PM		171	6	30	105	107	141	33	60	7		52	712
5:00 PM		181	7	33	167	116	102	33	62	7		73	781
5:15 PM		142	5	37	172	83	140	43	70	4		47	743
5:30 PM		156	4	46	169	98	155	29	74	9		87	827
5:45 PM		146	3	31	129	102	175	22	78	2		57	745
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1318	58	255	1103	1007	1051	244	572	53	0	507	6168
APPROACH %'s :	0.00%	95.78%	4.22%	10.78%	46.64%	42.58%	56.29%	13.07%	30.64%	9.46%	0.00%	90.54%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	0	713	35	112	499	570	499	132	278	31	0	244	3113
PEAK HR FACTOR :		0.886			0.911			0.881			0.859		0.910

UTURNS

NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5348-004 **Day:** Tuesday

City: Agoura Hills **Date:** 6/3/2014

AM

NS/EW Streets:	Kanan Rd			Kanan Rd			Agoura Rd			Agoura Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 1	EL 1	ET 1	ER 0	WL 1	WT 1	WR 1	TOTAL
7:00 AM	3	62	1	7	187	30	6	3	10	8	6	12	335
7:15 AM	8	112	1	15	173	35	13	12	18	7	8	3	405
7:30 AM	9	116	4	16	196	34	12	6	9	10	12	11	435
7:45 AM	16	123	5	21	205	45	21	19	17	9	23	12	516
8:00 AM	13	135	10	33	179	59	41	9	17	9	16	17	538
8:15 AM	22	123	4	32	166	60	31	13	9	8	18	22	508
8:30 AM	12	106	2	36	194	40	16	29	13	11	14	18	491
8:45 AM	11	127	1	37	205	54	27	11	8	13	20	17	531
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	94	904	28	197	1505	357	167	102	101	75	117	112	3759
APPROACH %'s :	9.16%	88.11%	2.73%	9.57%	73.09%	17.34%	45.14%	27.57%	27.30%	24.67%	38.49%	36.84%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	58	491	17	138	744	213	115	62	47	41	68	74	2068
PEAK HR FACTOR :		0.896			0.925			0.836			0.915		0.961

UTURNS	NB	SB	EB	WB
TOTAL VOLUMES :	0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5348-004 **Day:** Tuesday

City: Agoura Hills **Date:** 6/3/2014

PM

NS/EW Streets:	Kanan Rd			Kanan Rd			Agoura Rd			Agoura Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 1	EL 1	ET 1	ER 0	WL 1	WT 1	WR 1	TOTAL
4:00 PM	23	190	7	35	115	26	38	36	13	12	23	32	550
4:15 PM	22	167	8	37	110	19	45	22	12	18	33	35	528
4:30 PM	16	187	9	26	108	27	34	29	25	14	41	37	553
4:45 PM	20	146	5	27	104	26	59	35	13	11	25	36	507
5:00 PM	23	205	11	43	113	17	62	31	18	7	40	38	608
5:15 PM	26	210	11	55	134	33	44	33	24	13	39	33	655
5:30 PM	25	167	9	33	112	29	41	32	25	10	38	30	551
5:45 PM	22	149	3	42	84	27	40	26	27	11	36	36	503
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	177	1421	63	298	880	204	363	244	157	96	275	277	4455
APPROACH %'s :	10.66%	85.55%	3.79%	21.56%	63.68%	14.76%	47.51%	31.94%	20.55%	14.81%	42.44%	42.75%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	85	748	36	151	459	103	199	128	80	45	145	144	2323
PEAK HR FACTOR :		0.880			0.803			0.917			0.908		0.887

UTURNS

NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5348-005 **Day:** Tuesday

City: Agoura Hills **Date:** 6/3/2014

AM

NS/EW Streets:	Roadside Dr			Roadside Dr			Agoura Rd			Agoura Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	0	1	0	0	1	0	
7:00 AM				2		4	1	15			40	2	64
7:15 AM				2		1	3	33			52	4	95
7:30 AM				2		6	1	28			78	6	121
7:45 AM				4		10	4	39			75	3	135
8:00 AM				6		3	4	41			74	6	134
8:15 AM				4		2	4	58			89	4	161
8:30 AM				5		2	4	47			74	9	141
8:45 AM				11		3	1	51			71	5	142
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	36	0	31	22	312	0	0	553	39	993
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	53.73%	0.00%	46.27%	6.59%	93.41%	0.00%	0.00%	93.41%	6.59%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	0	26	0	10	13	197	0	0	308	24	578
PEAK HR FACTOR :	0.000			0.643			0.847			0.892			0.898

UTURNS

NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : 1-Way Stop (SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5348-005 **Day:** Tuesday

City: Agoura Hills **Date:** 6/3/2014

PM

NS/EW Streets:	Roadside Dr			Roadside Dr			Agoura Rd			Agoura Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	0	1	0	0	1	0	
4:00 PM				4		1	4	82			76	4	171
4:15 PM				8		5	4	80			68	4	169
4:30 PM				5		6	4	92			79	7	193
4:45 PM				4		1	3	91			68	4	171
5:00 PM				5		8	5	115			68	3	204
5:15 PM				2		3	1	96			72	5	179
5:30 PM				6		3	1	90			90	5	195
5:45 PM				5		1	0	88			87	5	186
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	39	0	28	22	734	0	0	608	37	1468
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	58.21%	0.00%	41.79%	2.91%	97.09%	0.00%	0.00%	94.26%	5.74%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	18	0	15	7	389	0	0	317	18	764
PEAK HR FACTOR :		0.000			0.635			0.825			0.882		0.936

UTURNS			
NB	SB	EB	WB
NB	SB	EB	WB
0	0	0	0

CONTROL : 1-Way Stop (SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5348-006 **Day:** Tuesday

City: Agoura Hills **Date:** 6/3/2014

AM

NS/EW Streets:	Reyes Adobe Rd			Reyes Adobe Rd			Agoura Rd			Agoura Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL .5	NT 1.5	NR 0	SL 1.5	ST .5	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
7:00 AM	0	0	0	50	1	102	19	7	0	0	15	16	210
7:15 AM	0	0	0	56	3	113	13	20	0	0	22	33	260
7:30 AM	0	0	0	70	2	109	28	20	2	0	28	24	283
7:45 AM	0	0	0	94	4	132	25	28	2	1	50	31	367
8:00 AM	0	0	0	92	5	108	33	33	0	0	25	30	326
8:15 AM	1	0	2	98	12	130	27	39	2	1	28	38	378
8:30 AM	1	1	0	105	6	130	36	20	1	0	25	27	352
8:45 AM	0	2	0	93	4	94	19	32	1	0	37	22	304
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	3	2	658	37	918	200	199	8	2	230	221	2480
APPROACH %'s :	28.57%	42.86%	28.57%	40.79%	2.29%	56.91%	49.14%	48.89%	1.97%	0.44%	50.77%	48.79%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	2	1	2	389	27	500	121	120	5	2	128	126	1423
PEAK HR FACTOR :	0.417			0.950			0.904			0.780			0.941

UTURNS

NB	SB	EB	WB
	10	5	
	3	0	
	2	1	
	8	1	
	9	1	
	8	0	
	11	4	
	7	2	

NB	SB	EB	WB
0	58	14	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5348-006 **Day:** Tuesday

City: Agoura Hills **Date:** 6/3/2014

PM

NS/EW Streets:	Reyes Adobe Rd			Reyes Adobe Rd			Agoura Rd			Agoura Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL .5	NT 1.5	NR 0	SL 1.5	ST .5	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
4:00 PM	1	4	1	52	2	23	84	41	3	2	57	97	367
4:15 PM	2	7	0	44	2	27	74	47	1	1	54	67	326
4:30 PM	1	6	2	44	2	23	102	53	0	0	70	93	396
4:45 PM	1	3	1	42	2	26	88	47	1	0	49	74	334
5:00 PM	2	5	0	40	3	24	102	72	0	0	61	127	436
5:15 PM	3	5	1	54	0	20	77	57	0	0	74	73	364
5:30 PM	2	6	0	47	0	22	100	52	0	0	70	90	389
5:45 PM	0	5	1	41	0	29	69	60	1	2	64	76	348
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	12	41	6	364	11	194	696	429	6	5	499	697	2960
APPROACH %'s :	20.34%	69.49%	10.17%	63.97%	1.93%	34.09%	61.54%	37.93%	0.53%	0.42%	41.55%	58.03%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	7	21	2	182	3	95	348	241	1	2	269	366	1537
PEAK HR FACTOR :		0.833			0.946			0.848			0.847		0.881

UTURNS

NB	SB	EB	WB
	13	1	
	7	5	
	6	1	
	6	0	
	8	3	
	10	5	
	11	6	
	6	2	
NB	SB	EB	WB
0	67	23	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5348-007 **Day:** Tuesday

City: Agoura Hills **Date:** 6/3/2014

AM

NS/EW Streets:	Reyes Adobe Rd			Reyes Adobe Rd			US-101 SB Ramps			US-101 SB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 2	NR 1	SL 2	ST 2	SR 0	EL 1	ET .5	ER .5	WL 0	WT 0	WR 0	TOTAL
7:00 AM		35	19	76	109		34	0	57				330
7:15 AM		42	21	71	126		42	0	63				365
7:30 AM		39	25	89	123		67	0	75				418
7:45 AM		37	36	100	136		70	1	116				496
8:00 AM		47	41	159	130		76	2	95				550
8:15 AM		49	42	155	153		90	1	101				591
8:30 AM		34	46	124	176		87	1	109				577
8:45 AM		41	29	104	134		86	3	98				495
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	324	259	878	1087	0	552	8	714	0	0	0	3822
APPROACH %'s :	0.00%	55.57%	44.43%	44.68%	55.32%	0.00%	43.33%	0.63%	56.04%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	167	165	538	595	0	323	5	421	0	0	0	2214
PEAK HR FACTOR :		0.912			0.920			0.951			0.000		0.937

UTURNS

NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5348-007 **Day:** Tuesday

City: Agoura Hills **Date:** 6/3/2014

PM

NS/EW Streets:	Reyes Adobe Rd			Reyes Adobe Rd			US-101 SB Ramps			US-101 SB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 2	NR 1	SL 2	ST 2	SR 0	EL 1	ET .5	ER .5	WL 0	WT 0	WR 0	TOTAL
4:00 PM		123	66	50	64		61	0	19				383
4:15 PM		115	69	48	60		73	5	27				397
4:30 PM		115	70	42	47		78	1	28				381
4:45 PM		136	75	56	59		83	1	25				435
5:00 PM		175	87	68	62		86	1	24				503
5:15 PM		99	58	48	43		99	1	32				380
5:30 PM		112	70	57	53		86	2	36				416
5:45 PM		98	59	36	61		80	2	20				356
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	973	554	405	449	0	646	13	211	0	0	0	3251
APPROACH %'s :	0.00%	63.72%	36.28%	47.42%	52.58%	0.00%	74.25%	1.49%	24.25%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	522	290	229	217	0	354	5	117	0	0	0	1734
PEAK HR FACTOR :		0.775			0.858			0.902			0.000		0.862

UTURNS				
NB	SB	EB	WB
NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5348-008 **Day:** Tuesday

City: Agoura Hills **Date:** 6/3/2014

AM

NS/EW Streets:	Reyes Adobe Rd			Reyes Adobe Rd			US -101 NB Ramps			US -101 NB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 2	NR 0	SL 0	ST 1.5	SR .5	EL 0	ET 0	ER 0	WL .5	WT .5	WR 1	TOTAL
7:00 AM	30	43			85	40				95	0	26	319
7:15 AM	29	51			93	49				96	0	38	356
7:30 AM	26	78			122	80				98	0	65	469
7:45 AM	22	81			144	100				99	0	75	521
8:00 AM	30	98			187	104				96	0	98	613
8:15 AM	29	105			224	101				89	0	106	654
8:30 AM	38	88			209	107				91	1	61	595
8:45 AM	27	94			154	103				79	1	70	528
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	231	638	0	0	1218	684	0	0	0	743	2	539	4055
APPROACH %'s :	26.58%	73.42%	0.00%	0.00%	64.04%	35.96%	#DIV/0!	#DIV/0!	#DIV/0!	57.87%	0.16%	41.98%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	124	385	0	0	774	415	0	0	0	355	2	335	2390
PEAK HR FACTOR :		0.950			0.915			0.000			0.887		0.914

UTURNS	NB	SB	EB	WB
	0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5348-008 **Day:** Tuesday

City: Agoura Hills **Date:** 6/3/2014

PM

NS/EW Streets:	Reyes Adobe Rd			Reyes Adobe Rd			US -101 NB Ramps			US -101 NB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	0	0	1.5	.5	0	0	0	.5	.5	1	
4:00 PM	80	112			87	97				22	0	64	462
4:15 PM	72	112			73	84				34	0	71	446
4:30 PM	61	122			65	99				27	0	83	457
4:45 PM	56	122			87	83				30	1	87	466
5:00 PM	109	145			89	108				37	0	86	574
5:15 PM	56	153			72	79				23	1	130	514
5:30 PM	52	162			82	72				25	0	122	515
5:45 PM	56	126			67	72				31	0	116	468
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	542	1054	0	0	622	694	0	0	0	229	2	759	3902
APPROACH %'s :	33.96%	66.04%	0.00%	0.00%	47.26%	52.74%	#DIV/0!	#DIV/0!	#DIV/0!	23.13%	0.20%	76.67%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	273	586	0	0	310	331	0	0	0	116	1	454	2071
PEAK HR FACTOR :		0.845			0.813			0.000			0.927		0.902

UTURNS				
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5348-009 **Day:** Tuesday

City: Agoura Hills **Date:** 6/3/2014

AM

NS/EW Streets:	Reyes Adobe Rd			Reyes Adobe Rd			Canwood St			Canwood St				UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
LANES:	2	1.5	.5	1	1.5	.5	0	1	1	1	1	0					
7:00 AM	8	58	6	2	82	0	3	1	22	16	3	1	202				
7:15 AM	16	64	8	2	86	1	7	1	34	11	1	0	231				
7:30 AM	26	109	13	4	138	4	5	0	42	25	4	4	374				
7:45 AM	21	120	12	6	157	7	6	3	46	35	2	7	422				
8:00 AM	23	146	27	5	211	11	6	2	43	26	3	10	513				
8:15 AM	40	138	16	8	270	9	7	4	42	21	2	6	563				
8:30 AM	38	102	20	13	253	14	4	5	42	17	3	3	514				
8:45 AM	48	86	28	7	189	8	5	5	48	23	6	1	454				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	220	823	130	47	1386	54	43	21	319	174	24	32	3273	0	0	0	0
APPROACH %'s :	18.76%	70.16%	11.08%	3.16%	93.21%	3.63%	11.23%	5.48%	83.29%	75.65%	10.43%	13.91%					
PEAK HR START TIME :	800 AM												TOTAL				
PEAK HR VOL :	149	472	91	33	923	42	22	16	175	87	14	20	2044				
PEAK HR FACTOR :		0.908			0.869			0.918			0.776		0.908				

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5348-009 **Day:** Tuesday

City: Agoura Hills **Date:** 6/3/2014

PM

NS/EW Streets:	Reyes Adobe Rd			Reyes Adobe Rd			Canwood St			Canwood St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	1.5	.5	1	1.5	.5	0	1	1	1	1	0	
4:00 PM	37	123	16	7	111	9	12	2	53	23	6	7	406
4:15 PM	36	121	23	9	85	7	8	6	49	22	8	10	384
4:30 PM	38	129	31	3	90	5	13	9	45	28	11	9	411
4:45 PM	44	131	35	9	96	8	13	7	53	22	7	7	432
5:00 PM	41	154	34	5	96	8	24	9	61	32	7	12	483
5:15 PM	50	210	23	8	93	7	10	7	34	24	6	1	473
5:30 PM	42	207	37	4	90	7	12	4	51	22	7	6	489
5:45 PM	54	164	20	4	81	11	14	6	39	26	6	10	435
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	342	1239	219	49	742	62	106	50	385	199	58	62	3513
APPROACH %'s :	19.00%	68.83%	12.17%	5.74%	86.99%	7.27%	19.59%	9.24%	71.16%	62.38%	18.18%	19.44%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	187	735	114	21	360	33	60	26	185	104	26	29	1880
PEAK HR FACTOR :		0.906			0.950			0.721			0.779		0.961

UTURNS

NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5348-010 **Day:** Tuesday

City: Agoura Hills **Date:** 6/3/2014

AM

NS/EW Streets:	Cornell Rd			Cornell Rd			Agoura Rd			Agoura Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
7:00 AM	0	0	1	1	0	2	1	7	1	1	16	0	30
7:15 AM	0	0	2	1	1	1	1	20	0	2	14	3	45
7:30 AM	0	0	5	2	0	3	1	26	0	6	27	1	71
7:45 AM	0	0	4	1	0	1	7	32	0	3	34	0	82
8:00 AM	1	1	10	1	0	3	0	35	3	7	26	1	88
8:15 AM	0	3	9	9	0	3	3	35	1	6	40	1	110
8:30 AM	0	1	6	1	1	2	7	53	1	3	46	1	122
8:45 AM	0	1	10	2	0	1	3	38	1	6	46	3	111
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	6	47	18	2	16	23	246	7	34	249	10	659
APPROACH %'s :	1.85%	11.11%	87.04%	50.00%	5.56%	44.44%	8.33%	89.13%	2.54%	11.60%	84.98%	3.41%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	1	6	35	13	1	9	13	161	6	22	158	6	431
PEAK HR FACTOR :	0.875			0.479			0.738			0.845			0.883

UTURNS

NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : 4-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5348-010 **Day:** Tuesday

City: Agoura Hills **Date:** 6/3/2014

PM

NS/EW Streets:	Cornell Rd			Cornell Rd			Agoura Rd			Agoura Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
4:00 PM	1	5	8	1	0	7	6	78	1	8	56	8	179
4:15 PM	1	6	9	3	2	9	2	54	1	11	73	6	177
4:30 PM	2	0	5	8	1	12	2	58	0	7	69	6	170
4:45 PM	0	1	7	4	1	8	6	47	1	4	54	4	137
5:00 PM	1	4	5	2	0	11	6	67	2	15	67	7	187
5:15 PM	1	1	11	3	3	11	2	76	0	4	59	13	184
5:30 PM	0	1	8	1	0	15	6	58	4	10	47	4	154
5:45 PM	1	6	3	7	1	13	13	47	2	8	49	6	156
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	7	24	56	29	8	86	43	485	11	67	474	54	1344
APPROACH %'s :	8.05%	27.59%	64.37%	23.58%	6.50%	69.92%	7.98%	89.98%	2.04%	11.26%	79.66%	9.08%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	3	12	27	13	4	50	27	248	8	37	222	30	681
PEAK HR FACTOR :		0.808			0.798			0.907			0.812		0.910

UTURNS

NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : 4-Way Stop

APPENDIX C:

LEVEL OF SERVICE AND SIGNAL WARRANT WORKSHEETS

Scenario Report

Scenario:	Existing AM
Command:	Default Command
Volume:	Existing AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	Project
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing

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

Intersection #1 Kanan Rd/Canwood St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.614
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Kanan Road						Canwood Street					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	1262	232	231	1756	0	0	0	0	258	0	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1262	232	231	1756	0	0	0	0	258	0	131
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1262	232	231	1756	0	0	0	0	258	0	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1262	232	231	1756	0	0	0	0	258	0	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1262	232	231	1756	0	0	0	0	258	0	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1262	232	231	1756	0	0	0	0	258	0	131
OvlAdjVol:			89									3
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	0.39	0.15	0.08	0.37	0.00	0.00	0.00	0.00	0.09	0.00	0.08
OvlAdjV/S:			0.06									0.00
Crit Moves:	****			****						****		

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

Intersection #2 Kanan Rd/Canwood St-US101 NB Off

Cycle (sec):	100	Critical Vol./Cap.(X):	0.769
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	C

Street Name:	Kanan Road							Canwood Street-US 101 NB Off							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Permitted					Split Phase					Split Phase				
Rights:		Ovl					Include					Include					Include			
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Y+R:	0.0	0.0	0.0			0.0	0.0	0.0			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:	55	794	291			0	1834	66			60	0	121			456	120	726		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	55	794	291			0	1834	66			60	0	121			456	120	726		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	55	794	291			0	1834	66			60	0	121			456	120	726		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	55	794	291			0	1834	66			60	0	121			456	120	726		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	55	794	291			0	1834	66			60	0	121			456	120	726		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	55	794	291			0	1834	66			60	0	121			456	120	726		
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			1.58	0.42	2.00		
Final Sat.:	1600	3200	1600			0	4800	1600			1600	0	1600			2533	667	3200		
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.25	0.18			0.00	0.38	0.04			0.04	0.00	0.08			0.18	0.18	0.23		
OvlAdjV/S:			0.00																	
Crit Moves:	****						****						****					****		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	60	0	121	456	120	726	55	794	291	0	1834	66
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	0	1569	1569	1569	1569	1569	1569	1569	0	1569	1569
Adj Flow Rate, veh/h	60	0	121	288	355	726	55	794	291	0	1834	66
Adj No. of Lanes	1	0	1	1	1	2	1	2	1	0	3	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	0	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	0	0	0	340	357	4040	217	1978	7919	0	1985	4121
Arrive On Green	0.00	0.00	0.00	0.23	0.23	0.23	0.15	0.66	0.66	0.00	0.46	0.46
Sat Flow, veh/h		0		1494	1569	17778	1494	2980	8889	0	4424	8889
Grp Volume(v), veh/h		0.0		288	355	726	55	794	291	0	1834	66
Grp Sat Flow(s),veh/h/ln				1494	1569	8889	1494	1490	8889	0	1427	8889
Q Serve(g_s), s				20.3	24.9	3.6	3.6	13.4	0.4	0.0	44.2	0.4
Cycle Q Clear(g_c), s				20.3	24.9	3.6	3.6	13.4	0.4	0.0	44.2	0.4
Prop In Lane				1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				340	357	4040	217	1978	7919	0	1985	4121
V/C Ratio(X)				0.85	1.00	0.18	0.25	0.40	0.04	0.00	0.92	0.02
Avail Cap(c_a), veh/h				340	357	4040	217	1978	7919	0	1985	4121
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				40.7	42.4	34.2	41.7	8.5	0.7	0.0	27.7	15.9
Incr Delay (d2), s/veh				17.9	46.5	0.0	0.6	0.6	0.0	0.0	8.7	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				10.1	15.4	8.9	1.5	5.7	3.1	0.0	18.9	1.1
LnGrp Delay(d),s/veh				58.6	88.9	34.3	42.3	9.1	0.7	0.0	36.4	15.9
LnGrp LOS				E	F	C	D	A	A		D	B
Approach Vol, veh/h					1369			1140			1900	
Approach Delay, s/veh					53.5			8.5			35.7	
Approach LOS					D			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		79.0			22.0	57.0		31.0
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0
Max Green Setting (Gmax), s		63.0			6.0	52.0		26.0
Max Q Clear Time (g_c+I1), s		15.4			5.6	46.2		26.9
Green Ext Time (p_c), s		8.1			0.3	4.9		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	34.2
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection #3 Kanan Rd/US-101 SB Off-Roadside Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.750
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	C

Street Name:	Kanan Road						US-101 SB Off-Roadside Drive					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	483	23	123	747	1045	569	101	393	22	0	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	483	23	123	747	1045	569	101	393	22	0	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	483	23	123	747	1045	569	101	393	22	0	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	483	23	123	747	1045	569	101	393	22	0	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	483	23	123	747	1045	569	101	393	22	0	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	483	23	123	747	1045	569	101	393	22	0	75
OvlAdjVol:						691						
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	2.86	0.14	1.00	2.00	1.00	1.61	0.28	1.11	1.00	0.00	1.00
Final Sat.:	0	4582	218	1600	3200	1600	2569	456	1775	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.08	0.23	0.65	0.22	0.22	0.22	0.01	0.00	0.05
OvlAdjV/S:						0.43						
Crit Moves:	****					****		****				****

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	569	101	393	22	0	75	0	483	23	123	747	1045
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1569	1569	0	1569	0	1569	1600	1569	1569	1569
Adj Flow Rate, veh/h	569	320	247	22	0	75	0	483	23	123	747	1045
Adj No. of Lanes	1	1	1	1	0	1	0	3	0	1	2	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	0	2	0	2	2	2	2	2
Cap, veh/h	605	635	3600	0	0	0	0	678	33	414	1448	7919
Arrive On Green	0.40	0.40	0.40	0.00	0.00	0.00	0.00	0.15	0.15	0.28	0.49	0.49
Sat Flow, veh/h	1494	1569	8889		0		0	4527	215	1494	2980	8889
Grp Volume(v), veh/h	569	320	247		0.0		0	320	186	123	747	1045
Grp Sat Flow(s),veh/h/ln	1494	1569	8889				0	1427	1746	1494	1490	8889
Q Serve(g_s), s	40.3	16.8	1.9				0.0	11.7	11.1	7.1	18.9	1.6
Cycle Q Clear(g_c), s	40.3	16.8	1.9				0.0	11.7	11.1	7.1	18.9	1.6
Prop In Lane	1.00		1.00				0.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	605	635	3600				0	441	270	414	1448	7919
V/C Ratio(X)	0.94	0.50	0.07				0.00	0.72	0.69	0.30	0.52	0.13
Avail Cap(c_a), veh/h	679	713	4040				0	441	270	414	1448	7919
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.5	24.5	20.0				0.0	44.3	44.0	31.3	19.4	0.7
Incr Delay (d2), s/veh	20.1	0.6	0.0				0.0	9.9	13.6	1.8	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.0	7.4	4.6				0.0	5.2	6.4	3.1	8.0	18.7
LnGrp Delay(d),s/veh	51.5	25.1	20.0				0.0	54.2	57.6	33.2	20.7	0.8
LnGrp LOS	D	C	C					D	E	C	C	A
Approach Vol, veh/h		1136						506			1915	
Approach Delay, s/veh		37.2						55.4			10.6	
Approach LOS		D						E			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	36.5	23.0		50.5		59.5		
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		
Max Green Setting (Gmax), s	16.0	18.0		51.0		39.0		
Max Q Clear Time (g_c+I1), s	9.1	13.7		42.3		20.9		
Green Ext Time (p_c), s	4.9	1.2		3.3		9.9		

Intersection Summary	
HCM 2010 Ctrl Delay	25.5
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection #4 Kanan Rd/Agoura Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.669
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Kanan Road						Agoura road					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1	1 0	1 0	1	1	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	58	491	17	138	744	213	115	62	47	41	68	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	491	17	138	744	213	115	62	47	41	68	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	491	17	138	744	213	115	62	47	41	68	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	491	17	138	744	213	115	62	47	41	68	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	491	17	138	744	213	115	62	47	41	68	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	491	17	138	744	213	115	62	47	41	68	74
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	1.93	0.07	1.00	1.00	1.00	1.00	0.57	0.43	1.00	1.00	1.00
Final Sat.:	1600	3093	107	1600	1600	1600	1600	910	690	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.09	0.47	0.13	0.07	0.07	0.07	0.03	0.04	0.05
Crit Moves:	****			****			****					****

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	13	197	308	24	26	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	197	308	24	26	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	308	0	-	0	531	308
Stage 1	-	-	-	-	308	-
Stage 2	-	-	-	-	223	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1253	-	-	-	509	732
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	814	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1253	-	-	-	503	732
Mov Cap-2 Maneuver	-	-	-	-	503	-
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	804	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1253	-	-	-	551
HCM Lane V/C Ratio	0.01	-	-	-	0.065
HCM Control Delay (s)	7.9	0	-	-	12
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

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

Intersection #6 Reyes Adobe Rd/Agoura Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.519
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Reyes Adobe Road						Agoura Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 1	0 1	0	1 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	2	1	2	389	27	500	121	120	5	2	128	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1	2	389	27	500	121	120	5	2	128	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1	2	389	27	500	121	120	5	2	128	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1	2	389	27	500	121	120	5	2	128	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	2	389	27	500	121	120	5	2	128	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1	2	389	27	500	121	120	5	2	128	126
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:	0.80	0.40	0.80	1.87	0.13	1.00	1.00	1.92	0.08	1.00	1.01	0.99
Final Sat.:	1280	640	1280	2992	208	1600	1600	3072	128	1600	1613	1587
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.13	0.31	0.08	0.04	0.04	0.00	0.08	0.08
Crit Moves:	****					****	****				****	

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

Intersection #7 Reyes Adobe Rd/US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.606
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Reyes Adobe Road						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0 2	0 1	2	0 2	0 0	1	0 0	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	167	165	538	595	0	323	5	421	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	167	165	538	595	0	323	5	421	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	167	165	538	595	0	323	5	421	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:	0	167	165	538	595	0	323	5	421	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	167	165	538	595	0	323	5	421	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	167	165	538	595	0	323	5	421	0	0	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	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	0.01	0.99	0.00	0.00	0.00
Final Sat.:	0	3200	1600	2880	3200	0	1600	19	1581	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.10	0.19	0.19	0.00	0.20	0.27	0.27	0.00	0.00	0.00
Crit Moves:			****	****				****				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	323	5	421	0	0	0	0	167	165	538	595	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1600				0	1569	1569	1569	1569	0
Adj Flow Rate, veh/h	323	5	421				0	167	165	538	595	0
Adj No. of Lanes	1	1	0				0	2	1	2	2	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	377	25	2103				0	1014	3025	637	1855	0
Arrive On Green	0.25	0.25	0.25				0.00	0.34	0.34	0.07	0.21	0.00
Sat Flow, veh/h	1494	99	8328				0	3059	8889	2898	3059	0
Grp Volume(v), veh/h	323	0	426				0	167	165	538	595	0
Grp Sat Flow(s),veh/h/ln	1494	0	8427				0	1490	8889	1449	1490	0
Q Serve(g_s), s	16.5	0.0	3.2				0.0	3.1	1.0	14.7	13.6	0.0
Cycle Q Clear(g_c), s	16.5	0.0	3.2				0.0	3.1	1.0	14.7	13.6	0.0
Prop In Lane	1.00		0.99				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	377	0	2128				0	1014	3025	637	1855	0
V/C Ratio(X)	0.86	0.00	0.20				0.00	0.16	0.05	0.85	0.32	0.00
Avail Cap(c_a), veh/h	504	0	2844				0	1014	3025	761	1855	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.41	0.41	0.00
Uniform Delay (d), s/veh	28.5	0.0	23.5				0.0	18.4	17.7	35.8	17.4	0.0
Incr Delay (d2), s/veh	10.6	0.0	0.0				0.0	0.3	0.0	3.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	0.0	7.4				0.0	1.3	2.5	6.2	5.7	0.0
LnGrp Delay(d),s/veh	39.2	0.0	23.6				0.0	18.8	17.8	39.0	17.6	0.0
LnGrp LOS	D		C					B	B	D	B	
Approach Vol, veh/h		749						332			1133	
Approach Delay, s/veh		30.3						18.3			27.8	
Approach LOS		C						B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	22.6	32.2		25.2		54.8		
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		
Max Green Setting (Gmax), s	21.0	17.0		27.0		43.0		
Max Q Clear Time (g_c+I1), s	16.7	5.1		18.5		15.6		
Green Ext Time (p_c), s	0.9	4.4		1.7		6.2		

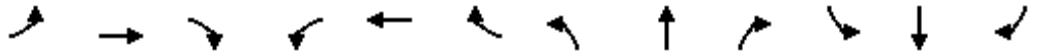
Intersection Summary	
HCM 2010 Ctrl Delay	27.2
HCM 2010 LOS	C

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

Intersection #8 Reyes Adobe Rd/US-101 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	C

Street Name:	Reyes Adobe Road						US-101 NB Ramps					
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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	0 0	0 0	1	1 0	0 0	0	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	124	385	0	0	774	415	0	0	0	355	2	335
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	385	0	0	774	415	0	0	0	355	2	335
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	385	0	0	774	415	0	0	0	355	2	335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	385	0	0	774	415	0	0	0	355	2	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	385	0	0	774	415	0	0	0	355	2	335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	385	0	0	774	415	0	0	0	355	2	335
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	0.00	0.00	1.30	0.70	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1600	3200	0	0	2083	1117	0	0	0	1591	9	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.12	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.22	0.22	0.21
Crit Moves:	****				****					****		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	355	2	335	124	385	0	0	774	415
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1600	1569	1569	1569	1569	0	0	1569	1600
Adj Flow Rate, veh/h				355	2	335	124	385	0	0	774	415
Adj No. of Lanes				0	1	1	2	2	0	0	2	0
Peak Hour Factor				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				386	2	2308	181	1834	0	0	1368	749
Arrive On Green				0.26	0.26	0.26	0.02	0.20	0.00	0.00	0.49	0.49
Sat Flow, veh/h				1486	8	8889	2898	3059	0	0	2868	1527
Grp Volume(v), veh/h				357	0	335	124	385	0	0	421	768
Grp Sat Flow(s),veh/h/ln				1494	0	8889	1449	1490	0	0	1490	2826
Q Serve(g_s), s				18.6	0.0	2.3	3.4	8.6	0.0	0.0	16.1	15.2
Cycle Q Clear(g_c), s				18.6	0.0	2.3	3.4	8.6	0.0	0.0	16.1	15.2
Prop In Lane				0.99		1.00	1.00		0.00	0.00		0.54
Lane Grp Cap(c), veh/h				388	0	2308	181	1834	0	0	731	1386
V/C Ratio(X)				0.92	0.00	0.15	0.68	0.21	0.00	0.00	0.58	0.55
Avail Cap(c_a), veh/h				448	0	2667	181	1834	0	0	731	1386
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.78	0.78	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				28.8	0.0	22.8	38.4	15.7	0.0	0.0	14.5	14.3
Incr Delay (d2), s/veh				22.4	0.0	0.0	8.0	0.2	0.0	0.0	3.3	1.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				10.0	0.0	5.7	1.6	3.6	0.0	0.0	7.2	12.4
LnGrp Delay(d),s/veh				51.2	0.0	22.8	46.4	15.9	0.0	0.0	17.8	15.9
LnGrp LOS				D		C	D	B			B	B
Approach Vol, veh/h					692			509			1189	
Approach Delay, s/veh					37.5			23.3			16.5	
Approach LOS					D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		54.2			10.0	44.2		25.8
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0
Max Green Setting (Gmax), s		46.0			5.0	36.0		24.0
Max Q Clear Time (g_c+I1), s		10.6			5.4	18.1		20.6
Green Ext Time (p_c), s		14.8			0.0	10.4		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	24.0
HCM 2010 LOS	C

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

Intersection #9 Reyes Adobe Rd/Canwood St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.567
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Reyes Adobe Road						Canwood Street					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	1	1 0	1 0	1	1 0	0 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	149	472	91	33	923	42	22	16	175	87	14	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	472	91	33	923	42	22	16	175	87	14	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	472	91	33	923	42	22	16	175	87	14	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	472	91	33	923	42	22	16	175	87	14	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	472	91	33	923	42	22	16	175	87	14	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	472	91	33	923	42	22	16	175	87	14	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.68	0.32	1.00	1.91	0.09	0.58	0.42	1.00	1.00	0.41	0.59
Final Sat.:	2880	2683	517	1600	3061	139	926	674	1600	1600	659	941
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.18	0.02	0.30	0.30	0.01	0.02	0.11	0.05	0.02	0.02
Crit Moves:	****			****					****	****		

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	13	161	6	0	22	158	6	0	1	6	35
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	161	6	0	22	158	6	0	1	6	35
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.4	8.5	7.5
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	7%	12%	57%
Vol Thru, %	14%	89%	85%	4%
Vol Right, %	83%	3%	3%	39%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	42	180	186	23
LT Vol	6	161	158	1
Through Vol	35	6	6	9
RT Vol	1	13	22	13
Lane Flow Rate	42	180	186	23
Geometry Grp	1	1	1	1
Degree of Util (X)	0.05	0.209	0.216	0.03
Departure Headway (Hd)	4.268	4.181	4.187	4.664
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	844	846	844	772
Service Time	2.269	2.272	2.276	2.666
HCM Lane V/C Ratio	0.05	0.213	0.22	0.03
HCM Control Delay	7.5	8.4	8.5	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.8	0.8	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	13	1	9
Peak Hour Factor	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	13	1	9
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.8
HCM LOS	A

Lane

Scenario Report

Scenario:	Existing PM
Command:	Default Command
Volume:	Existing PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing

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

Intersection #1 Kanan Rd/Canwood St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.743
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	C

Street Name:	Kanan Road						Canwood Street					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	1585	309	192	969	0	0	0	0	376	0	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1585	309	192	969	0	0	0	0	376	0	264
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1585	309	192	969	0	0	0	0	376	0	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1585	309	192	969	0	0	0	0	376	0	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1585	309	192	969	0	0	0	0	376	0	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1585	309	192	969	0	0	0	0	376	0	264
OvlAdjVol:			100									157
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	0.50	0.19	0.07	0.20	0.00	0.00	0.00	0.00	0.13	0.00	0.17
OvlAdjV/S:			0.06									0.10
Crit Moves:	****			****						****		

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

Intersection #2 Kanan Rd/Canwood St-US101 NB Off

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

Street Name:	Kanan Road							Canwood Street-US 101 NB Off							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Permitted					Split Phase					Split Phase				
Rights:		Ovl					Include					Include					Include			
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Y+R:	0.0	0.0	0.0			0.0	0.0	0.0			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:	42	1011	390			0	1269	70			83	0	160			265	94	876		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	42	1011	390			0	1269	70			83	0	160			265	94	876		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	42	1011	390			0	1269	70			83	0	160			265	94	876		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	42	1011	390			0	1269	70			83	0	160			265	94	876		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	42	1011	390			0	1269	70			83	0	160			265	94	876		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	42	1011	390			0	1269	70			83	0	160			265	94	876		
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			1.48	0.52	2.00		
Final Sat.:	1600	3200	1600			0	4800	1600			1600	0	1600			2362	838	3200		
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.32	0.24			0.00	0.26	0.04			0.05	0.00	0.10			0.11	0.11	0.27		
OvlAdjV/S:			0.00																	
Crit Moves:		****											****					****		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	83	0	160	265	94	876	42	1011	390	0	1269	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	0	1569	1569	1569	1569	1569	1569	1569	0	1569	1569
Adj Flow Rate, veh/h	83	0	160	180	214	876	42	1011	390	0	1269	70
Adj No. of Lanes	1	0	1	1	1	2	1	2	1	0	3	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	0	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	0	0	0	280	294	3327	467	2098	7919	0	1440	2990
Arrive On Green	0.00	0.00	0.00	0.19	0.19	0.19	0.31	0.70	0.70	0.00	0.34	0.34
Sat Flow, veh/h		0		1494	1569	17778	1494	2980	8889	0	4424	8889
Grp Volume(v), veh/h		0.0		180	214	876	42	1011	390	0	1269	70
Grp Sat Flow(s),veh/h/ln				1494	1569	8889	1494	1490	8889	0	1427	8889
Q Serve(g_s), s				12.2	14.1	4.6	2.2	16.7	0.6	0.0	30.7	0.6
Cycle Q Clear(g_c), s				12.2	14.1	4.6	2.2	16.7	0.6	0.0	30.7	0.6
Prop In Lane				1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				280	294	3327	467	2098	7919	0	1440	2990
V/C Ratio(X)				0.64	0.73	0.26	0.09	0.48	0.05	0.00	0.88	0.02
Avail Cap(c_a), veh/h				516	542	6141	467	2098	7919	0	1440	2990
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				41.3	42.1	38.2	26.7	7.3	0.7	0.0	34.4	24.4
Incr Delay (d2), s/veh				2.5	3.5	0.0	0.1	0.8	0.0	0.0	8.0	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.2	6.4	11.5	0.9	7.0	3.7	0.0	13.2	1.4
LnGrp Delay(d),s/veh				43.8	45.6	38.3	26.8	8.1	0.7	0.0	42.5	24.4
LnGrp LOS				D	D	D	C	A	A		D	C
Approach Vol, veh/h					1270			1443			1339	
Approach Delay, s/veh					40.3			6.6			41.5	
Approach LOS					D			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		83.4			40.4	43.0		26.6
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0
Max Green Setting (Gmax), s		48.0			5.0	38.0		39.0
Max Q Clear Time (g_c+I1), s		18.7			4.2	32.7		16.1
Green Ext Time (p_c), s		10.4			0.6	3.6		5.5

Intersection Summary	
HCM 2010 Ctrl Delay	28.7
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection #3 Kanan Rd/US-101 SB Off-Roadside Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.662
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Kanan Road						US-101 SB Off-Roadside Drive					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	713	35	112	499	570	499	132	278	31	0	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	713	35	112	499	570	499	132	278	31	0	244
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	713	35	112	499	570	499	132	278	31	0	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	713	35	112	499	570	499	132	278	31	0	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	713	35	112	499	570	499	132	278	31	0	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	713	35	112	499	570	499	132	278	31	0	244
OvlAdjVol:						196						
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	2.86	0.14	1.00	2.00	1.00	1.65	0.35	1.00	1.00	0.00	1.00
Final Sat.:	0	4575	225	1600	3200	1600	2635	565	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.07	0.16	0.36	0.19	0.23	0.17	0.02	0.00	0.15
OvlAdjV/S:						0.12						
Crit Moves:		****			****			****				****

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	499	132	278	31	0	244	0	713	35	112	499	570
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1569	1569	0	1569	0	1569	1600	1569	1569	1569
Adj Flow Rate, veh/h	499	242	205	31	0	244	0	713	35	112	499	570
Adj No. of Lanes	1	1	1	1	0	1	0	3	0	1	2	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	0	2	0	2	2	2	2	2
Cap, veh/h	519	545	3090	0	0	0	0	917	46	418	1619	7919
Arrive On Green	0.35	0.35	0.35	0.00	0.00	0.00	0.00	0.21	0.21	0.28	0.54	0.54
Sat Flow, veh/h	1494	1569	8889		0		0	4526	219	1494	2980	8889
Grp Volume(v), veh/h	499	242	205		0.0		0	469	279	112	499	570
Grp Sat Flow(s),veh/h/ln	1494	1569	8889				0	1427	1749	1494	1490	8889
Q Serve(g_s), s	36.0	13.1	1.7				0.0	17.1	16.5	6.4	10.1	0.8
Cycle Q Clear(g_c), s	36.0	13.1	1.7				0.0	17.1	16.5	6.4	10.1	0.8
Prop In Lane	1.00		1.00				0.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	519	545	3090				0	597	366	418	1619	7919
V/C Ratio(X)	0.96	0.44	0.07				0.00	0.78	0.76	0.27	0.31	0.07
Avail Cap(c_a), veh/h	543	570	3232				0	597	366	418	1619	7919
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.2	27.7	24.0				0.0	41.2	40.9	30.9	13.8	0.7
Incr Delay (d2), s/veh	28.4	0.6	0.0				0.0	10.0	14.1	1.6	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.9	5.7	4.2				0.0	7.5	9.4	2.8	4.3	8.4
LnGrp Delay(d),s/veh	63.6	28.2	24.0				0.0	51.1	55.0	32.4	14.3	0.7
LnGrp LOS	E	C	C					D	E	C	B	A
Approach Vol, veh/h		946						748			1181	
Approach Delay, s/veh		46.0						52.6			9.5	
Approach LOS		D						D			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	36.8	29.0		44.2		65.8		
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		
Max Green Setting (Gmax), s	16.0	24.0		41.0		45.0		
Max Q Clear Time (g_c+I1), s	8.4	19.1		38.0		12.1		
Green Ext Time (p_c), s	3.4	2.1		1.2		6.3		

Intersection Summary	
HCM 2010 Ctrl Delay	32.7
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection #4 Kanan Rd/Agoura Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.604
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Kanan Road						Agoura road					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0 1	1 0		1 0 1	1 0		1 0 0 1	0		1 0 1	0 1	
Volume Module:												
Base Vol:	85	748	36	151	459	103	199	128	80	45	145	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	748	36	151	459	103	199	128	80	45	145	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	748	36	151	459	103	199	128	80	45	145	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	748	36	151	459	103	199	128	80	45	145	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	748	36	151	459	103	199	128	80	45	145	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	748	36	151	459	103	199	128	80	45	145	144
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	0.62	0.38	1.00	1.00	1.00
Final Sat.:	1600	3053	147	1600	1600	1600	1600	985	615	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.24	0.09	0.29	0.06	0.12	0.13	0.13	0.03	0.09	0.09
Crit Moves:	****			****			****				****	

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	7	389	317	18	18	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	389	317	18	18	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	317	0	-	0	720	317
Stage 1	-	-	-	-	317	-
Stage 2	-	-	-	-	403	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1243	-	-	-	395	724
Stage 1	-	-	-	-	738	-
Stage 2	-	-	-	-	675	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1243	-	-	-	392	724
Mov Cap-2 Maneuver	-	-	-	-	392	-
Stage 1	-	-	-	-	738	-
Stage 2	-	-	-	-	670	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1243	-	-	-	495
HCM Lane V/C Ratio	0.006	-	-	-	0.067
HCM Control Delay (s)	7.9	0	-	-	12.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

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

Intersection #6 Reyes Adobe Rd/Agoura Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.565
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Reyes Adobe Road						Agoura Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 1	0 1	0	1 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	7	21	2	182	3	95	348	241	1	2	269	366
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	21	2	182	3	95	348	241	1	2	269	366
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	21	2	182	3	95	348	241	1	2	269	366
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	21	2	182	3	95	348	241	1	2	269	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	21	2	182	3	95	348	241	1	2	269	366
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	21	2	182	3	95	348	241	1	2	269	366
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:	0.47	1.40	0.13	1.97	0.03	1.00	1.00	1.99	0.01	1.00	1.00	1.00
Final Sat.:	747	2240	213	3148	52	1600	1600	3187	13	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.06	0.06	0.06	0.22	0.08	0.08	0.00	0.17	0.23
Crit Moves:		****			****	****						****

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

Intersection #7 Reyes Adobe Rd/US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.532
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Reyes Adobe Road						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0 2	0 1	2	0 2	0 0	1	0 0	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	522	290	229	217	0	354	5	117	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	522	290	229	217	0	354	5	117	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	522	290	229	217	0	354	5	117	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:	0	522	290	229	217	0	354	5	117	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	522	290	229	217	0	354	5	117	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	522	290	229	217	0	354	5	117	0	0	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	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	0.04	0.96	0.00	0.00	0.00
Final Sat.:	0	3200	1600	2880	3200	0	1600	66	1534	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.18	0.08	0.07	0.00	0.22	0.08	0.08	0.00	0.00	0.00
Crit Moves:		****	****				****					

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	354	5	117	0	0	0	0	522	290	229	217	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1600				0	1569	1569	1569	1569	0
Adj Flow Rate, veh/h	354	5	117				0	522	290	229	217	0
Adj No. of Lanes	1	1	0				0	2	1	2	2	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	399	82	1911				0	1320	3937	297	1812	0
Arrive On Green	0.27	0.27	0.27				0.00	0.44	0.44	0.17	1.00	0.00
Sat Flow, veh/h	1494	306	7156				0	3059	8889	2898	3059	0
Grp Volume(v), veh/h	354	0	122				0	522	290	229	217	0
Grp Sat Flow(s),veh/h/ln	1494	0	7462				0	1490	8889	1449	1490	0
Q Serve(g_s), s	18.2	0.0	1.0				0.0	9.5	1.5	6.0	0.0	0.0
Cycle Q Clear(g_c), s	18.2	0.0	1.0				0.0	9.5	1.5	6.0	0.0	0.0
Prop In Lane	1.00		0.96				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	399	0	1992				0	1320	3937	297	1812	0
V/C Ratio(X)	0.89	0.00	0.06				0.00	0.40	0.07	0.77	0.12	0.00
Avail Cap(c_a), veh/h	579	0	2891				0	1320	3937	399	1812	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.67	1.67	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.86	0.86	0.00
Uniform Delay (d), s/veh	28.2	0.0	21.8				0.0	15.0	12.8	32.3	0.0	0.0
Incr Delay (d2), s/veh	11.4	0.0	0.0				0.0	0.9	0.0	5.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	0.0	2.0				0.0	4.0	3.7	2.6	0.0	0.0
LnGrp Delay(d),s/veh	39.5	0.0	21.9				0.0	15.9	12.9	37.8	0.1	0.0
LnGrp LOS	D		C					B	B	D	A	
Approach Vol, veh/h		476						812			446	
Approach Delay, s/veh		35.0						14.8			19.4	
Approach LOS		C						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	13.2	40.4		26.4		53.6		
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		
Max Green Setting (Gmax), s	11.0	23.0		31.0		39.0		
Max Q Clear Time (g_c+I1), s	8.0	11.5		20.2		2.0		
Green Ext Time (p_c), s	0.2	4.5		1.2		6.7		

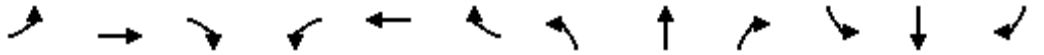
Intersection Summary	
HCM 2010 Ctrl Delay	21.6
HCM 2010 LOS	C

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

Intersection #8 Reyes Adobe Rd/US-101 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.711
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	C

Street Name:	Reyes Adobe Road						US-101 NB Ramps					
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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	273	586	0	0	310	331	0	0	0	116	1	454
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	273	586	0	0	310	331	0	0	0	116	1	454
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	586	0	0	310	331	0	0	0	116	1	454
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	273	586	0	0	310	331	0	0	0	116	1	454
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	586	0	0	310	331	0	0	0	116	1	454
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	273	586	0	0	310	331	0	0	0	116	1	454
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	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1600	3200	0	0	1600	1600	0	0	0	1586	14	1600
Capacity Analysis Module:												
Vol/Sat:	0.17	0.18	0.00	0.00	0.19	0.21	0.00	0.00	0.00	0.07	0.07	0.28
Crit Moves:	****					****						****



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	116	1	454	273	586	0	0	310	331
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1600	1569	1569	1569	1569	0	0	1569	1600
Adj Flow Rate, veh/h				116	1	454	273	586	0	0	310	331
Adj No. of Lanes				0	1	1	2	2	0	0	2	0
Peak Hour Factor				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				167	1	1004	348	2271	0	0	1467	1735
Arrive On Green				0.11	0.11	0.11	0.04	0.25	0.00	0.00	0.58	0.58
Sat Flow, veh/h				1482	13	8889	2898	3059	0	0	2609	2993
Grp Volume(v), veh/h				117	0	454	273	586	0	0	195	446
Grp Sat Flow(s),veh/h/ln				1495	0	8889	1449	1490	0	0	1490	4034
Q Serve(g_s), s				6.0	0.0	3.8	7.5	12.6	0.0	0.0	5.1	4.2
Cycle Q Clear(g_c), s				6.0	0.0	3.8	7.5	12.6	0.0	0.0	5.1	4.2
Prop In Lane				0.99		1.00	1.00		0.00	0.00		0.74
Lane Grp Cap(c), veh/h				169	0	1004	348	2271	0	0	864	2338
V/C Ratio(X)				0.69	0.00	0.45	0.78	0.26	0.00	0.00	0.23	0.19
Avail Cap(c_a), veh/h				598	0	3556	399	2271	0	0	864	2338
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.77	0.77	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				34.1	0.0	33.2	37.4	11.8	0.0	0.0	8.1	8.0
Incr Delay (d2), s/veh				5.0	0.0	0.3	6.9	0.2	0.0	0.0	0.6	0.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.7	0.0	9.4	3.3	5.3	0.0	0.0	2.2	4.7
LnGrp Delay(d),s/veh				39.2	0.0	33.5	44.3	12.0	0.0	0.0	8.7	8.1
LnGrp LOS				D		C	D	B			A	A
Approach Vol, veh/h					571			859			641	
Approach Delay, s/veh					34.7			22.3			8.3	
Approach LOS					C			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		66.0			14.6	51.4		14.0
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0
Max Green Setting (Gmax), s		38.0			11.0	22.0		32.0
Max Q Clear Time (g_c+I1), s		14.6			9.5	7.1		8.0
Green Ext Time (p_c), s		8.8			0.2	7.0		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	21.4
HCM 2010 LOS	C

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

Intersection #9 Reyes Adobe Rd/Canwood St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.509
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Reyes Adobe Road						Canwood Street					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	1	1 0	1 0	1	1 0	0 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	187	735	114	21	360	33	60	26	185	104	26	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	735	114	21	360	33	60	26	185	104	26	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	735	114	21	360	33	60	26	185	104	26	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	735	114	21	360	33	60	26	185	104	26	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	735	114	21	360	33	60	26	185	104	26	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	187	735	114	21	360	33	60	26	185	104	26	29
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.73	0.27	1.00	1.83	0.17	0.70	0.30	1.00	1.00	0.47	0.53
Final Sat.:	2880	2770	430	1600	2931	269	1116	484	1600	1600	756	844
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.27	0.01	0.12	0.12	0.04	0.05	0.12	0.07	0.03	0.03
Crit Moves:		****		****					****	****		

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	27	248	8	0	37	222	30	0	3	12	27
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	27	248	8	0	37	222	30	0	3	12	27
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	10	10	8.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	10%	13%	19%
Vol Thru, %	29%	88%	77%	6%
Vol Right, %	64%	3%	10%	75%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	42	283	289	67
LT Vol	12	248	222	4
Through Vol	27	8	30	50
RT Vol	3	27	37	13
Lane Flow Rate	42	283	289	67
Geometry Grp	1	1	1	1
Degree of Util (X)	0.058	0.355	0.359	0.09
Departure Headway (Hd)	4.93	4.512	4.469	4.853
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	723	795	803	735
Service Time	2.984	2.547	2.504	2.905
HCM Lane V/C Ratio	0.058	0.356	0.36	0.091
HCM Control Delay	8.3	10	10	8.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	1.6	1.6	0.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	13	4	50
Peak Hour Factor	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	13	4	50
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8.4
HCM LOS	A

Lane

Scenario Report

Scenario:	Existing + Proj AM
Command:	Default Command
Volume:	Exist + Proj AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Project AM
Trip Distribution:	Project
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing

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

Intersection #1 Kanan Rd/Canwood St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.620
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Kanan Road						Canwood Street					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	1262	232	231	1756	0	0	0	0	258	0	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1262	232	231	1756	0	0	0	0	258	0	131
Added Vol:	0	13	4	0	17	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1275	236	231	1773	0	0	0	0	264	0	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1275	236	231	1773	0	0	0	0	264	0	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1275	236	231	1773	0	0	0	0	264	0	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1275	236	231	1773	0	0	0	0	264	0	131
OvlAdjVol:			89									3
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	0.40	0.15	0.08	0.37	0.00	0.00	0.00	0.00	0.09	0.00	0.08
OvlAdjV/S:			0.06									0.00
Crit Moves:	****			****						****		

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

Intersection #2 Kanan Rd/Canwood St-US101 NB Off

Cycle (sec):	100	Critical Vol./Cap.(X):	0.780
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Kanan Road							Canwood Street-US 101 NB Off							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Permitted					Split Phase					Split Phase				
Rights:		Ovl					Include					Include					Include			
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Y+R:	0.0	0.0	0.0			0.0	0.0	0.0			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:	55	794	291			0	1834	66			60	0	121			456	120	726		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	55	794	291			0	1834	66			60	0	121			456	120	726		
Added Vol:	4	17	3			0	22	0			0	0	6			11	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	59	811	294			0	1856	66			60	0	127			467	120	726		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	59	811	294			0	1856	66			60	0	127			467	120	726		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	59	811	294			0	1856	66			60	0	127			467	120	726		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	59	811	294			0	1856	66			60	0	127			467	120	726		
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			1.59	0.41	2.00		
Final Sat.:	1600	3200	1600			0	4800	1600			1600	0	1600			2546	654	3200		
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.25	0.18			0.00	0.39	0.04			0.04	0.00	0.08			0.18	0.18	0.23		
OvlAdjV/S:			0.00																	
Crit Moves:	****						****						****					****		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	60	0	127	467	120	726	59	811	294	0	1856	66
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	0	1569	1569	1569	1569	1569	1569	1569	0	1569	1569
Adj Flow Rate, veh/h	60	0	127	294	363	726	59	811	294	0	1856	66
Adj No. of Lanes	1	0	1	1	1	2	1	2	1	0	3	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	0	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	0	0	0	314	329	3733	239	1997	7822	0	1927	4000
Arrive On Green	0.00	0.00	0.00	0.21	0.21	0.21	0.16	0.67	0.67	0.00	0.45	0.45
Sat Flow, veh/h		0		1494	1569	17778	1494	2980	8889	0	4424	8889
Grp Volume(v), veh/h		0.0		294	363	726	59	811	294	0	1856	66
Grp Sat Flow(s),veh/h/ln				1494	1569	8889	1494	1490	8889	0	1427	8889
Q Serve(g_s), s				19.4	21.0	3.4	3.5	12.3	0.4	0.0	42.1	0.4
Cycle Q Clear(g_c), s				19.4	21.0	3.4	3.5	12.3	0.4	0.0	42.1	0.4
Prop In Lane				1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				314	329	3733	239	1997	7822	0	1927	4000
V/C Ratio(X)				0.94	1.10	0.19	0.25	0.41	0.04	0.00	0.96	0.02
Avail Cap(c_a), veh/h				314	329	3733	239	1997	7822	0	1927	4000
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				38.9	39.5	32.5	36.7	7.5	0.7	0.0	26.7	15.2
Incr Delay (d2), s/veh				34.7	79.8	0.0	0.5	0.6	0.0	0.0	13.5	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				11.0	16.4	8.3	1.5	5.1	2.8	0.0	18.9	1.0
LnGrp Delay(d),s/veh				73.5	119.3	32.6	37.3	8.1	0.8	0.0	40.2	15.2
LnGrp LOS				E	F	C	D	A	A		D	B
Approach Vol, veh/h					1383			1164			1922	
Approach Delay, s/veh					64.0			7.7			39.3	
Approach LOS					E			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		73.0			22.0	51.0		27.0
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0
Max Green Setting (Gmax), s		57.0			6.0	46.0		22.0
Max Q Clear Time (g_c+I1), s		14.3			5.5	44.1		23.0
Green Ext Time (p_c), s		8.3			0.4	1.7		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	38.7
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection #3 Kanan Rd/US-101 SB Off-Roadside Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.750
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	C

Street Name:	Kanan Road						US-101 SB Off-Roadside Drive					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	483	23	123	747	1045	569	101	393	22	0	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	483	23	123	747	1045	569	101	393	22	0	75
Added Vol:	0	33	0	0	39	0	0	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	516	23	123	786	1045	569	101	397	22	0	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	516	23	123	786	1045	569	101	397	22	0	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	516	23	123	786	1045	569	101	397	22	0	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	516	23	123	786	1045	569	101	397	22	0	75
OvlAdjVol:						689						
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	2.87	0.13	1.00	2.00	1.00	1.60	0.28	1.12	1.00	0.00	1.00
Final Sat.:	0	4595	205	1600	3200	1600	2560	454	1786	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.08	0.25	0.65	0.22	0.22	0.22	0.01	0.00	0.05
OvlAdjV/S:						0.43						
Crit Moves:	****					****		****				****

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	569	101	397	22	0	75	0	516	23	123	786	1045
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1569	1569	0	1569	0	1569	1600	1569	1569	1569
Adj Flow Rate, veh/h	569	323	249	22	0	75	0	516	23	123	786	1045
Adj No. of Lanes	1	1	1	1	0	1	0	3	0	1	2	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	0	2	0	2	2	2	2	2
Cap, veh/h	600	630	3568	0	0	0	0	658	30	401	1426	7822
Arrive On Green	0.40	0.40	0.40	0.00	0.00	0.00	0.00	0.15	0.15	0.27	0.48	0.48
Sat Flow, veh/h	1494	1569	8889		0		0	4529	201	1494	2980	8889
Grp Volume(v), veh/h	569	323	249		0.0		0	341	198	123	786	1045
Grp Sat Flow(s),veh/h/ln	1494	1569	8889				0	1427	1734	1494	1490	8889
Q Serve(g_s), s	36.8	15.5	1.7				0.0	11.5	11.0	6.6	18.7	1.6
Cycle Q Clear(g_c), s	36.8	15.5	1.7				0.0	11.5	11.0	6.6	18.7	1.6
Prop In Lane	1.00		1.00				0.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	600	630	3568				0	428	260	401	1426	7822
V/C Ratio(X)	0.95	0.51	0.07				0.00	0.80	0.76	0.31	0.55	0.13
Avail Cap(c_a), veh/h	642	675	3822				0	428	260	401	1426	7822
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.9	22.6	18.4				0.0	41.0	40.8	29.2	18.5	0.8
Incr Delay (d2), s/veh	22.9	0.6	0.0				0.0	14.1	18.9	2.0	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.0	6.8	4.2				0.0	5.4	6.6	2.9	7.9	17.2
LnGrp Delay(d),s/veh	51.8	23.2	18.4				0.0	55.2	59.7	31.1	20.0	0.9
LnGrp LOS	D	C	B					E	E	C	C	A
Approach Vol, veh/h		1141						539			1954	
Approach Delay, s/veh		36.4						56.8			10.5	
Approach LOS		D						E			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	32.9	21.0		46.1		53.9		
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		
Max Green Setting (Gmax), s	16.0	16.0		44.0		37.0		
Max Q Clear Time (g_c+I1), s	8.6	13.5		38.8		20.7		
Green Ext Time (p_c), s	5.4	0.8		2.3		9.6		

Intersection Summary	
HCM 2010 Ctrl Delay	25.5
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection #4 Kanan Rd/Agoura Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.700
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	C

Street Name:	Kanan Road						Agoura road					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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:	58	491	17	138	744	213	115	62	47	41	68	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	491	17	138	744	213	115	62	47	41	68	74
Added Vol:	11	0	0	0	0	43	33	8	8	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	491	17	138	744	256	148	70	55	41	79	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	491	17	138	744	256	148	70	55	41	79	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	491	17	138	744	256	148	70	55	41	79	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	491	17	138	744	256	148	70	55	41	79	74
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	1.93	0.07	1.00	1.00	1.00	1.00	0.56	0.44	1.00	1.00	1.00
Final Sat.:	1600	3093	107	1600	1600	1600	1600	896	704	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.09	0.47	0.16	0.09	0.08	0.08	0.03	0.05	0.05
Crit Moves:	****			****			****			****		

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	72	184	346	51	85	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	184	346	51	85	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	346	0	-	0	674	346
Stage 1	-	-	-	-	346	-
Stage 2	-	-	-	-	328	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1213	-	-	-	420	697
Stage 1	-	-	-	-	716	-
Stage 2	-	-	-	-	730	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1213	-	-	-	392	697
Mov Cap-2 Maneuver	-	-	-	-	392	-
Stage 1	-	-	-	-	716	-
Stage 2	-	-	-	-	682	-

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	16.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1213	-	-	-	431
HCM Lane V/C Ratio	0.059	-	-	-	0.248
HCM Control Delay (s)	8.2	0	-	-	16.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	1

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

Intersection #6 Reyes Adobe Rd/Agoura Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.535
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Reyes Adobe Road						Agoura Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 1	0 1	0	1 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	2	1	2	389	27	500	121	120	5	2	128	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1	2	389	27	500	121	120	5	2	128	126
Added Vol:	0	0	0	34	0	0	0	11	0	0	8	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1	2	423	27	500	121	131	5	2	136	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1	2	423	27	500	121	131	5	2	136	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	2	423	27	500	121	131	5	2	136	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1	2	423	27	500	121	131	5	2	136	152
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.80	0.40	0.80	1.88	0.12	1.00	1.00	1.93	0.07	1.00	1.00	1.00
Final Sat.:	1280	640	1280	3008	192	1600	1600	3082	118	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.31	0.08	0.04	0.04	0.00	0.09	0.10
Crit Moves:	****					****	****					****

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

Intersection #7 Reyes Adobe Rd/US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.611
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Reyes Adobe Road						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	2	0 1	2 0	2	0 0	1 0	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	167	165	538	595	0	323	5	421	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	167	165	538	595	0	323	5	421	0	0	0
Added Vol:	0	26	0	0	28	0	0	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	193	165	538	623	0	323	5	428	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:	0	193	165	538	623	0	323	5	428	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	193	165	538	623	0	323	5	428	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	193	165	538	623	0	323	5	428	0	0	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	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	0.01	0.99	0.00	0.00	0.00
Final Sat.:	0	3200	1600	2880	3200	0	1600	18	1582	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.10	0.19	0.19	0.00	0.20	0.27	0.27	0.00	0.00	0.00
Crit Moves:			****	****				****				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	323	5	428	0	0	0	0	193	165	538	623	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1600				0	1569	1569	1569	1569	0
Adj Flow Rate, veh/h	323	5	428				0	193	165	538	623	0
Adj No. of Lanes	1	1	0				0	2	1	2	2	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	378	25	2107				0	1014	3023	637	1855	0
Arrive On Green	0.25	0.25	0.25				0.00	0.34	0.34	0.07	0.21	0.00
Sat Flow, veh/h	1494	97	8337				0	3059	8889	2898	3059	0
Grp Volume(v), veh/h	323	0	433				0	193	165	538	623	0
Grp Sat Flow(s),veh/h/ln	1494	0	8434				0	1490	8889	1449	1490	0
Q Serve(g_s), s	16.5	0.0	3.2				0.0	3.7	1.0	14.7	14.3	0.0
Cycle Q Clear(g_c), s	16.5	0.0	3.2				0.0	3.7	1.0	14.7	14.3	0.0
Prop In Lane	1.00		0.99				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	378	0	2132				0	1014	3023	637	1855	0
V/C Ratio(X)	0.86	0.00	0.20				0.00	0.19	0.05	0.85	0.34	0.00
Avail Cap(c_a), veh/h	504	0	2847				0	1014	3023	761	1855	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.37	0.37	0.00
Uniform Delay (d), s/veh	28.5	0.0	23.5				0.0	18.6	17.7	35.8	17.7	0.0
Incr Delay (d2), s/veh	10.6	0.0	0.0				0.0	0.4	0.0	2.9	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	0.0	7.5				0.0	1.6	2.5	6.2	6.0	0.0
LnGrp Delay(d),s/veh	39.1	0.0	23.6				0.0	19.0	17.8	38.7	17.9	0.0
LnGrp LOS	D		C					B	B	D	B	
Approach Vol, veh/h		756						358			1161	
Approach Delay, s/veh		30.2						18.5			27.5	
Approach LOS		C						B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	22.6	32.2		25.2		54.8		
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		
Max Green Setting (Gmax), s	21.0	17.0		27.0		43.0		
Max Q Clear Time (g_c+I1), s	16.7	5.7		18.5		16.3		
Green Ext Time (p_c), s	0.9	4.6		1.7		6.6		

Intersection Summary	
HCM 2010 Ctrl Delay	27.0
HCM 2010 LOS	C

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

Intersection #8 Reyes Adobe Rd/US-101 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.734
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	C

Street Name:	Reyes Adobe Road						US-101 NB Ramps					
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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	124	385	0	0	774	415	0	0	0	355	2	335
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	385	0	0	774	415	0	0	0	355	2	335
Added Vol:	5	21	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	406	0	0	802	415	0	0	0	355	2	335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	406	0	0	802	415	0	0	0	355	2	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	406	0	0	802	415	0	0	0	355	2	335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	406	0	0	802	415	0	0	0	355	2	335
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	0.00	0.00	1.32	0.68	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1600	3200	0	0	2109	1091	0	0	0	1591	9	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.22	0.22	0.21
Crit Moves:	****				****					****		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	355	2	335	129	406	0	0	802	415
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1600	1569	1569	1569	1569	0	0	1569	1600
Adj Flow Rate, veh/h				355	2	335	129	406	0	0	802	415
Adj No. of Lanes				0	1	1	2	2	0	0	2	0
Peak Hour Factor				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				386	2	2308	181	1834	0	0	1371	728
Arrive On Green				0.26	0.26	0.26	0.02	0.20	0.00	0.00	0.49	0.49
Sat Flow, veh/h				1486	8	8889	2898	3059	0	0	2875	1485
Grp Volume(v), veh/h				357	0	335	129	406	0	0	437	780
Grp Sat Flow(s),veh/h/ln				1494	0	8889	1449	1490	0	0	1490	2792
Q Serve(g_s), s				18.6	0.0	2.3	3.5	9.1	0.0	0.0	16.9	15.8
Cycle Q Clear(g_c), s				18.6	0.0	2.3	3.5	9.1	0.0	0.0	16.9	15.8
Prop In Lane				0.99		1.00	1.00		0.00	0.00		0.53
Lane Grp Cap(c), veh/h				388	0	2308	181	1834	0	0	731	1369
V/C Ratio(X)				0.92	0.00	0.15	0.71	0.22	0.00	0.00	0.60	0.57
Avail Cap(c_a), veh/h				448	0	2667	181	1834	0	0	731	1369
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.79	0.79	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				28.8	0.0	22.8	38.5	15.9	0.0	0.0	14.7	14.4
Incr Delay (d2), s/veh				22.4	0.0	0.0	9.9	0.2	0.0	0.0	3.6	1.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				10.0	0.0	5.7	1.7	3.8	0.0	0.0	7.6	12.8
LnGrp Delay(d),s/veh				51.2	0.0	22.8	48.3	16.1	0.0	0.0	18.3	16.1
LnGrp LOS				D		C	D	B			B	B
Approach Vol, veh/h					692			535			1217	
Approach Delay, s/veh					37.5			23.9			16.9	
Approach LOS					D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		54.2			10.0	44.2		25.8
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0
Max Green Setting (Gmax), s		46.0			5.0	36.0		24.0
Max Q Clear Time (g_c+I1), s		11.1			5.5	18.9		20.6
Green Ext Time (p_c), s		15.3			0.0	10.3		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	24.3
HCM 2010 LOS	C

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

Intersection #9 Reyes Adobe Rd/Canwood St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.581
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Reyes Adobe Road						Canwood Street					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0 1	1 0		1 0 1	1 0		0 1 0	0 1		1 0 0	1 0	
Volume Module:												
Base Vol:	149	472	91	33	923	42	22	16	175	87	14	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	472	91	33	923	42	22	16	175	87	14	20
Added Vol:	4	13	4	0	17	0	0	0	6	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	485	95	33	940	42	22	16	181	93	14	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	485	95	33	940	42	22	16	181	93	14	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	485	95	33	940	42	22	16	181	93	14	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	485	95	33	940	42	22	16	181	93	14	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.67	0.33	1.00	1.91	0.09	0.58	0.42	1.00	1.00	0.41	0.59
Final Sat.:	2880	2676	524	1600	3063	137	926	674	1600	1600	659	941
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.18	0.02	0.31	0.31	0.01	0.02	0.11	0.06	0.02	0.02
Crit Moves:	****			****					****	****		

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	13	169	6	0	22	169	6	0	1	6	35
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	169	6	0	22	169	6	0	1	6	35
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.5	8.6	7.5
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	7%	11%	57%
Vol Thru, %	14%	90%	86%	4%
Vol Right, %	83%	3%	3%	39%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	42	188	197	23
LT Vol	6	169	169	1
Through Vol	35	6	6	9
RT Vol	1	13	22	13
Lane Flow Rate	42	188	197	23
Geometry Grp	1	1	1	1
Degree of Util (X)	0.05	0.219	0.229	0.03
Departure Headway (Hd)	4.31	4.19	4.193	4.707
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	836	844	843	765
Service Time	2.311	2.283	2.284	2.709
HCM Lane V/C Ratio	0.05	0.223	0.234	0.03
HCM Control Delay	7.5	8.5	8.6	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.8	0.9	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	13	1	9
Peak Hour Factor	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	13	1	9
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.9
HCM LOS	A

Lane

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	71	86	37	36	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	71	86	37	36	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	245	36	36	0	-	0
Stage 1	36	-	-	-	-	-
Stage 2	209	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	743	1037	1575	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	826	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	701	1037	1575	-	-	-
Mov Cap-2 Maneuver	701	-	-	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	780	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	5.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1575	-	1037	-	-
HCM Lane V/C Ratio	0.055	-	0.068	-	-
HCM Control Delay (s)	7.4	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	0	256	317	51	0	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	256	317	51	0	31

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	368	0	-	0	599	343
Stage 1	-	-	-	-	343	-
Stage 2	-	-	-	-	256	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1191	-	-	-	465	700
Stage 1	-	-	-	-	719	-
Stage 2	-	-	-	-	787	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1191	-	-	-	465	700
Mov Cap-2 Maneuver	-	-	-	-	465	-
Stage 1	-	-	-	-	719	-
Stage 2	-	-	-	-	787	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1191	-	-	-	700
HCM Lane V/C Ratio	-	-	-	-	0.044
HCM Control Delay (s)	0	-	-	-	10.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Scenario Report

Scenario:	Existing + Proj PM
Command:	Default Command
Volume:	Exist + Proj PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Project PM
Trip Distribution:	Project
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing

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

Intersection #1 Kanan Rd/Canwood St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.750
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	C

Street Name:	Kanan Road						Canwood Street					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	1585	309	192	969	0	0	0	0	376	0	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1585	309	192	969	0	0	0	0	376	0	264
Added Vol:	0	16	5	0	20	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1601	314	192	989	0	0	0	0	383	0	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1601	314	192	989	0	0	0	0	383	0	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1601	314	192	989	0	0	0	0	383	0	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1601	314	192	989	0	0	0	0	383	0	264
OvlAdjVol:			101									157
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	0.50	0.20	0.07	0.21	0.00	0.00	0.00	0.00	0.13	0.00	0.17
OvlAdjV/S:			0.06									0.10
Crit Moves:	****			****						****		

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

Intersection #2 Kanan Rd/Canwood St-US101 NB Off

Cycle (sec):	100	Critical Vol./Cap.(X):	0.751
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Kanan Road						Canwood Street-US 101 NB Off					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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:	42	1011	390	0	1269	70	83	0	160	265	94	876
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	1011	390	0	1269	70	83	0	160	265	94	876
Added Vol:	5	21	4	0	26	0	0	0	7	13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	1032	394	0	1295	70	83	0	167	278	94	876
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	1032	394	0	1295	70	83	0	167	278	94	876
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1032	394	0	1295	70	83	0	167	278	94	876
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	1032	394	0	1295	70	83	0	167	278	94	876
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	1.49	0.51	2.00
Final Sat.:	1600	3200	1600	0	4800	1600	1600	0	1600	2391	809	3200
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.25	0.00	0.27	0.04	0.05	0.00	0.10	0.12	0.12	0.27
OvlAdjV/S:			0.00									
Crit Moves:	****								****			****

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	83	0	167	278	94	876	47	1032	394	0	1295	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	0	1569	1569	1569	1569	1569	1569	1569	0	1569	1569
Adj Flow Rate, veh/h	83	0	167	186	223	876	47	1032	394	0	1295	70
Adj No. of Lanes	1	0	1	1	1	2	1	2	1	0	3	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	0	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	0	0	0	292	307	3479	440	2039	7822	0	1413	2933
Arrive On Green	0.00	0.00	0.00	0.20	0.20	0.20	0.29	0.68	0.68	0.00	0.33	0.33
Sat Flow, veh/h		0		1494	1569	17778	1494	2980	8889	0	4424	8889
Grp Volume(v), veh/h		0.0		186	223	876	47	1032	394	0	1295	70
Grp Sat Flow(s),veh/h/ln				1494	1569	8889	1494	1490	8889	0	1427	8889
Q Serve(g_s), s				11.4	13.3	4.2	2.3	16.7	0.6	0.0	29.0	0.5
Cycle Q Clear(g_c), s				11.4	13.3	4.2	2.3	16.7	0.6	0.0	29.0	0.5
Prop In Lane				1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				292	307	3479	440	2039	7822	0	1413	2933
V/C Ratio(X)				0.64	0.73	0.25	0.11	0.51	0.05	0.00	0.92	0.02
Avail Cap(c_a), veh/h				493	518	5867	440	2039	7822	0	1413	2933
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				36.9	37.7	34.0	25.7	7.6	0.8	0.0	32.2	22.6
Incr Delay (d2), s/veh				2.3	3.3	0.0	0.1	0.9	0.0	0.0	10.8	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.9	6.0	10.2	1.0	7.0	3.6	0.0	12.8	1.3
LnGrp Delay(d),s/veh				39.2	41.0	34.1	25.8	8.5	0.8	0.0	43.0	22.6
LnGrp LOS				D	D	C	C	A	A		D	C
Approach Vol, veh/h					1285			1473			1365	
Approach Delay, s/veh					36.0			7.0			42.0	
Approach LOS					D			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		74.4			35.4	39.0		25.6
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0
Max Green Setting (Gmax), s		44.0			5.0	34.0		34.0
Max Q Clear Time (g_c+I1), s		18.7			4.3	31.0		15.3
Green Ext Time (p_c), s		10.1			0.5	2.2		5.2

Intersection Summary	
HCM 2010 Ctrl Delay	27.6
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection #3 Kanan Rd/US-101 SB Off-Roadside Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.665
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Kanan Road						US-101 SB Off-Roadside Drive					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	713	35	112	499	570	499	132	278	31	0	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	713	35	112	499	570	499	132	278	31	0	244
Added Vol:	0	42	0	0	46	0	0	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	755	35	112	545	570	499	132	283	31	0	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	755	35	112	545	570	499	132	283	31	0	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	755	35	112	545	570	499	132	283	31	0	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	755	35	112	545	570	499	132	283	31	0	244
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	2.87	0.13	1.00	2.00	1.00	1.64	0.36	1.00	1.00	0.00	1.00
Final Sat.:	0	4587	213	1600	3200	1600	2621	579	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.07	0.17	0.36	0.19	0.23	0.18	0.02	0.00	0.15
OvlAdjV/S:						0.13						
Crit Moves:		****			****			****				****

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	499	132	283	31	0	244	0	755	35	112	545	570
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1569	1569	0	1569	0	1569	1600	1569	1569	1569
Adj Flow Rate, veh/h	499	245	208	31	0	244	0	755	35	112	545	570
Adj No. of Lanes	1	1	1	1	0	1	0	3	0	1	2	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	0	2	0	2	2	2	2	2
Cap, veh/h	514	540	3059	0	0	0	0	877	41	412	1597	7822
Arrive On Green	0.34	0.34	0.34	0.00	0.00	0.00	0.00	0.20	0.20	0.28	0.54	0.54
Sat Flow, veh/h	1494	1569	8889		0		0	4528	206	1494	2980	8889
Grp Volume(v), veh/h	499	245	208		0.0		0	495	295	112	545	570
Grp Sat Flow(s),veh/h/ln	1494	1569	8889				0	1427	1739	1494	1490	8889
Q Serve(g_s), s	32.9	12.1	1.6				0.0	16.8	16.3	5.9	10.4	0.8
Cycle Q Clear(g_c), s	32.9	12.1	1.6				0.0	16.8	16.3	5.9	10.4	0.8
Prop In Lane	1.00		1.00				0.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	514	540	3059				0	571	348	412	1597	7822
V/C Ratio(X)	0.97	0.45	0.07				0.00	0.87	0.85	0.27	0.34	0.07
Avail Cap(c_a), veh/h	523	549	3111				0	571	348	412	1597	7822
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.3	25.5	22.0				0.0	38.7	38.5	28.3	13.2	0.8
Incr Delay (d2), s/veh	31.7	0.6	0.0				0.0	16.2	21.9	1.6	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.0	5.3	3.9				0.0	7.9	10.0	2.6	4.4	7.8
LnGrp Delay(d),s/veh	64.0	26.1	22.0				0.0	54.9	60.4	30.0	13.8	0.8
LnGrp LOS	E	C	C					D	E	C	B	A
Approach Vol, veh/h		952						790			1227	
Approach Delay, s/veh		45.1						57.0			9.2	
Approach LOS		D						E			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	33.6	26.0		40.4		59.6		
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		
Max Green Setting (Gmax), s	16.0	21.0		36.0		42.0		
Max Q Clear Time (g_c+I1), s	7.9	18.8		34.9		12.4		
Green Ext Time (p_c), s	3.8	1.1		0.5		6.6		

Intersection Summary	
HCM 2010 Ctrl Delay	33.4
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection #4 Kanan Rd/Agoura Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Street Name:	Kanan Road						Agoura road					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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:	85	748	36	151	459	103	199	128	80	45	145	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	748	36	151	459	103	199	128	80	45	145	144
Added Vol:	13	0	0	0	0	51	42	11	11	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	748	36	151	459	154	241	139	91	45	158	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	748	36	151	459	154	241	139	91	45	158	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	748	36	151	459	154	241	139	91	45	158	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	748	36	151	459	154	241	139	91	45	158	144
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	0.60	0.40	1.00	1.00	1.00
Final Sat.:	1600	3053	147	1600	1600	1600	1600	967	633	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.24	0.09	0.29	0.10	0.15	0.14	0.14	0.03	0.10	0.09
Crit Moves:	****				****		****				****	

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	67	383	362	50	88	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	67	383	362	50	88	30

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	362	0	-	0	879	362
Stage 1	-	-	-	-	362	-
Stage 2	-	-	-	-	517	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1197	-	-	-	318	683
Stage 1	-	-	-	-	704	-
Stage 2	-	-	-	-	598	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1197	-	-	-	295	683
Mov Cap-2 Maneuver	-	-	-	-	295	-
Stage 1	-	-	-	-	704	-
Stage 2	-	-	-	-	556	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	20.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1197	-	-	-	345
HCM Lane V/C Ratio	0.056	-	-	-	0.342
HCM Control Delay (s)	8.2	0	-	-	20.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	1.5

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

Intersection #6 Reyes Adobe Rd/Agoura Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.597
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Reyes Adobe Road						Agoura Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 1	0 1	0	1 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	7	21	2	182	3	95	348	241	1	2	269	366
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	21	2	182	3	95	348	241	1	2	269	366
Added Vol:	0	0	0	41	0	0	0	13	0	0	11	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	21	2	223	3	95	348	254	1	2	280	399
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	21	2	223	3	95	348	254	1	2	280	399
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	21	2	223	3	95	348	254	1	2	280	399
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	21	2	223	3	95	348	254	1	2	280	399
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:	0.47	1.40	0.13	1.97	0.03	1.00	1.00	1.99	0.01	1.00	1.00	1.00
Final Sat.:	747	2240	213	3158	42	1600	1600	3187	13	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.07	0.06	0.22	0.08	0.08	0.00	0.17	0.25
Crit Moves:			****	****			****					****

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

Intersection #7 Reyes Adobe Rd/US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.532
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Reyes Adobe Road						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0 2	0 1	2	0 2	0 0	1	0 0	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	522	290	229	217	0	354	5	117	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	522	290	229	217	0	354	5	117	0	0	0
Added Vol:	0	33	0	0	33	0	0	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	555	290	229	250	0	354	5	125	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:	0	555	290	229	250	0	354	5	125	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	555	290	229	250	0	354	5	125	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	555	290	229	250	0	354	5	125	0	0	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	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	0.04	0.96	0.00	0.00	0.00
Final Sat.:	0	3200	1600	2880	3200	0	1600	62	1538	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.18	0.08	0.08	0.00	0.22	0.08	0.08	0.00	0.00	0.00
Crit Moves:		****	****				****					

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	354	5	125	0	0	0	0	555	290	229	250	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1600				0	1569	1569	1569	1569	0
Adj Flow Rate, veh/h	354	5	125				0	555	290	229	250	0
Adj No. of Lanes	1	1	0				0	2	1	2	2	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	398	77	1933				0	1323	3946	295	1813	0
Arrive On Green	0.27	0.27	0.27				0.00	0.44	0.44	0.20	1.00	0.00
Sat Flow, veh/h	1494	290	7246				0	3059	8889	2898	3059	0
Grp Volume(v), veh/h	354	0	130				0	555	290	229	250	0
Grp Sat Flow(s),veh/h/ln	1494	0	7536				0	1490	8889	1449	1490	0
Q Serve(g_s), s	18.2	0.0	1.0				0.0	10.2	1.5	6.0	0.0	0.0
Cycle Q Clear(g_c), s	18.2	0.0	1.0				0.0	10.2	1.5	6.0	0.0	0.0
Prop In Lane	1.00		0.96				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	398	0	2010				0	1323	3946	295	1813	0
V/C Ratio(X)	0.89	0.00	0.06				0.00	0.42	0.07	0.78	0.14	0.00
Avail Cap(c_a), veh/h	560	0	2826				0	1323	3946	399	1813	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.83	0.83	0.00
Uniform Delay (d), s/veh	28.2	0.0	21.9				0.0	15.2	12.8	31.0	0.0	0.0
Incr Delay (d2), s/veh	12.2	0.0	0.0				0.0	1.0	0.0	5.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	0.0	2.1				0.0	4.3	3.7	2.6	0.0	0.0
LnGrp Delay(d),s/veh	40.4	0.0	21.9				0.0	16.2	12.8	36.5	0.1	0.0
LnGrp LOS	D		C					B	B	D	A	
Approach Vol, veh/h		484						845			479	
Approach Delay, s/veh		35.4						15.0			17.5	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	13.1	40.5		26.3		53.7		
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		
Max Green Setting (Gmax), s	11.0	24.0		30.0		40.0		
Max Q Clear Time (g_c+I1), s	8.0	12.2		20.2		2.0		
Green Ext Time (p_c), s	0.2	4.9		1.1		7.4		

Intersection Summary	
HCM 2010 Ctrl Delay	21.2
HCM 2010 LOS	C

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

Intersection #8 Reyes Adobe Rd/US-101 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.719
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	C

Street Name:	Reyes Adobe Road						US-101 NB Ramps					
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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	273	586	0	0	310	331	0	0	0	116	1	454
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	273	586	0	0	310	331	0	0	0	116	1	454
Added Vol:	6	27	0	0	33	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	613	0	0	343	331	0	0	0	116	1	454
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	279	613	0	0	343	331	0	0	0	116	1	454
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	613	0	0	343	331	0	0	0	116	1	454
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	279	613	0	0	343	331	0	0	0	116	1	454
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	0.00	0.00	1.02	0.98	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1600	3200	0	0	1628	1572	0	0	0	1586	14	1600
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.07	0.07	0.28
Crit Moves:	****				****							****

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	116	1	454	279	613	0	0	343	331
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1600	1569	1569	1569	1569	0	0	1569	1600
Adj Flow Rate, veh/h				116	1	454	279	613	0	0	343	331
Adj No. of Lanes				0	1	1	2	2	0	0	2	0
Peak Hour Factor				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				167	1	1004	353	2271	0	0	1493	1551
Arrive On Green				0.11	0.11	0.11	0.04	0.25	0.00	0.00	0.58	0.58
Sat Flow, veh/h				1482	13	8889	2898	3059	0	0	2663	2686
Grp Volume(v), veh/h				117	0	454	279	613	0	0	208	466
Grp Sat Flow(s),veh/h/ln				1495	0	8889	1449	1490	0	0	1490	3781
Q Serve(g_s), s				6.0	0.0	3.8	7.6	13.2	0.0	0.0	5.5	4.7
Cycle Q Clear(g_c), s				6.0	0.0	3.8	7.6	13.2	0.0	0.0	5.5	4.7
Prop In Lane				0.99		1.00	1.00		0.00	0.00		0.71
Lane Grp Cap(c), veh/h				169	0	1004	353	2271	0	0	861	2184
V/C Ratio(X)				0.69	0.00	0.45	0.79	0.27	0.00	0.00	0.24	0.21
Avail Cap(c_a), veh/h				579	0	3444	399	2271	0	0	861	2184
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.76	0.76	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				34.2	0.0	33.2	37.4	12.1	0.0	0.0	8.3	8.1
Incr Delay (d2), s/veh				5.0	0.0	0.3	7.1	0.2	0.0	0.0	0.7	0.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.7	0.0	9.4	3.4	5.5	0.0	0.0	2.4	5.1
LnGrp Delay(d),s/veh				39.2	0.0	33.5	44.5	12.3	0.0	0.0	9.0	8.4
LnGrp LOS				D		C	D	B			A	A
Approach Vol, veh/h					571			892			674	
Approach Delay, s/veh					34.7			22.4			8.5	
Approach LOS					C			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		66.0			14.8	51.2		14.0
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0
Max Green Setting (Gmax), s		39.0			11.0	23.0		31.0
Max Q Clear Time (g_c+I1), s		15.2			9.6	7.5		8.0
Green Ext Time (p_c), s		9.4			0.1	7.6		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	21.3
HCM 2010 LOS	C

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

Intersection #9 Reyes Adobe Rd/Canwood St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Reyes Adobe Road						Canwood Street					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0 1	1 0		1 0 1	1 0		0 1 0	0 1		1 0 0	1 0	
Volume Module:												
Base Vol:	187	735	114	21	360	33	60	26	185	104	26	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	735	114	21	360	33	60	26	185	104	26	29
Added Vol:	5	16	5	0	20	0	0	0	7	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	751	119	21	380	33	60	26	192	111	26	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	192	751	119	21	380	33	60	26	192	111	26	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	751	119	21	380	33	60	26	192	111	26	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	192	751	119	21	380	33	60	26	192	111	26	29
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.73	0.27	1.00	1.84	0.16	0.70	0.30	1.00	1.00	0.47	0.53
Final Sat.:	2880	2762	438	1600	2944	256	1116	484	1600	1600	756	844
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.27	0.01	0.13	0.13	0.04	0.05	0.12	0.07	0.03	0.03
Crit Moves:	****		****						****	****		

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	27	259	8	0	37	235	30	0	3	12	27
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	27	259	8	0	37	235	30	0	3	12	27
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	10.2	10.2	8.4
HCM LOS	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	9%	12%	19%
Vol Thru, %	29%	88%	78%	6%
Vol Right, %	64%	3%	10%	75%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	42	294	302	67
LT Vol	12	259	235	4
Through Vol	27	8	30	50
RT Vol	3	27	37	13
Lane Flow Rate	42	294	302	67
Geometry Grp	1	1	1	1
Degree of Util (X)	0.058	0.37	0.376	0.091
Departure Headway (Hd)	4.984	4.53	4.488	4.907
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	715	794	800	727
Service Time	3.042	2.564	2.521	2.961
HCM Lane V/C Ratio	0.059	0.37	0.378	0.092
HCM Control Delay	8.4	10.2	10.2	8.5
HCM Lane LOS	A	B	B	A
HCM 95th-tile Q	0.2	1.7	1.8	0.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	13	4	50
Peak Hour Factor	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	13	4	50
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8.5
HCM LOS	A

Lane

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	85	92	25	33	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	85	92	25	33	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	242	33	33	0	-	0
Stage 1	33	-	-	-	-	-
Stage 2	209	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	746	1041	1579	-	-	-
Stage 1	989	-	-	-	-	-
Stage 2	826	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	702	1041	1579	-	-	-
Mov Cap-2 Maneuver	702	-	-	-	-	-
Stage 1	989	-	-	-	-	-
Stage 2	777	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	5.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1579	-	1041	-	-
HCM Lane V/C Ratio	0.058	-	0.082	-	-
HCM Control Delay (s)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	0	450	340	52	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	450	340	52	0	35

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	392	0	-	0	816	366
Stage 1	-	-	-	-	366	-
Stage 2	-	-	-	-	450	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1167	-	-	-	347	679
Stage 1	-	-	-	-	702	-
Stage 2	-	-	-	-	642	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1167	-	-	-	347	679
Mov Cap-2 Maneuver	-	-	-	-	347	-
Stage 1	-	-	-	-	702	-
Stage 2	-	-	-	-	642	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1167	-	-	-	679
HCM Lane V/C Ratio	-	-	-	-	0.052
HCM Control Delay (s)	0	-	-	-	10.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Scenario Report

Scenario:	Opening Yr AM
Command:	Default Command
Volume:	Existing AM
Geometry:	Opening Year
Impact Fee:	Default Impact Fee
Trip Generation:	Opening Year AM
Trip Distribution:	Cumulative
Paths:	Default Path
Routes:	Default Route
Configuration:	Opening Yr

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

Intersection #1 Kanan Rd/Canwood St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.625
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Kanan Road						Canwood Street					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	1262	232	231	1756	0	0	0	0	258	0	131
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	1287	237	236	1791	0	0	0	0	263	0	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1287	237	236	1791	0	0	0	0	263	0	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:	0	1287	237	236	1791	0	0	0	0	263	0	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1287	237	236	1791	0	0	0	0	263	0	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:	0	1287	237	236	1791	0	0	0	0	263	0	134
OvlAdjVol:			90									3
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	0.40	0.15	0.08	0.37	0.00	0.00	0.00	0.00	0.09	0.00	0.08
OvlAdjV/S:			0.06									0.00
Crit Moves:	****			****						****		

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

Intersection #2 Kanan Rd/Canwood St-US101 NB Off

Cycle (sec):	100	Critical Vol./Cap.(X):	0.783
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	C

Street Name:	Kanan Road							Canwood Street-US 101 NB Off							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Permitted					Split Phase					Split Phase				
Rights:		Ovl					Include					Include					Include			
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Y+R:	0.0	0.0	0.0			0.0	0.0	0.0			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:	55	794	291			0	1834	66			60	0	121			456	120	726		
Growth Adj:	1.02	1.02	1.02			1.02	1.02	1.02			1.02	1.02	1.02			1.02	1.02	1.02		
Initial Bse:	56	810	297			0	1871	67			61	0	123			465	122	741		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	56	810	297			0	1871	67			61	0	123			465	122	741		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	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	810	297			0	1871	67			61	0	123			465	122	741		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	56	810	297			0	1871	67			61	0	123			465	122	741		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	56	810	297			0	1871	67			61	0	123			465	122	741		
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			1.58	0.42	2.00		
Final Sat.:	1600	3200	1600			0	4800	1600			1600	0	1600			2533	667	3200		
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.25	0.19			0.00	0.39	0.04			0.04	0.00	0.08			0.18	0.18	0.23		
OvlAdjV/S:			0.00																	
Crit Moves:	****						****						****					****		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	60	0	121	456	120	726	55	794	291	0	1834	66
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	0	1569	1569	1569	1569	1569	1569	1569	0	1569	1569
Adj Flow Rate, veh/h	60	0	121	288	355	726	55	794	291	0	1834	66
Adj No. of Lanes	1	0	1	1	1	2	1	2	1	0	3	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	0	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	0	0	0	340	357	4040	217	1978	7919	0	1985	4121
Arrive On Green	0.00	0.00	0.00	0.23	0.23	0.23	0.15	0.66	0.66	0.00	0.46	0.46
Sat Flow, veh/h		0		1494	1569	17778	1494	2980	8889	0	4424	8889
Grp Volume(v), veh/h		0.0		288	355	726	55	794	291	0	1834	66
Grp Sat Flow(s),veh/h/ln				1494	1569	8889	1494	1490	8889	0	1427	8889
Q Serve(g_s), s				20.3	24.9	3.6	3.6	13.4	0.4	0.0	44.2	0.4
Cycle Q Clear(g_c), s				20.3	24.9	3.6	3.6	13.4	0.4	0.0	44.2	0.4
Prop In Lane				1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				340	357	4040	217	1978	7919	0	1985	4121
V/C Ratio(X)				0.85	1.00	0.18	0.25	0.40	0.04	0.00	0.92	0.02
Avail Cap(c_a), veh/h				340	357	4040	217	1978	7919	0	1985	4121
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				40.7	42.4	34.2	41.7	8.5	0.7	0.0	27.7	15.9
Incr Delay (d2), s/veh				17.9	46.5	0.0	0.6	0.6	0.0	0.0	8.7	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				10.1	15.4	8.9	1.5	5.7	3.1	0.0	18.9	1.1
LnGrp Delay(d),s/veh				58.6	88.9	34.3	42.3	9.1	0.7	0.0	36.4	15.9
LnGrp LOS				E	F	C	D	A	A		D	B
Approach Vol, veh/h					1369			1140			1900	
Approach Delay, s/veh					53.5			8.5			35.7	
Approach LOS					D			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		79.0			22.0	57.0		31.0
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0
Max Green Setting (Gmax), s		63.0			6.0	52.0		26.0
Max Q Clear Time (g_c+I1), s		15.4			5.6	46.2		26.9
Green Ext Time (p_c), s		8.1			0.3	4.9		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	34.2
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection #3 Kanan Rd/US-101 SB Off-Roadside Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.764
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	C

Street Name:	Kanan Road						US-101 SB Off-Roadside Drive					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	483	23	123	747	1045	569	101	393	22	0	75
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	493	23	125	762	1066	580	103	401	22	0	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	493	23	125	762	1066	580	103	401	22	0	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	493	23	125	762	1066	580	103	401	22	0	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	493	23	125	762	1066	580	103	401	22	0	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	493	23	125	762	1066	580	103	401	22	0	77
OvlAdjVol:						704						
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	2.86	0.14	1.00	2.00	1.00	1.61	0.28	1.11	1.00	0.00	1.00
Final Sat.:	0	4582	218	1600	3200	1600	2569	456	1775	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.08	0.24	0.67	0.23	0.23	0.23	0.01	0.00	0.05
OvlAdjV/S:						0.44						
Crit Moves:	****					****		****				****

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	569	101	393	22	0	75	0	483	23	123	747	1045
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1569	1569	0	1569	0	1569	1600	1569	1569	1569
Adj Flow Rate, veh/h	569	320	247	22	0	75	0	483	23	123	747	1045
Adj No. of Lanes	1	1	1	1	0	1	0	3	0	1	2	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	0	2	0	2	2	2	2	2
Cap, veh/h	605	635	3600	0	0	0	0	678	33	414	1448	7919
Arrive On Green	0.40	0.40	0.40	0.00	0.00	0.00	0.00	0.15	0.15	0.28	0.49	0.49
Sat Flow, veh/h	1494	1569	8889		0		0	4527	215	1494	2980	8889
Grp Volume(v), veh/h	569	320	247		0.0		0	320	186	123	747	1045
Grp Sat Flow(s),veh/h/ln	1494	1569	8889				0	1427	1746	1494	1490	8889
Q Serve(g_s), s	40.3	16.8	1.9				0.0	11.7	11.1	7.1	18.9	1.6
Cycle Q Clear(g_c), s	40.3	16.8	1.9				0.0	11.7	11.1	7.1	18.9	1.6
Prop In Lane	1.00		1.00				0.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	605	635	3600				0	441	270	414	1448	7919
V/C Ratio(X)	0.94	0.50	0.07				0.00	0.72	0.69	0.30	0.52	0.13
Avail Cap(c_a), veh/h	679	713	4040				0	441	270	414	1448	7919
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.5	24.5	20.0				0.0	44.3	44.0	31.3	19.4	0.7
Incr Delay (d2), s/veh	20.1	0.6	0.0				0.0	9.9	13.6	1.8	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.0	7.4	4.6				0.0	5.2	6.4	3.1	8.0	18.7
LnGrp Delay(d),s/veh	51.5	25.1	20.0				0.0	54.2	57.6	33.2	20.7	0.8
LnGrp LOS	D	C	C					D	E	C	C	A
Approach Vol, veh/h		1136						506			1915	
Approach Delay, s/veh		37.2						55.4			10.6	
Approach LOS		D						E			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	36.5	23.0		50.5		59.5		
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		
Max Green Setting (Gmax), s	16.0	18.0		51.0		39.0		
Max Q Clear Time (g_c+I1), s	9.1	13.7		42.3		20.9		
Green Ext Time (p_c), s	4.9	1.2		3.3		9.9		

Intersection Summary	
HCM 2010 Ctrl Delay	25.5
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection #4 Kanan Rd/Agoura Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.682
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	B

Street Name:	Kanan Road						Agoura road					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0 1	1 0		1 0 1	0		1 0 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	58	491	17	138	744	213	115	62	47	41	68	74
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	59	501	17	141	759	217	117	63	48	42	69	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	501	17	141	759	217	117	63	48	42	69	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	501	17	141	759	217	117	63	48	42	69	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	501	17	141	759	217	117	63	48	42	69	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	501	17	141	759	217	117	63	48	42	69	75
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	1.93	0.07	1.00	1.00	1.00	1.00	1.14	0.86	1.00	2.00	1.00
Final Sat.:	1600	3093	107	1600	1600	1600	1600	1820	1380	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.09	0.47	0.14	0.07	0.03	0.03	0.03	0.02	0.05
Crit Moves:	****			****			****					****

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	13	201	314	24	27	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	220	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	201	314	24	27	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	314	0	-	0	441	157
Stage 1	-	-	-	-	314	-
Stage 2	-	-	-	-	127	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1243	-	-	-	545	861
Stage 1	-	-	-	-	714	-
Stage 2	-	-	-	-	885	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1243	-	-	-	539	861
Mov Cap-2 Maneuver	-	-	-	-	539	-
Stage 1	-	-	-	-	714	-
Stage 2	-	-	-	-	876	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1243	-	-	-	600
HCM Lane V/C Ratio	0.01	-	-	-	0.062
HCM Control Delay (s)	7.9	-	-	-	11.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

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

Intersection #6 Reyes Adobe Rd/Agoura Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.528
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Reyes Adobe Road						Agoura Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 1	0 1	0	1 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	2	1	2	389	27	500	121	120	5	2	128	126
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	2	1	2	397	28	510	123	122	5	2	131	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1	2	397	28	510	123	122	5	2	131	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1	2	397	28	510	123	122	5	2	131	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	2	397	28	510	123	122	5	2	131	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1	2	397	28	510	123	122	5	2	131	129
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:	0.80	0.40	0.80	1.87	0.13	1.00	1.00	1.92	0.08	1.00	1.01	0.99
Final Sat.:	1280	640	1280	2992	208	1600	1600	3072	128	1600	1613	1587
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.13	0.32	0.08	0.04	0.04	0.00	0.08	0.08
Crit Moves:	****					****	****				****	

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

Intersection #7 Reyes Adobe Rd/US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.617
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Reyes Adobe Road						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0 2	0 1	2	0 2	0 0	1	0 0	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	167	165	538	595	0	323	5	421	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	170	168	549	607	0	329	5	429	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	170	168	549	607	0	329	5	429	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:	0	170	168	549	607	0	329	5	429	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	170	168	549	607	0	329	5	429	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	170	168	549	607	0	329	5	429	0	0	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	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	0.01	0.99	0.00	0.00	0.00
Final Sat.:	0	3200	1600	2880	3200	0	1600	19	1581	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.11	0.19	0.19	0.00	0.21	0.27	0.27	0.00	0.00	0.00
Crit Moves:			****	****				****				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	323	5	421	0	0	0	0	167	165	538	595	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1600				0	1569	1569	1569	1569	0
Adj Flow Rate, veh/h	323	5	421				0	167	165	538	595	0
Adj No. of Lanes	1	1	0				0	2	1	2	2	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	377	25	2103				0	1014	3025	637	1855	0
Arrive On Green	0.25	0.25	0.25				0.00	0.34	0.34	0.07	0.21	0.00
Sat Flow, veh/h	1494	99	8328				0	3059	8889	2898	3059	0
Grp Volume(v), veh/h	323	0	426				0	167	165	538	595	0
Grp Sat Flow(s),veh/h/ln	1494	0	8427				0	1490	8889	1449	1490	0
Q Serve(g_s), s	16.5	0.0	3.2				0.0	3.1	1.0	14.7	13.6	0.0
Cycle Q Clear(g_c), s	16.5	0.0	3.2				0.0	3.1	1.0	14.7	13.6	0.0
Prop In Lane	1.00		0.99				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	377	0	2128				0	1014	3025	637	1855	0
V/C Ratio(X)	0.86	0.00	0.20				0.00	0.16	0.05	0.85	0.32	0.00
Avail Cap(c_a), veh/h	504	0	2844				0	1014	3025	761	1855	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.41	0.41	0.00
Uniform Delay (d), s/veh	28.5	0.0	23.5				0.0	18.4	17.7	35.8	17.4	0.0
Incr Delay (d2), s/veh	10.6	0.0	0.0				0.0	0.3	0.0	3.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	0.0	7.4				0.0	1.3	2.5	6.2	5.7	0.0
LnGrp Delay(d),s/veh	39.2	0.0	23.6				0.0	18.8	17.8	39.0	17.6	0.0
LnGrp LOS	D		C					B	B	D	B	
Approach Vol, veh/h		749						332			1133	
Approach Delay, s/veh		30.3						18.3			27.8	
Approach LOS		C						B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	22.6	32.2		25.2		54.8		
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		
Max Green Setting (Gmax), s	21.0	17.0		27.0		43.0		
Max Q Clear Time (g_c+I1), s	16.7	5.1		18.5		15.6		
Green Ext Time (p_c), s	0.9	4.4		1.7		6.2		

Intersection Summary	
HCM 2010 Ctrl Delay	27.2
HCM 2010 LOS	C

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

Intersection #8 Reyes Adobe Rd/US-101 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.736
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	C

Street Name:	Reyes Adobe Road						US-101 NB Ramps					
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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	0 0	0 0	1	1 0	0 0	0	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	124	385	0	0	774	415	0	0	0	355	2	335
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	126	393	0	0	789	423	0	0	0	362	2	342
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	393	0	0	789	423	0	0	0	362	2	342
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	393	0	0	789	423	0	0	0	362	2	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	393	0	0	789	423	0	0	0	362	2	342
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	393	0	0	789	423	0	0	0	362	2	342
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	0.00	0.00	1.30	0.70	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1600	3200	0	0	2083	1117	0	0	0	1591	9	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.12	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.23	0.23	0.21
Crit Moves:	****				****					****		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	355	2	335	124	385	0	0	774	415
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1600	1569	1569	1569	1569	0	0	1569	1600
Adj Flow Rate, veh/h				355	2	335	124	385	0	0	774	415
Adj No. of Lanes				0	1	1	2	2	0	0	2	0
Peak Hour Factor				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				386	2	2308	181	1834	0	0	1368	749
Arrive On Green				0.26	0.26	0.26	0.02	0.20	0.00	0.00	0.49	0.49
Sat Flow, veh/h				1486	8	8889	2898	3059	0	0	2868	1527
Grp Volume(v), veh/h				357	0	335	124	385	0	0	421	768
Grp Sat Flow(s),veh/h/ln				1494	0	8889	1449	1490	0	0	1490	2826
Q Serve(g_s), s				18.6	0.0	2.3	3.4	8.6	0.0	0.0	16.1	15.2
Cycle Q Clear(g_c), s				18.6	0.0	2.3	3.4	8.6	0.0	0.0	16.1	15.2
Prop In Lane				0.99		1.00	1.00		0.00	0.00		0.54
Lane Grp Cap(c), veh/h				388	0	2308	181	1834	0	0	731	1386
V/C Ratio(X)				0.92	0.00	0.15	0.68	0.21	0.00	0.00	0.58	0.55
Avail Cap(c_a), veh/h				448	0	2667	181	1834	0	0	731	1386
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.79	0.79	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				28.8	0.0	22.8	38.4	15.7	0.0	0.0	14.5	14.3
Incr Delay (d2), s/veh				22.4	0.0	0.0	8.2	0.2	0.0	0.0	3.3	1.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				10.0	0.0	5.7	1.6	3.6	0.0	0.0	7.2	12.4
LnGrp Delay(d),s/veh				51.2	0.0	22.8	46.6	15.9	0.0	0.0	17.8	15.9
LnGrp LOS				D		C	D	B			B	B
Approach Vol, veh/h					692			509			1189	
Approach Delay, s/veh					37.5			23.4			16.5	
Approach LOS					D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		54.2			10.0	44.2		25.8
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0
Max Green Setting (Gmax), s		46.0			5.0	36.0		24.0
Max Q Clear Time (g_c+I1), s		10.6			5.4	18.1		20.6
Green Ext Time (p_c), s		14.8			0.0	10.4		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	24.1
HCM 2010 LOS	C

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

Intersection #9 Reyes Adobe Rd/Canwood St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.577
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Reyes Adobe Road						Canwood Street					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0 1	1 0		1 0 1	1 0		0 1 0	0 1		1 0 0	1 0	
Volume Module:												
Base Vol:	149	472	91	33	923	42	22	16	175	87	14	20
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	152	481	93	34	941	43	22	16	179	89	14	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	481	93	34	941	43	22	16	179	89	14	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	481	93	34	941	43	22	16	179	89	14	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	481	93	34	941	43	22	16	179	89	14	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	481	93	34	941	43	22	16	179	89	14	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.68	0.32	1.00	1.91	0.09	0.58	0.42	1.00	1.00	0.41	0.59
Final Sat.:	2880	2683	517	1600	3061	139	926	674	1600	1600	659	941
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.18	0.02	0.31	0.31	0.01	0.02	0.11	0.06	0.02	0.02
Crit Moves:	****			****					****	****		

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	13	164	6	0	22	161	6	0	1	6	36
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	164	6	0	22	161	6	0	1	6	36
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.4	8.5	7.5
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	7%	12%	57%
Vol Thru, %	14%	90%	85%	4%
Vol Right, %	84%	3%	3%	39%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	183	189	23
LT Vol	6	164	161	1
Through Vol	36	6	6	9
RT Vol	1	13	22	13
Lane Flow Rate	43	183	189	23
Geometry Grp	1	1	1	1
Degree of Util (X)	0.051	0.213	0.22	0.03
Departure Headway (Hd)	4.28	4.186	4.191	4.68
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	842	844	843	769
Service Time	2.281	2.278	2.281	2.682
HCM Lane V/C Ratio	0.051	0.217	0.224	0.03
HCM Control Delay	7.5	8.4	8.5	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.8	0.8	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	13	1	9
Peak Hour Factor	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	13	1	9
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.8
HCM LOS	A

Lane

Scenario Report

Scenario:	Opening Yr PM
Command:	Default Command
Volume:	Existing PM
Geometry:	Opening Year
Impact Fee:	Default Impact Fee
Trip Generation:	Opening Year PM
Trip Distribution:	Cumulative
Paths:	Default Path
Routes:	Default Route
Configuration:	Opening Yr

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

Intersection #1 Kanan Rd/Canwood St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.756
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	C

Street Name:	Kanan Road						Canwood Street					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	1585	309	192	969	0	0	0	0	376	0	264
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	1617	315	196	988	0	0	0	0	384	0	269
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1617	315	196	988	0	0	0	0	384	0	269
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1617	315	196	988	0	0	0	0	384	0	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1617	315	196	988	0	0	0	0	384	0	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1617	315	196	988	0	0	0	0	384	0	269
OvlAdjVol:			102									160
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	0.51	0.20	0.07	0.21	0.00	0.00	0.00	0.00	0.13	0.00	0.17
OvlAdjV/S:			0.06									0.10
Crit Moves:		****		****						****		

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

Intersection #2 Kanan Rd/Canwood St-US101 NB Off

Cycle (sec):	100	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Kanan Road							Canwood Street-US 101 NB Off							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Permitted					Split Phase					Split Phase				
Rights:		Ovl					Include					Include					Include			
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Y+R:	0.0	0.0	0.0			0.0	0.0	0.0			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:	42	1011	390			0	1269	70			83	0	160			265	94	876		
Growth Adj:	1.02	1.02	1.02			1.02	1.02	1.02			1.02	1.02	1.02			1.02	1.02	1.02		
Initial Bse:	43	1031	398			0	1294	71			85	0	163			270	96	894		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	43	1031	398			0	1294	71			85	0	163			270	96	894		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	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	1031	398			0	1294	71			85	0	163			270	96	894		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	43	1031	398			0	1294	71			85	0	163			270	96	894		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	43	1031	398			0	1294	71			85	0	163			270	96	894		
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			1.48	0.52	2.00		
Final Sat.:	1600	3200	1600			0	4800	1600			1600	0	1600			2362	838	3200		
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.32	0.25			0.00	0.27	0.04			0.05	0.00	0.10			0.11	0.11	0.28		
OvlAdjV/S:			0.00																	
Crit Moves:		****											****					****		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	85	0	163	270	96	894	43	1031	398	0	1294	71
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	0	1569	1569	1569	1569	1569	1569	1569	0	1569	1569
Adj Flow Rate, veh/h	85	0	163	183	218	894	43	1031	398	0	1294	71
Adj No. of Lanes	1	0	1	1	1	2	1	2	1	0	3	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	0	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	0	0	0	285	299	3386	462	2088	7919	0	1440	2990
Arrive On Green	0.00	0.00	0.00	0.19	0.19	0.19	0.31	0.70	0.70	0.00	0.34	0.34
Sat Flow, veh/h		0		1494	1569	17778	1494	2980	8889	0	4424	8889
Grp Volume(v), veh/h		0.0		183	218	894	43	1031	398	0	1294	71
Grp Sat Flow(s),veh/h/ln				1494	1569	8889	1494	1490	8889	0	1427	8889
Q Serve(g_s), s				12.4	14.4	4.7	2.3	17.4	0.6	0.0	31.6	0.6
Cycle Q Clear(g_c), s				12.4	14.4	4.7	2.3	17.4	0.6	0.0	31.6	0.6
Prop In Lane				1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				285	299	3386	462	2088	7919	0	1440	2990
V/C Ratio(X)				0.64	0.73	0.26	0.09	0.49	0.05	0.00	0.90	0.02
Avail Cap(c_a), veh/h				516	542	6141	462	2088	7919	0	1440	2990
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				41.1	41.9	38.0	27.0	7.5	0.7	0.0	34.7	24.4
Incr Delay (d2), s/veh				2.4	3.4	0.0	0.1	0.8	0.0	0.0	9.2	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.3	6.5	11.6	0.9	7.3	3.8	0.0	13.7	1.5
LnGrp Delay(d),s/veh				43.5	45.3	38.0	27.1	8.4	0.7	0.0	43.9	24.4
LnGrp LOS				D	D	D	C	A	A		D	C
Approach Vol, veh/h					1295			1472			1365	
Approach Delay, s/veh					40.0			6.9			42.9	
Approach LOS					D			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		83.0			40.0	43.0		27.0
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0
Max Green Setting (Gmax), s		48.0			5.0	38.0		39.0
Max Q Clear Time (g_c+I1), s		19.4			4.3	33.6		16.4
Green Ext Time (p_c), s		10.5			0.6	3.1		5.6

Intersection Summary	
HCM 2010 Ctrl Delay	29.1
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection #3 Kanan Rd/US-101 SB Off-Roadside Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.674
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	B

Street Name:	Kanan Road						US-101 SB Off-Roadside Drive					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	713	35	112	499	570	499	132	278	31	0	244
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	727	36	114	509	581	509	135	284	32	0	249
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	727	36	114	509	581	509	135	284	32	0	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	727	36	114	509	581	509	135	284	32	0	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	727	36	114	509	581	509	135	284	32	0	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	727	36	114	509	581	509	135	284	32	0	249
OvlAdjVol:						200						
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	2.86	0.14	1.00	2.00	1.00	1.65	0.35	1.00	1.00	0.00	1.00
Final Sat.:	0	4575	225	1600	3200	1600	2635	565	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.07	0.16	0.36	0.19	0.24	0.18	0.02	0.00	0.16
OvlAdjV/S:						0.13						
Crit Moves:		****			****			****				****

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	509	135	284	32	0	249	0	727	36	114	509	581
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1569	1569	0	1569	0	1569	1600	1569	1569	1569
Adj Flow Rate, veh/h	509	247	210	32	0	249	0	727	36	114	509	581
Adj No. of Lanes	1	1	1	1	0	1	0	3	0	1	2	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	0	2	0	2	2	2	2	2
Cap, veh/h	527	553	3133	0	0	0	0	917	46	410	1605	7919
Arrive On Green	0.35	0.35	0.35	0.00	0.00	0.00	0.00	0.21	0.21	0.27	0.54	0.54
Sat Flow, veh/h	1494	1569	8889		0		0	4526	221	1494	2980	8889
Grp Volume(v), veh/h	509	247	210		0.0		0	478	285	114	509	581
Grp Sat Flow(s),veh/h/ln	1494	1569	8889				0	1427	1751	1494	1490	8889
Q Serve(g_s), s	36.8	13.3	1.7				0.0	17.5	16.9	6.6	10.5	0.8
Cycle Q Clear(g_c), s	36.8	13.3	1.7				0.0	17.5	16.9	6.6	10.5	0.8
Prop In Lane	1.00		1.00				0.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	527	553	3133				0	597	366	410	1605	7919
V/C Ratio(X)	0.97	0.45	0.07				0.00	0.80	0.78	0.28	0.32	0.07
Avail Cap(c_a), veh/h	543	570	3232				0	597	366	410	1605	7919
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	27.4	23.6				0.0	41.3	41.1	31.3	14.1	0.7
Incr Delay (d2), s/veh	29.8	0.6	0.0				0.0	10.8	15.1	1.7	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.5	5.9	4.3				0.0	7.8	9.7	2.9	4.4	8.8
LnGrp Delay(d),s/veh	64.8	27.9	23.6				0.0	52.1	56.2	33.0	14.7	0.7
LnGrp LOS	E	C	C					D	E	C	B	A
Approach Vol, veh/h		966						763			1204	
Approach Delay, s/veh		46.4						53.6			9.7	
Approach LOS		D						D			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	36.2	29.0		44.8		65.2		
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		
Max Green Setting (Gmax), s	16.0	24.0		41.0		45.0		
Max Q Clear Time (g_c+I1), s	8.6	19.5		38.8		12.5		
Green Ext Time (p_c), s	3.4	2.0		1.0		6.5		

Intersection Summary	
HCM 2010 Ctrl Delay	33.2
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection #4 Kanan Rd/Agoura Rd

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

Street Name:	Kanan Road						Agoura road					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	85	748	36	151	459	103	199	128	80	45	145	144
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	87	763	37	154	468	105	203	131	82	46	148	147
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	763	37	154	468	105	203	131	82	46	148	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	763	37	154	468	105	203	131	82	46	148	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	763	37	154	468	105	203	131	82	46	148	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	763	37	154	468	105	203	131	82	46	148	147
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	1.23	0.77	1.00	2.00	1.00
Final Sat.:	1600	3053	147	1600	1600	1600	1600	1969	1231	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.10	0.29	0.07	0.13	0.07	0.07	0.03	0.05	0.09
Crit Moves:		****			****			****				****

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	7	397	323	18	18	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	220	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	397	323	18	18	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	323	0	-	0	536	162
Stage 1	-	-	-	-	323	-
Stage 2	-	-	-	-	213	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1234	-	-	-	475	854
Stage 1	-	-	-	-	706	-
Stage 2	-	-	-	-	802	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1234	-	-	-	472	854
Mov Cap-2 Maneuver	-	-	-	-	472	-
Stage 1	-	-	-	-	706	-
Stage 2	-	-	-	-	797	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1234	-	-	-	592
HCM Lane V/C Ratio	0.006	-	-	-	0.056
HCM Control Delay (s)	7.9	-	-	-	11.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

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

Intersection #6 Reyes Adobe Rd/Agoura Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.575
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Reyes Adobe Road						Agoura Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 1	0 1	0	1 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	7	21	2	182	3	95	348	241	1	2	269	366
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	7	21	2	186	3	97	355	246	1	2	274	373
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	21	2	186	3	97	355	246	1	2	274	373
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	21	2	186	3	97	355	246	1	2	274	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	21	2	186	3	97	355	246	1	2	274	373
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	21	2	186	3	97	355	246	1	2	274	373
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:	0.47	1.40	0.13	1.97	0.03	1.00	1.00	1.99	0.01	1.00	1.00	1.00
Final Sat.:	747	2240	213	3148	52	1600	1600	3187	13	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.06	0.06	0.06	0.22	0.08	0.08	0.00	0.17	0.23
Crit Moves:		****			****	****						****

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

Intersection #7 Reyes Adobe Rd/US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Reyes Adobe Road						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0 2	0 1	2	0 2	0 0	1	0 0	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	522	290	229	217	0	354	5	117	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	532	296	234	221	0	361	5	119	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	532	296	234	221	0	361	5	119	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:	0	532	296	234	221	0	361	5	119	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	532	296	234	221	0	361	5	119	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	532	296	234	221	0	361	5	119	0	0	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	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	0.04	0.96	0.00	0.00	0.00
Final Sat.:	0	3200	1600	2880	3200	0	1600	66	1534	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.18	0.08	0.07	0.00	0.23	0.08	0.08	0.00	0.00	0.00
Crit Moves:		****	****				****					

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	361	5	119	0	0	0	0	532	296	234	221	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1600				0	1569	1569	1569	1569	0
Adj Flow Rate, veh/h	361	5	119				0	532	296	234	221	0
Adj No. of Lanes	1	1	0				0	2	1	2	2	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	406	82	1950				0	1302	3882	302	1798	0
Arrive On Green	0.27	0.27	0.27				0.00	0.44	0.44	0.17	1.00	0.00
Sat Flow, veh/h	1494	302	7179				0	3059	8889	2898	3059	0
Grp Volume(v), veh/h	361	0	124				0	532	296	234	221	0
Grp Sat Flow(s),veh/h/ln	1494	0	7481				0	1490	8889	1449	1490	0
Q Serve(g_s), s	18.6	0.0	1.0				0.0	9.8	1.6	6.2	0.0	0.0
Cycle Q Clear(g_c), s	18.6	0.0	1.0				0.0	9.8	1.6	6.2	0.0	0.0
Prop In Lane	1.00		0.96				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	406	0	2032				0	1302	3882	302	1798	0
V/C Ratio(X)	0.89	0.00	0.06				0.00	0.41	0.08	0.77	0.12	0.00
Avail Cap(c_a), veh/h	579	0	2899				0	1302	3882	399	1798	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.67	1.67	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.84	0.84	0.00
Uniform Delay (d), s/veh	28.0	0.0	21.6				0.0	15.5	13.1	32.1	0.0	0.0
Incr Delay (d2), s/veh	11.8	0.0	0.0				0.0	1.0	0.0	5.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	0.0	2.0				0.0	4.2	3.8	2.7	0.0	0.0
LnGrp Delay(d),s/veh	39.8	0.0	21.6				0.0	16.4	13.2	37.9	0.1	0.0
LnGrp LOS	D		C					B	B	D	A	
Approach Vol, veh/h		485						828			455	
Approach Delay, s/veh		35.2						15.2			19.6	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	13.3	39.9		26.7		53.3		
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		
Max Green Setting (Gmax), s	11.0	23.0		31.0		39.0		
Max Q Clear Time (g_c+I1), s	8.2	11.8		20.6		2.0		
Green Ext Time (p_c), s	0.2	4.5		1.2		6.9		

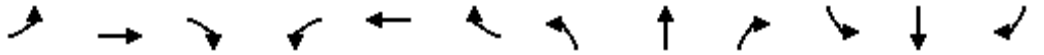
Intersection Summary	
HCM 2010 Ctrl Delay	21.8
HCM 2010 LOS	C

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

Intersection #8 Reyes Adobe Rd/US-101 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.724
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	C

Street Name:	Reyes Adobe Road						US-101 NB Ramps					
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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	273	586	0	0	310	331	0	0	0	116	1	454
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	278	598	0	0	316	338	0	0	0	118	1	463
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	278	598	0	0	316	338	0	0	0	118	1	463
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	278	598	0	0	316	338	0	0	0	118	1	463
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	598	0	0	316	338	0	0	0	118	1	463
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	278	598	0	0	316	338	0	0	0	118	1	463
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	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1600	3200	0	0	1600	1600	0	0	0	1586	14	1600
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.00	0.00	0.20	0.21	0.00	0.00	0.00	0.07	0.07	0.29
Crit Moves:	****					****						****



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	118	1	463	278	598	0	0	316	338
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1600	1569	1569	1569	1569	0	0	1569	1600
Adj Flow Rate, veh/h				118	1	463	278	598	0	0	316	338
Adj No. of Lanes				0	1	1	2	2	0	0	2	0
Peak Hour Factor				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				170	1	1018	353	2267	0	0	1460	1716
Arrive On Green				0.11	0.11	0.11	0.04	0.25	0.00	0.00	0.58	0.58
Sat Flow, veh/h				1482	13	8889	2898	3059	0	0	2612	2978
Grp Volume(v), veh/h				119	0	463	278	598	0	0	198	456
Grp Sat Flow(s),veh/h/ln				1495	0	8889	1449	1490	0	0	1490	4021
Q Serve(g_s), s				6.1	0.0	3.9	7.6	12.9	0.0	0.0	5.2	4.3
Cycle Q Clear(g_c), s				6.1	0.0	3.9	7.6	12.9	0.0	0.0	5.2	4.3
Prop In Lane				0.99		1.00	1.00		0.00	0.00		0.74
Lane Grp Cap(c), veh/h				171	0	1018	353	2267	0	0	859	2317
V/C Ratio(X)				0.70	0.00	0.45	0.79	0.26	0.00	0.00	0.23	0.20
Avail Cap(c_a), veh/h				598	0	3556	399	2267	0	0	859	2317
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.76	0.76	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				34.1	0.0	33.1	37.4	12.0	0.0	0.0	8.3	8.1
Incr Delay (d2), s/veh				5.0	0.0	0.3	7.1	0.2	0.0	0.0	0.6	0.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.7	0.0	9.6	3.4	5.4	0.0	0.0	2.2	4.9
LnGrp Delay(d),s/veh				39.1	0.0	33.4	44.5	12.2	0.0	0.0	8.9	8.3
LnGrp LOS				D		C	D	B			A	A
Approach Vol, veh/h					582			876			654	
Approach Delay, s/veh					34.6			22.5			8.5	
Approach LOS					C			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		65.8			14.7	51.1		14.2
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0
Max Green Setting (Gmax), s		38.0			11.0	22.0		32.0
Max Q Clear Time (g_c+I1), s		14.9			9.6	7.2		8.1
Green Ext Time (p_c), s		9.0			0.1	7.1		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	21.5
HCM 2010 LOS	C

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

Intersection #9 Reyes Adobe Rd/Canwood St

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

Street Name:	Reyes Adobe Road						Canwood Street					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0 1	1 0		1 0 1	1 0		0 1 0	0 1		1 0 0	1 0	
Volume Module:												
Base Vol:	187	735	114	21	360	33	60	26	185	104	26	29
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	191	750	116	21	367	34	61	27	189	106	27	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	750	116	21	367	34	61	27	189	106	27	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	750	116	21	367	34	61	27	189	106	27	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	750	116	21	367	34	61	27	189	106	27	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	750	116	21	367	34	61	27	189	106	27	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.73	0.27	1.00	1.83	0.17	0.70	0.30	1.00	1.00	0.47	0.53
Final Sat.:	2880	2770	430	1600	2931	269	1116	484	1600	1600	756	844
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.27	0.01	0.13	0.13	0.04	0.05	0.12	0.07	0.04	0.04
Crit Moves:	****		****						****	****		

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	28	253	8	0	38	226	31	0	3	12	28
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	28	253	8	0	38	226	31	0	3	12	28
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	10.1	10.1	8.3
HCM LOS	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	10%	13%	19%
Vol Thru, %	28%	88%	77%	6%
Vol Right, %	65%	3%	11%	75%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	289	295	68
LT Vol	12	253	226	4
Through Vol	28	8	31	51
RT Vol	3	28	38	13
Lane Flow Rate	43	289	295	68
Geometry Grp	1	1	1	1
Degree of Util (X)	0.059	0.363	0.367	0.092
Departure Headway (Hd)	4.954	4.527	4.484	4.879
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	719	795	802	731
Service Time	3.009	2.561	2.517	2.932
HCM Lane V/C Ratio	0.06	0.364	0.368	0.093
HCM Control Delay	8.3	10.1	10.1	8.4
HCM Lane LOS	A	B	B	A
HCM 95th-tile Q	0.2	1.7	1.7	0.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	13	4	51
Peak Hour Factor	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	13	4	51
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8.4
HCM LOS	A

Lane

Scenario Report

Scenario:	Opening Yr + Proj AM
Command:	Default Command
Volume:	Exist + Proj AM
Geometry:	Opening Year
Impact Fee:	Default Impact Fee
Trip Generation:	Opening Yr + Proj AM
Trip Distribution:	Cumulative
Paths:	Default Path
Routes:	Default Route
Configuration:	Opening Yr

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

Intersection #1 Kanan Rd/Canwood St

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

Street Name:	Kanan Road						Canwood Street					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	1262	232	231	1756	0	0	0	0	258	0	131
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	1287	237	236	1791	0	0	0	0	263	0	134
Added Vol:	0	13	4	0	17	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1300	241	236	1808	0	0	0	0	269	0	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:	0	1300	241	236	1808	0	0	0	0	269	0	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1300	241	236	1808	0	0	0	0	269	0	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:	0	1300	241	236	1808	0	0	0	0	269	0	134
OvlAdjVol:			91									3
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	0.41	0.15	0.08	0.38	0.00	0.00	0.00	0.00	0.09	0.00	0.08
OvlAdjV/S:			0.06									0.00
Crit Moves:		****		****						****		

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

Intersection #2 Kanan Rd/Canwood St-US101 NB Off

Cycle (sec):	100	Critical Vol./Cap.(X):	0.794
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Kanan Road							Canwood Street-US 101 NB Off							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Permitted					Split Phase					Split Phase				
Rights:		Ovl					Include					Include					Include			
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Y+R:	0.0	0.0	0.0			0.0	0.0	0.0			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:	55	794	291			0	1834	66			60	0	121			456	120	726		
Growth Adj:	1.02	1.02	1.02			1.02	1.02	1.02			1.02	1.02	1.02			1.02	1.02	1.02		
Initial Bse:	56	810	297			0	1871	67			61	0	123			465	122	741		
Added Vol:	4	17	3			0	22	0			0	0	6			11	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	60	827	300			0	1893	67			61	0	129			476	122	741		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	60	827	300			0	1893	67			61	0	129			476	122	741		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	60	827	300			0	1893	67			61	0	129			476	122	741		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	60	827	300			0	1893	67			61	0	129			476	122	741		
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			1.59	0.41	2.00		
Final Sat.:	1600	3200	1600			0	4800	1600			1600	0	1600			2546	654	3200		
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.26	0.19			0.00	0.39	0.04			0.04	0.00	0.08			0.19	0.19	0.23		
OvlAdjV/S:			0.00																	
Crit Moves:	****						****						****					****		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	61	0	129	476	122	741	60	827	300	0	1893	67
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	0	1569	1569	1569	1569	1569	1569	1569	0	1569	1569
Adj Flow Rate, veh/h	61	0	129	299	370	741	60	827	300	0	1893	67
Adj No. of Lanes	1	0	1	1	1	2	1	2	1	0	3	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	0	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	0	0	0	349	366	4148	212	1987	8000	0	2034	4222
Arrive On Green	0.00	0.00	0.00	0.23	0.23	0.23	0.14	0.67	0.67	0.00	0.47	0.47
Sat Flow, veh/h		0		1494	1569	17778	1494	2980	8889	0	4424	8889
Grp Volume(v), veh/h		0.0		299	370	741	60	827	300	0	1893	67
Grp Sat Flow(s),veh/h/ln				1494	1569	8889	1494	1490	8889	0	1427	8889
Q Serve(g_s), s				23.0	28.0	4.0	4.3	15.4	0.4	0.0	49.9	0.5
Cycle Q Clear(g_c), s				23.0	28.0	4.0	4.3	15.4	0.4	0.0	49.9	0.5
Prop In Lane				1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				349	366	4148	212	1987	8000	0	2034	4222
V/C Ratio(X)				0.86	1.01	0.18	0.28	0.42	0.04	0.00	0.93	0.02
Avail Cap(c_a), veh/h				349	366	4148	212	1987	8000	0	2034	4222
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				44.1	46.0	36.8	46.1	9.2	0.6	0.0	29.6	16.7
Incr Delay (d2), s/veh				18.7	49.8	0.0	0.7	0.6	0.0	0.0	9.2	0.0
Initial Q Delay(d3),s/veh				0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				11.3	17.2	9.8	1.8	6.4	3.4	0.0	21.4	1.2
LnGrp Delay(d),s/veh				62.8	95.9	36.8	46.8	9.9	0.6	0.0	38.8	16.7
LnGrp LOS				E	F	D	D	A	A		D	B
Approach Vol, veh/h					1410			1187			1960	
Approach Delay, s/veh					57.8			9.4			38.1	
Approach LOS					E			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		86.0			23.0	63.0		34.0
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0
Max Green Setting (Gmax), s		69.0			6.0	58.0		29.0
Max Q Clear Time (g_c+I1), s		17.4			6.3	51.9		30.0
Green Ext Time (p_c), s		8.6			0.0	5.2		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	36.7
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection #3 Kanan Rd/US-101 SB Off-Roadside Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.764
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	C

Street Name:	Kanan Road							US-101 SB Off-Roadside Drive							
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	
Y+R:	0.0	0.0	0.0		0.0	0.0	0.0		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	483	23		123	747	1045		569	101	393		22	0	75	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	0	493	23		125	762	1066		580	103	401		22	0	77	
Added Vol:	0	33	0		0	39	0		0	0	4		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	526	23		125	801	1066		580	103	405		22	0	77	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	526	23		125	801	1066		580	103	405		22	0	77	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	526	23		125	801	1066		580	103	405		22	0	77	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	526	23		125	801	1066		580	103	405		22	0	77	
OvlAdjVol:							703									
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	2.87	0.13		1.00	2.00	1.00		1.60	0.28	1.12		1.00	0.00	1.00	
Final Sat.:	0	4595	205		1600	3200	1600		2560	454	1786		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.11	0.11		0.08	0.25	0.67		0.23	0.23	0.23		0.01	0.00	0.05	
OvlAdjV/S:							0.44									
Crit Moves:	****						****			****					****	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	580	103	405	22	0	77	0	526	23	125	801	1066
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1569	1569	0	1569	0	1569	1600	1569	1569	1569
Adj Flow Rate, veh/h	580	330	254	22	0	77	0	526	23	125	801	1066
Adj No. of Lanes	1	1	1	1	0	1	0	3	0	1	2	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	0	2	0	2	2	2	2	2
Cap, veh/h	616	647	3664	0	0	0	0	731	33	405	1454	8000
Arrive On Green	0.41	0.41	0.41	0.00	0.00	0.00	0.00	0.17	0.17	0.27	0.49	0.49
Sat Flow, veh/h	1494	1569	8889		0		0	4530	197	1494	2980	8889
Grp Volume(v), veh/h	580	330	254		0.0		0	347	202	125	801	1066
Grp Sat Flow(s),veh/h/ln	1494	1569	8889				0	1427	1731	1494	1490	8889
Q Serve(g_s), s	44.8	18.8	2.1				0.0	13.8	13.2	8.0	22.6	1.6
Cycle Q Clear(g_c), s	44.8	18.8	2.1				0.0	13.8	13.2	8.0	22.6	1.6
Prop In Lane	1.00		1.00				0.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	616	647	3664				0	476	288	405	1454	8000
V/C Ratio(X)	0.94	0.51	0.07				0.00	0.73	0.70	0.31	0.55	0.13
Avail Cap(c_a), veh/h	697	732	4148				0	476	288	405	1454	8000
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.9	26.3	21.3				0.0	47.4	47.2	34.8	21.5	0.7
Incr Delay (d2), s/veh	19.9	0.6	0.0				0.0	9.4	13.3	2.0	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.8	8.3	5.1				0.0	6.1	7.4	3.5	9.5	20.5
LnGrp Delay(d),s/veh	53.7	26.9	21.4				0.0	56.9	60.5	36.8	23.0	0.7
LnGrp LOS	D	C	C					E	E	D	C	A
Approach Vol, veh/h		1164						549			1992	
Approach Delay, s/veh		39.1						58.2			11.9	
Approach LOS		D						E			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	38.5	26.0		55.5		64.5		
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		
Max Green Setting (Gmax), s	16.0	21.0		57.0		42.0		
Max Q Clear Time (g_c+I1), s	10.0	15.8		46.8		24.6		
Green Ext Time (p_c), s	4.6	1.6		3.7		10.2		

Intersection Summary	
HCM 2010 Ctrl Delay	27.3
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection #4 Kanan Rd/Agoura Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.709
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	C

Street Name:	Kanan Road						Agoura road					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	58	491	17	138	744	213	115	62	47	41	68	74
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	59	501	17	141	759	217	117	63	48	42	69	75
Added Vol:	11	0	0	0	0	43	33	8	8	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	501	17	141	759	260	150	71	56	42	80	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	501	17	141	759	260	150	71	56	42	80	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	501	17	141	759	260	150	71	56	42	80	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	501	17	141	759	260	150	71	56	42	80	75
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	1.93	0.07	1.00	1.00	1.00	1.00	1.12	0.88	1.00	2.00	1.00
Final Sat.:	1600	3093	107	1600	1600	1600	1600	1792	1408	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.09	0.47	0.16	0.09	0.04	0.04	0.03	0.03	0.05
Crit Moves:	****			****			****					****

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	72	188	352	51	86	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	220	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	188	352	51	86	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	352	0	-	0	590	176
Stage 1	-	-	-	-	352	-
Stage 2	-	-	-	-	238	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1203	-	-	-	439	837
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	779	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1203	-	-	-	413	837
Mov Cap-2 Maneuver	-	-	-	-	413	-
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	732	-

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	15.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1203	-	-	-	461
HCM Lane V/C Ratio	0.06	-	-	-	0.234
HCM Control Delay (s)	8.2	-	-	-	15.2
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.9

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

Intersection #6 Reyes Adobe Rd/Agoura Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.544
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Reyes Adobe Road						Agoura Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 1	0 1	0	1 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	2	1	2	389	27	500	121	120	5	2	128	126
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	2	1	2	397	28	510	123	122	5	2	131	129
Added Vol:	0	0	0	34	0	0	0	11	0	0	8	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1	2	431	28	510	123	133	5	2	139	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1	2	431	28	510	123	133	5	2	139	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	2	431	28	510	123	133	5	2	139	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1	2	431	28	510	123	133	5	2	139	155
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:	0.80	0.40	0.80	1.88	0.12	1.00	1.00	1.93	0.07	1.00	1.00	1.00
Final Sat.:	1280	640	1280	3008	192	1600	1600	3082	118	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.32	0.08	0.04	0.04	0.00	0.09	0.10
Crit Moves:	****					****	****					****

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

Intersection #7 Reyes Adobe Rd/US-101 SB Ramps

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

Street Name:	Reyes Adobe Road						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0 2	0 1	2	0 2	0 0	1	0 0	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	167	165	538	595	0	323	5	421	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	170	168	549	607	0	329	5	429	0	0	0
Added Vol:	0	26	0	0	28	0	0	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	196	168	549	635	0	329	5	436	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:	0	196	168	549	635	0	329	5	436	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	196	168	549	635	0	329	5	436	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	196	168	549	635	0	329	5	436	0	0	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	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	0.01	0.99	0.00	0.00	0.00
Final Sat.:	0	3200	1600	2880	3200	0	1600	18	1582	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.11	0.19	0.20	0.00	0.21	0.28	0.28	0.00	0.00	0.00
Crit Moves:		****		****				****				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	329	5	436	0	0	0	0	196	168	549	635	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1600				0	1569	1569	1569	1569	0
Adj Flow Rate, veh/h	329	5	436				0	196	168	549	635	0
Adj No. of Lanes	1	1	0				0	2	1	2	2	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	383	25	2142				0	992	2958	646	1843	0
Arrive On Green	0.26	0.26	0.26				0.00	0.33	0.33	0.07	0.20	0.00
Sat Flow, veh/h	1494	96	8346				0	3059	8889	2898	3059	0
Grp Volume(v), veh/h	329	0	441				0	196	168	549	635	0
Grp Sat Flow(s),veh/h/ln	1494	0	8442				0	1490	8889	1449	1490	0
Q Serve(g_s), s	16.8	0.0	3.3				0.0	3.8	1.0	15.0	14.6	0.0
Cycle Q Clear(g_c), s	16.8	0.0	3.3				0.0	3.8	1.0	15.0	14.6	0.0
Prop In Lane	1.00		0.99				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	383	0	2166				0	992	2958	646	1843	0
V/C Ratio(X)	0.86	0.00	0.20				0.00	0.20	0.06	0.85	0.34	0.00
Avail Cap(c_a), veh/h	504	0	2849				0	992	2958	761	1843	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.36	0.36	0.00
Uniform Delay (d), s/veh	28.3	0.0	23.3				0.0	19.1	18.1	35.7	18.0	0.0
Incr Delay (d2), s/veh	11.0	0.0	0.0				0.0	0.4	0.0	3.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	0.0	7.6				0.0	1.6	2.6	6.3	6.1	0.0
LnGrp Delay(d),s/veh	39.4	0.0	23.4				0.0	19.5	18.2	38.8	18.1	0.0
LnGrp LOS	D		C					B	B	D	B	
Approach Vol, veh/h		770						364			1184	
Approach Delay, s/veh		30.2						18.9			27.7	
Approach LOS		C						B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	22.8	31.6		25.5		54.5		
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		
Max Green Setting (Gmax), s	21.0	17.0		27.0		43.0		
Max Q Clear Time (g_c+I1), s	17.0	5.8		18.8		16.6		
Green Ext Time (p_c), s	0.9	4.6		1.7		6.7		

Intersection Summary	
HCM 2010 Ctrl Delay	27.2
HCM 2010 LOS	C

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

Intersection #8 Reyes Adobe Rd/US-101 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.748
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	C

Street Name:	Reyes Adobe Road						US-101 NB Ramps					
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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0 2	0	0	0 0 1	1	0	0 0 0	0	0	0 1 0	0	1
Volume Module:												
Base Vol:	124	385	0	0	774	415	0	0	0	355	2	335
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	126	393	0	0	789	423	0	0	0	362	2	342
Added Vol:	5	21	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	414	0	0	817	423	0	0	0	362	2	342
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	414	0	0	817	423	0	0	0	362	2	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	414	0	0	817	423	0	0	0	362	2	342
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	414	0	0	817	423	0	0	0	362	2	342
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	0.00	0.00	1.32	0.68	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1600	3200	0	0	2108	1092	0	0	0	1591	9	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.00	0.00	0.39	0.39	0.00	0.00	0.00	0.23	0.23	0.21
Crit Moves:	****				****						****	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	362	2	342	131	414	0	0	817	423
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1600	1569	1569	1569	1569	0	0	1569	1600
Adj Flow Rate, veh/h				362	2	342	131	414	0	0	817	423
Adj No. of Lanes				0	1	1	2	2	0	0	2	0
Peak Hour Factor				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				392	2	2345	181	1822	0	0	1359	726
Arrive On Green				0.26	0.26	0.26	0.02	0.20	0.00	0.00	0.49	0.49
Sat Flow, veh/h				1486	8	8889	2898	3059	0	0	2874	1493
Grp Volume(v), veh/h				364	0	342	131	414	0	0	447	793
Grp Sat Flow(s),veh/h/ln				1494	0	8889	1449	1490	0	0	1490	2798
Q Serve(g_s), s				19.0	0.0	2.4	3.6	9.3	0.0	0.0	17.6	16.3
Cycle Q Clear(g_c), s				19.0	0.0	2.4	3.6	9.3	0.0	0.0	17.6	16.3
Prop In Lane				0.99		1.00	1.00		0.00	0.00		0.53
Lane Grp Cap(c), veh/h				394	0	2345	181	1822	0	0	725	1360
V/C Ratio(X)				0.92	0.00	0.15	0.72	0.23	0.00	0.00	0.62	0.58
Avail Cap(c_a), veh/h				430	0	2556	181	1822	0	0	725	1360
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.79	0.79	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				28.7	0.0	22.5	38.5	16.1	0.0	0.0	15.1	14.7
Incr Delay (d2), s/veh				24.5	0.0	0.0	10.8	0.2	0.0	0.0	3.9	1.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				10.5	0.0	5.8	1.7	3.9	0.0	0.0	8.0	13.2
LnGrp Delay(d),s/veh				53.2	0.0	22.6	49.2	16.4	0.0	0.0	19.0	16.6
LnGrp LOS				D		C	D	B			B	B
Approach Vol, veh/h					706			545			1240	
Approach Delay, s/veh					38.3			24.3			17.4	
Approach LOS					D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		53.9			10.0	43.9		26.1
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0
Max Green Setting (Gmax), s		47.0			5.0	37.0		23.0
Max Q Clear Time (g_c+I1), s		11.3			5.6	19.6		21.0
Green Ext Time (p_c), s		15.9			0.0	10.7		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	24.9
HCM 2010 LOS	C

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

Intersection #9 Reyes Adobe Rd/Canwood St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Reyes Adobe Road						Canwood Street					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0 1	1 0		1 0 1	1 0		0 1 0	0 1		1 0 0	1 0	
Volume Module:												
Base Vol:	149	472	91	33	923	42	22	16	175	87	14	20
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	152	481	93	34	941	43	22	16	179	89	14	20
Added Vol:	4	13	4	0	17	0	0	0	6	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	494	97	34	958	43	22	16	185	95	14	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	494	97	34	958	43	22	16	185	95	14	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	494	97	34	958	43	22	16	185	95	14	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	494	97	34	958	43	22	16	185	95	14	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.67	0.33	1.00	1.91	0.09	0.58	0.42	1.00	1.00	0.41	0.59
Final Sat.:	2880	2676	524	1600	3063	137	926	674	1600	1600	659	941
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.18	0.02	0.31	0.31	0.01	0.02	0.12	0.06	0.02	0.02
Crit Moves:	****			****					****	****		

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	13	172	6	0	22	172	6	0	1	6	36
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	172	6	0	22	172	6	0	1	6	36
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.5	8.6	7.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	7%	11%	57%
Vol Thru, %	14%	90%	86%	4%
Vol Right, %	84%	3%	3%	39%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	191	200	23
LT Vol	6	172	172	1
Through Vol	36	6	6	9
RT Vol	1	13	22	13
Lane Flow Rate	43	191	200	23
Geometry Grp	1	1	1	1
Degree of Util (X)	0.052	0.223	0.233	0.03
Departure Headway (Hd)	4.322	4.195	4.197	4.722
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	833	842	842	762
Service Time	2.323	2.291	2.292	2.726
HCM Lane V/C Ratio	0.052	0.227	0.238	0.03
HCM Control Delay	7.6	8.5	8.6	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.9	0.9	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	13	1	9
Peak Hour Factor	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	13	1	9
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.9
HCM LOS	A

Lane

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	71	86	38	37	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	71	86	38	37	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	247	37	37	0	-	0
Stage 1	37	-	-	-	-	-
Stage 2	210	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	741	1035	1574	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	825	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	700	1035	1574	-	-	-
Mov Cap-2 Maneuver	700	-	-	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	779	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	5.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1574	-	1035	-	-
HCM Lane V/C Ratio	0.055	-	0.069	-	-
HCM Control Delay (s)	7.4	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	0	260	323	51	0	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	260	323	51	0	31

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	374	0	-	0	479	187
Stage 1	-	-	-	-	349	-
Stage 2	-	-	-	-	130	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1181	-	-	-	516	823
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	882	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1181	-	-	-	516	823
Mov Cap-2 Maneuver	-	-	-	-	516	-
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	882	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1181	-	-	-	823
HCM Lane V/C Ratio	-	-	-	-	0.038
HCM Control Delay (s)	0	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Scenario Report

Scenario:	Opening Yr + Proj PM
Command:	Default Command
Volume:	Exist + Proj PM
Geometry:	Opening Year
Impact Fee:	Default Impact Fee
Trip Generation:	Opening Yr + Proj PM
Trip Distribution:	Cumulative
Paths:	Default Path
Routes:	Default Route
Configuration:	Opening Yr

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

Intersection #1 Kanan Rd/Canwood St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.764
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	C

Street Name:	Kanan Road						Canwood Street					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	1585	309	192	969	0	0	0	0	376	0	264
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	1617	315	196	988	0	0	0	0	384	0	269
Added Vol:	0	16	5	0	20	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1633	320	196	1008	0	0	0	0	391	0	269
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1633	320	196	1008	0	0	0	0	391	0	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1633	320	196	1008	0	0	0	0	391	0	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1633	320	196	1008	0	0	0	0	391	0	269
OvlAdjVol:			103									160
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	0.51	0.20	0.07	0.21	0.00	0.00	0.00	0.00	0.14	0.00	0.17
OvlAdjV/S:			0.06									0.10
Crit Moves:		****		****						****		

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

Intersection #2 Kanan Rd/Canwood St-US101 NB Off

Cycle (sec):	100	Critical Vol./Cap.(X):	0.764
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Kanan Road							Canwood Street-US 101 NB Off							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Permitted					Split Phase					Split Phase				
Rights:		Ovl					Include					Include					Include			
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Y+R:	0.0	0.0	0.0			0.0	0.0	0.0			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:	42	1011	390			0	1269	70			83	0	160			265	94	876		
Growth Adj:	1.02	1.02	1.02			1.02	1.02	1.02			1.02	1.02	1.02			1.02	1.02	1.02		
Initial Bse:	43	1031	398			0	1294	71			85	0	163			270	96	894		
Added Vol:	5	21	4			0	26	0			0	0	7			13	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	48	1052	402			0	1320	71			85	0	170			283	96	894		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	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	1052	402			0	1320	71			85	0	170			283	96	894		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	48	1052	402			0	1320	71			85	0	170			283	96	894		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	48	1052	402			0	1320	71			85	0	170			283	96	894		
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			1.49	0.51	2.00		
Final Sat.:	1600	3200	1600			0	4800	1600			1600	0	1600			2391	809	3200		
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.33	0.25			0.00	0.28	0.04			0.05	0.00	0.11			0.12	0.12	0.28		
OvlAdjV/S:			0.00																	
Crit Moves:		****											****					****		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	85	0	170	283	96	894	48	1052	402	0	1320	71
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	0	1569	1569	1569	1569	1569	1569	1569	0	1569	1569
Adj Flow Rate, veh/h	85	0	170	190	227	894	48	1052	402	0	1320	71
Adj No. of Lanes	1	0	1	1	1	2	1	2	1	0	3	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	0	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	0	0	0	288	302	3426	447	2108	8000	0	1535	3185
Arrive On Green	0.00	0.00	0.00	0.19	0.19	0.19	0.30	0.71	0.71	0.00	0.36	0.36
Sat Flow, veh/h		0		1494	1569	17778	1494	2980	8889	0	4424	8889
Grp Volume(v), veh/h		0.0		190	227	894	48	1052	402	0	1320	71
Grp Sat Flow(s),veh/h/ln				1494	1569	8889	1494	1490	8889	0	1427	8889
Q Serve(g_s), s				14.1	16.4	5.1	2.8	19.2	0.6	0.0	34.3	0.6
Cycle Q Clear(g_c), s				14.1	16.4	5.1	2.8	19.2	0.6	0.0	34.3	0.6
Prop In Lane				1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				288	302	3426	447	2108	8000	0	1535	3185
V/C Ratio(X)				0.66	0.75	0.26	0.11	0.50	0.05	0.00	0.86	0.02
Avail Cap(c_a), veh/h				510	536	6074	447	2108	8000	0	1535	3185
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				44.8	45.7	41.2	30.5	7.9	0.6	0.0	35.7	24.9
Incr Delay (d2), s/veh				2.6	3.8	0.0	0.1	0.8	0.0	0.0	6.5	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.0	7.4	12.6	1.2	8.0	4.0	0.0	14.4	1.5
LnGrp Delay(d),s/veh				47.4	49.5	41.2	30.6	8.8	0.6	0.0	42.3	24.9
LnGrp LOS				D	D	D	C	A	A		D	C
Approach Vol, veh/h					1311			1502			1391	
Approach Delay, s/veh					43.5			7.3			41.4	
Approach LOS					D			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		90.9			41.9	49.0		29.1
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0
Max Green Setting (Gmax), s		55.0			6.0	44.0		42.0
Max Q Clear Time (g_c+I1), s		21.2			4.8	36.3		18.4
Green Ext Time (p_c), s		11.5			0.9	5.1		5.7

Intersection Summary	
HCM 2010 Ctrl Delay	29.9
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection #3 Kanan Rd/US-101 SB Off-Roadside Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	B

Street Name:	Kanan Road						US-101 SB Off-Roadside Drive					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	713	35	112	499	570	499	132	278	31	0	244
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	727	36	114	509	581	509	135	284	32	0	249
Added Vol:	0	42	0	0	46	0	0	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	769	36	114	555	581	509	135	289	32	0	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	769	36	114	555	581	509	135	289	32	0	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	769	36	114	555	581	509	135	289	32	0	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	769	36	114	555	581	509	135	289	32	0	249
OvlAdjVol:						209						
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	2.87	0.13	1.00	2.00	1.00	1.64	0.36	1.00	1.00	0.00	1.00
Final Sat.:	0	4587	213	1600	3200	1600	2621	579	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.07	0.17	0.36	0.19	0.23	0.18	0.02	0.00	0.16
OvlAdjV/S:						0.13						
Crit Moves:		****			****			****				****

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	509	135	289	32	0	249	0	769	36	114	555	581
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1569	1569	0	1569	0	1569	1600	1569	1569	1569
Adj Flow Rate, veh/h	509	250	212	32	0	249	0	769	36	114	555	581
Adj No. of Lanes	1	1	1	1	0	1	0	3	0	1	2	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	0	2	0	2	2	2	2	2
Cap, veh/h	533	560	3172	0	0	0	0	950	45	413	1619	8000
Arrive On Green	0.36	0.36	0.36	0.00	0.00	0.00	0.00	0.22	0.22	0.28	0.54	0.54
Sat Flow, veh/h	1494	1569	8889		0		0	4528	208	1494	2980	8889
Grp Volume(v), veh/h	509	250	212		0.0		0	504	301	114	555	581
Grp Sat Flow(s),veh/h/ln	1494	1569	8889				0	1427	1740	1494	1490	8889
Q Serve(g_s), s	39.9	14.6	1.9				0.0	20.2	19.6	7.2	12.5	0.8
Cycle Q Clear(g_c), s	39.9	14.6	1.9				0.0	20.2	19.6	7.2	12.5	0.8
Prop In Lane	1.00		1.00				0.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	533	560	3172				0	619	377	413	1619	8000
V/C Ratio(X)	0.95	0.45	0.07				0.00	0.82	0.80	0.28	0.34	0.07
Avail Cap(c_a), veh/h	573	601	3407				0	619	377	413	1619	8000
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	29.5	25.4				0.0	44.7	44.5	34.0	15.4	0.6
Incr Delay (d2), s/veh	25.9	0.6	0.0				0.0	11.3	16.0	1.7	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.2	6.4	4.7				0.0	8.9	11.1	3.1	5.3	9.4
LnGrp Delay(d),s/veh	63.6	30.1	25.4				0.0	56.0	60.5	35.7	16.0	0.7
LnGrp LOS	E	C	C					E	E	D	B	A
Approach Vol, veh/h		971						805			1250	
Approach Delay, s/veh		46.6						57.7			10.6	
Approach LOS		D						E			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	39.2	32.0		48.8		71.2		
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		
Max Green Setting (Gmax), s	16.0	27.0		47.0		48.0		
Max Q Clear Time (g_c+I1), s	9.2	22.2		41.9		14.5		
Green Ext Time (p_c), s	3.4	2.2		1.9		6.9		

Intersection Summary	
HCM 2010 Ctrl Delay	34.7
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection #4 Kanan Rd/Agoura Rd

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

Street Name:	Kanan Road						Agoura road					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	85	748	36	151	459	103	199	128	80	45	145	144
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	87	763	37	154	468	105	203	131	82	46	148	147
Added Vol:	13	0	0	0	0	51	42	11	11	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	763	37	154	468	156	245	142	93	46	161	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	763	37	154	468	156	245	142	93	46	161	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	763	37	154	468	156	245	142	93	46	161	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	763	37	154	468	156	245	142	93	46	161	147
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	1.21	0.79	1.00	2.00	1.00
Final Sat.:	1600	3053	147	1600	1600	1600	1600	1935	1265	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.10	0.29	0.10	0.15	0.07	0.07	0.03	0.05	0.09
Crit Moves:	****			****			****					****

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	67	391	368	50	88	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	220	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	67	391	368	50	88	30

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	368	0	-	0	698	184
Stage 1	-	-	-	-	368	-
Stage 2	-	-	-	-	330	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1187	-	-	-	375	827
Stage 1	-	-	-	-	670	-
Stage 2	-	-	-	-	701	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1187	-	-	-	354	827
Mov Cap-2 Maneuver	-	-	-	-	354	-
Stage 1	-	-	-	-	670	-
Stage 2	-	-	-	-	661	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	17.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1187	-	-	-	414
HCM Lane V/C Ratio	0.056	-	-	-	0.285
HCM Control Delay (s)	8.2	-	-	-	17.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	1.2

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

Intersection #6 Reyes Adobe Rd/Agoura Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.607
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Reyes Adobe Road						Agoura Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 1	0 1	0	1 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	7	21	2	182	3	95	348	241	1	2	269	366
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	7	21	2	186	3	97	355	246	1	2	274	373
Added Vol:	0	0	0	41	0	0	0	13	0	0	11	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	21	2	227	3	97	355	259	1	2	285	406
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	21	2	227	3	97	355	259	1	2	285	406
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	21	2	227	3	97	355	259	1	2	285	406
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	21	2	227	3	97	355	259	1	2	285	406
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:	0.47	1.40	0.13	1.97	0.03	1.00	1.00	1.99	0.01	1.00	1.00	1.00
Final Sat.:	747	2240	213	3157	43	1600	1600	3187	13	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.07	0.06	0.22	0.08	0.08	0.00	0.18	0.25
Crit Moves:			****	****			****					****

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

Intersection #7 Reyes Adobe Rd/US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.533
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Reyes Adobe Road						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0 2	0 1	2	0 2	0 0	1	0 0	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	522	290	229	217	0	354	5	117	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	532	296	234	221	0	361	5	119	0	0	0
Added Vol:	0	33	0	0	33	0	0	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	565	296	234	254	0	361	5	127	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:	0	565	296	234	254	0	361	5	127	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	565	296	234	254	0	361	5	127	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	565	296	234	254	0	361	5	127	0	0	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	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	0.04	0.96	0.00	0.00	0.00
Final Sat.:	0	3200	1600	2880	3200	0	1600	62	1538	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.08	0.08	0.00	0.23	0.08	0.08	0.00	0.00	0.00
Crit Moves:		****		****			****					

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	361	5	127	0	0	0	0	565	296	234	254	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1600				0	1569	1569	1569	1569	0
Adj Flow Rate, veh/h	361	5	127				0	565	296	234	254	0
Adj No. of Lanes	1	1	0				0	2	1	2	2	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	406	78	1975				0	1303	3886	300	1798	0
Arrive On Green	0.27	0.27	0.27				0.00	0.44	0.44	0.21	1.00	0.00
Sat Flow, veh/h	1494	286	7268				0	3059	8889	2898	3059	0
Grp Volume(v), veh/h	361	0	132				0	565	296	234	254	0
Grp Sat Flow(s),veh/h/ln	1494	0	7554				0	1490	8889	1449	1490	0
Q Serve(g_s), s	18.6	0.0	1.0				0.0	10.5	1.6	6.1	0.0	0.0
Cycle Q Clear(g_c), s	18.6	0.0	1.0				0.0	10.5	1.6	6.1	0.0	0.0
Prop In Lane	1.00		0.96				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	406	0	2053				0	1303	3886	300	1798	0
V/C Ratio(X)	0.89	0.00	0.06				0.00	0.43	0.08	0.78	0.14	0.00
Avail Cap(c_a), veh/h	579	0	2927				0	1303	3886	399	1798	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.82	0.82	0.00
Uniform Delay (d), s/veh	28.0	0.0	21.6				0.0	15.6	13.1	30.9	0.0	0.0
Incr Delay (d2), s/veh	11.8	0.0	0.0				0.0	1.1	0.0	5.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	0.0	2.2				0.0	4.5	3.8	2.6	0.0	0.0
LnGrp Delay(d),s/veh	39.7	0.0	21.6				0.0	16.7	13.1	36.6	0.1	0.0
LnGrp LOS	D		C					B	B	D	A	
Approach Vol, veh/h		493						861			488	
Approach Delay, s/veh		34.9						15.5			17.6	
Approach LOS		C						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	13.3	40.0		26.7		53.3		
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		
Max Green Setting (Gmax), s	11.0	23.0		31.0		39.0		
Max Q Clear Time (g_c+I1), s	8.1	12.5		20.6		2.0		
Green Ext Time (p_c), s	0.2	4.6		1.2		7.6		

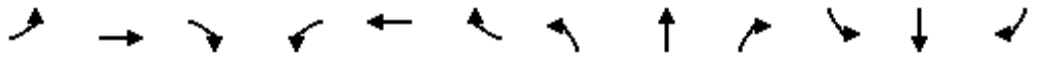
Intersection Summary	
HCM 2010 Ctrl Delay	21.2
HCM 2010 LOS	C

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

Intersection #8 Reyes Adobe Rd/US-101 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	C

Street Name:	Reyes Adobe Road						US-101 NB Ramps					
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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	273	586	0	0	310	331	0	0	0	116	1	454
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	278	598	0	0	316	338	0	0	0	118	1	463
Added Vol:	6	27	0	0	33	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	284	625	0	0	349	338	0	0	0	118	1	463
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	625	0	0	349	338	0	0	0	118	1	463
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	625	0	0	349	338	0	0	0	118	1	463
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	284	625	0	0	349	338	0	0	0	118	1	463
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	0.00	0.00	1.02	0.98	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1600	3200	0	0	1627	1573	0	0	0	1586	14	1600
Capacity Analysis Module:												
Vol/Sat:	0.18	0.20	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.07	0.07	0.29
Crit Moves:	****				****							****



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	118	1	463	284	625	0	0	349	338
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1600	1569	1569	1569	1569	0	0	1569	1600
Adj Flow Rate, veh/h				118	1	463	284	625	0	0	349	338
Adj No. of Lanes				0	1	1	2	2	0	0	2	0
Peak Hour Factor				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				170	1	1018	358	2267	0	0	1485	1539
Arrive On Green				0.11	0.11	0.11	0.04	0.25	0.00	0.00	0.57	0.57
Sat Flow, veh/h				1482	13	8889	2898	3059	0	0	2664	2680
Grp Volume(v), veh/h				119	0	463	284	625	0	0	211	476
Grp Sat Flow(s),veh/h/ln				1495	0	8889	1449	1490	0	0	1490	3776
Q Serve(g_s), s				6.1	0.0	3.9	7.8	13.5	0.0	0.0	5.6	4.9
Cycle Q Clear(g_c), s				6.1	0.0	3.9	7.8	13.5	0.0	0.0	5.6	4.9
Prop In Lane				0.99		1.00	1.00		0.00	0.00		0.71
Lane Grp Cap(c), veh/h				171	0	1018	358	2267	0	0	856	2169
V/C Ratio(X)				0.70	0.00	0.45	0.79	0.28	0.00	0.00	0.25	0.22
Avail Cap(c_a), veh/h				579	0	3444	399	2267	0	0	856	2169
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.75	0.75	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				34.1	0.0	33.1	37.4	12.2	0.0	0.0	8.4	8.3
Incr Delay (d2), s/veh				5.0	0.0	0.3	7.3	0.2	0.0	0.0	0.7	0.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.8	0.0	9.6	3.5	5.7	0.0	0.0	2.4	5.2
LnGrp Delay(d),s/veh				39.1	0.0	33.4	44.7	12.5	0.0	0.0	9.1	8.5
LnGrp LOS				D		C	D	B			A	A
Approach Vol, veh/h					582			909			687	
Approach Delay, s/veh					34.6			22.5			8.7	
Approach LOS					C			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		65.8			14.9	51.0		14.2
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0
Max Green Setting (Gmax), s		39.0			11.0	23.0		31.0
Max Q Clear Time (g_c+I1), s		15.5			9.8	7.6		8.1
Green Ext Time (p_c), s		9.6			0.1	7.7		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	21.4
HCM 2010 LOS	C

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

Intersection #9 Reyes Adobe Rd/Canwood St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.534
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Reyes Adobe Road						Canwood Street					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0 1	1 0		1 0 1	1 0		0 1 0	0 1		1 0 0	1 0	
Volume Module:												
Base Vol:	187	735	114	21	360	33	60	26	185	104	26	29
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	191	750	116	21	367	34	61	27	189	106	27	30
Added Vol:	5	16	5	0	20	0	0	0	7	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	766	121	21	387	34	61	27	196	113	27	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	766	121	21	387	34	61	27	196	113	27	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	766	121	21	387	34	61	27	196	113	27	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	196	766	121	21	387	34	61	27	196	113	27	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.73	0.27	1.00	1.84	0.16	0.70	0.30	1.00	1.00	0.47	0.53
Final Sat.:	2880	2762	438	1600	2944	256	1116	484	1600	1600	756	844
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.28	0.01	0.13	0.13	0.04	0.05	0.12	0.07	0.04	0.04
Crit Moves:		****		****					****	****		

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	28	264	8	0	38	239	31	0	3	12	28
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	28	264	8	0	38	239	31	0	3	12	28
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	10.3	10.3	8.4
HCM LOS	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	9%	12%	19%
Vol Thru, %	28%	88%	78%	6%
Vol Right, %	65%	3%	10%	75%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	300	308	68
LT Vol	12	264	239	4
Through Vol	28	8	31	51
RT Vol	3	28	38	13
Lane Flow Rate	43	300	308	68
Geometry Grp	1	1	1	1
Degree of Util (X)	0.06	0.379	0.385	0.093
Departure Headway (Hd)	5.009	4.542	4.498	4.933
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	710	789	798	722
Service Time	3.071	2.581	2.537	2.992
HCM Lane V/C Ratio	0.061	0.38	0.386	0.094
HCM Control Delay	8.4	10.3	10.3	8.5
HCM Lane LOS	A	B	B	A
HCM 95th-tile Q	0.2	1.8	1.8	0.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	13	4	51
Peak Hour Factor	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	13	4	51
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8.5
HCM LOS	A

Lane

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	85	92	26	34	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	85	92	26	34	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	244	34	34	0	-	0
Stage 1	34	-	-	-	-	-
Stage 2	210	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	744	1039	1578	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	825	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	700	1039	1578	-	-	-
Mov Cap-2 Maneuver	700	-	-	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	776	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	5.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1578	-	1039	-	-
HCM Lane V/C Ratio	0.058	-	0.082	-	-
HCM Control Delay (s)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	0	458	347	52	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	458	347	52	0	35

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	399	0	-	0	602	200
Stage 1	-	-	-	-	373	-
Stage 2	-	-	-	-	229	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1156	-	-	-	431	808
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	787	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1156	-	-	-	431	808
Mov Cap-2 Maneuver	-	-	-	-	431	-
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	787	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1156	-	-	-	808
HCM Lane V/C Ratio	-	-	-	-	0.043
HCM Control Delay (s)	0	-	-	-	9.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Scenario Report

Scenario:	Cumulative AM
Command:	Default Command
Volume:	Existing AM
Geometry:	Opening Year
Impact Fee:	Default Impact Fee
Trip Generation:	Cumulative AM
Trip Distribution:	Cumulative
Paths:	Default Path
Routes:	Default Route
Configuration:	Opening Yr

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

Intersection #1 Kanan Rd/Canwood St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.650
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Street Name:	Kanan Road						Canwood Street					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	1262	232	231	1756	0	0	0	0	258	0	131
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	1287	237	236	1791	0	0	0	0	263	0	134
Added Vol:	0	26	82	8	39	0	0	0	0	39	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1313	319	244	1830	0	0	0	0	302	0	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1313	319	244	1830	0	0	0	0	302	0	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1313	319	244	1830	0	0	0	0	302	0	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1313	319	244	1830	0	0	0	0	302	0	136
OvlAdjVol:			151									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	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	0.41	0.20	0.08	0.38	0.00	0.00	0.00	0.00	0.10	0.00	0.08
OvlAdjV/S:			0.09									0.00
Crit Moves:		****		****						****		

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

Intersection #2 Kanan Rd/Canwood St-US101 NB Off

Cycle (sec):	100	Critical Vol./Cap.(X):	0.818
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	D

Street Name:	Kanan Road							Canwood Street-US 101 NB Off							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Permitted					Split Phase					Split Phase				
Rights:		Ovl					Include					Include					Include			
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Y+R:	0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0		
Lanes:	1	0	2	0	1	0	1	2	0	1	1	0	0	0	1	1	1	0	0	2
Volume Module:																				
Base Vol:	55	794	291			0	1834	66			60	0	121			456	120	726		
Growth Adj:	1.02	1.02	1.02			1.02	1.02	1.02			1.02	1.02	1.02			1.02	1.02	1.02		
Initial Bse:	56	810	297			0	1871	67			61	0	123			465	122	741		
Added Vol:	11	79	26			3	70	5			16	0	14			44	0	12		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	67	889	323			3	1941	72			77	0	137			509	122	753		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	67	889	323			3	1941	72			77	0	137			509	122	753		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	67	889	323			3	1941	72			77	0	137			509	122	753		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	67	889	323			3	1941	72			77	0	137			509	122	753		
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			0.01	2.99	1.00			1.00	0.00	1.00			1.61	0.39	2.00		
Final Sat.:	1600	3200	1600			7	4793	1600			1600	0	1600			2580	620	3200		
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.28	0.20			0.00	0.40	0.05			0.05	0.00	0.09			0.20	0.20	0.24		
OvlAdjV/S:			0.00																	
Crit Moves:	****						****						****					****		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	77	0	137	509	122	753	67	889	323	3	1941	72
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	0	1569	1569	1569	1569	1569	1569	1569	1600	1569	1569
Adj Flow Rate, veh/h	77	0	137	316	393	753	67	889	323	3	1941	72
Adj No. of Lanes	1	0	1	1	1	2	1	2	1	0	3	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	0	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	0	0	324	340	3852	212	2037	8000	31	2047	4370
Arrive On Green	0.00	0.00	0.00	0.22	0.22	0.22	0.14	0.68	0.68	0.49	0.49	0.49
Sat Flow, veh/h		0		1494	1569	17778	1494	2980	8889	1	4163	8889
Grp Volume(v), veh/h		0.0		316	393	753	67	889	323	731	1213	72
Grp Sat Flow(s),veh/h/ln				1494	1569	8889	1494	1490	8889	1566	1299	8889
Q Serve(g_s), s				25.2	26.0	4.2	4.8	16.2	0.5	4.7	53.4	0.5
Cycle Q Clear(g_c), s				25.2	26.0	4.2	4.8	16.2	0.5	53.4	53.4	0.5
Prop In Lane				1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				324	340	3852	212	2037	8000	800	1277	4370
V/C Ratio(X)				0.98	1.16	0.20	0.32	0.44	0.04	0.91	0.95	0.02
Avail Cap(c_a), veh/h				324	340	3852	212	2037	8000	800	1277	4370
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh				46.7	47.0	38.4	46.3	8.6	0.6	29.0	29.1	15.6
Incr Delay (d2), s/veh				43.4	98.4	0.0	0.8	0.7	0.0	16.7	15.7	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				14.3	20.5	10.3	2.0	6.7	3.5	26.7	21.8	1.2
LnGrp Delay(d),s/veh				90.1	145.4	38.5	47.1	9.3	0.6	45.8	44.7	15.6
LnGrp LOS				F	F	D	D	A	A	D	D	B
Approach Vol, veh/h					1462			1279			2016	
Approach Delay, s/veh					78.4			9.1			44.1	
Approach LOS					E			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		88.0			23.0	65.0		32.0
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0
Max Green Setting (Gmax), s		71.0			6.0	60.0		27.0
Max Q Clear Time (g_c+I1), s		18.2			6.8	55.4		28.0
Green Ext Time (p_c), s		9.7			0.0	4.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	45.2
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection #3 Kanan Rd/US-101 SB Off-Roadside Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.775
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	C

Street Name:	Kanan Road						US-101 SB Off-Roadside Drive					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	483	23	123	747	1045	569	101	393	22	0	75
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	493	23	125	762	1066	580	103	401	22	0	77
Added Vol:	0	123	0	15	109	0	12	6	27	0	0	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	616	23	140	871	1066	592	109	428	22	0	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	616	23	140	871	1066	592	109	428	22	0	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	616	23	140	871	1066	592	109	428	22	0	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	616	23	140	871	1066	592	109	428	22	0	94
OvlAdjVol:						689						
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	2.89	0.11	1.00	2.00	1.00	1.57	0.29	1.14	1.00	0.00	1.00
Final Sat.:	0	4624	176	1600	3200	1600	2518	463	1819	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.09	0.27	0.67	0.24	0.24	0.24	0.01	0.00	0.06
OvlAdjV/S:						0.43						
Crit Moves:	****					****			****			****

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	592	109	428	22	0	94	0	616	23	140	871	1066
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1569	1569	0	1569	0	1569	1600	1569	1569	1569
Adj Flow Rate, veh/h	592	348	268	22	0	94	0	616	23	140	871	1066
Adj No. of Lanes	1	1	1	1	0	1	0	3	0	1	2	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	0	2	0	2	2	2	2	2
Cap, veh/h	625	656	3718	0	0	0	0	732	28	396	1436	8000
Arrive On Green	0.42	0.42	0.42	0.00	0.00	0.00	0.00	0.17	0.17	0.27	0.48	0.48
Sat Flow, veh/h	1494	1569	8889		0		0	4535	167	1494	2980	8889
Grp Volume(v), veh/h	592	348	268		0.0		0	404	235	140	871	1066
Grp Sat Flow(s),veh/h/ln	1494	1569	8889				0	1427	1706	1494	1490	8889
Q Serve(g_s), s	45.8	19.9	2.2				0.0	16.5	16.0	9.1	25.7	1.6
Cycle Q Clear(g_c), s	45.8	19.9	2.2				0.0	16.5	16.0	9.1	25.7	1.6
Prop In Lane	1.00		1.00				0.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	625	656	3718				0	476	284	396	1436	8000
V/C Ratio(X)	0.95	0.53	0.07				0.00	0.85	0.83	0.35	0.61	0.13
Avail Cap(c_a), veh/h	685	719	4074				0	476	284	396	1436	8000
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.6	26.1	20.9				0.0	48.5	48.3	35.8	22.8	0.7
Incr Delay (d2), s/veh	21.4	0.7	0.0				0.0	17.0	23.2	2.5	1.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.6	8.7	5.4				0.0	7.6	9.3	4.0	10.9	20.8
LnGrp Delay(d),s/veh	55.1	26.8	20.9				0.0	65.6	71.5	38.2	24.7	0.7
LnGrp LOS	E	C	C					E	E	D	C	A
Approach Vol, veh/h		1208						639			2077	
Approach Delay, s/veh		39.3						67.8			13.3	
Approach LOS		D						E			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	37.8	26.0		56.2		63.8		
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		
Max Green Setting (Gmax), s	16.0	21.0		56.0		42.0		
Max Q Clear Time (g_c+I1), s	11.1	18.5		47.8		27.7		
Green Ext Time (p_c), s	3.9	1.0		3.4		9.4		

Intersection Summary	
HCM 2010 Ctrl Delay	30.2
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection #4 Kanan Rd/Agoura Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.767
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	C

Street Name:	Kanan Road						Agoura road					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	58	491	17	138	744	213	115	62	47	41	68	74
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	59	501	17	141	759	217	117	63	48	42	69	75
Added Vol:	13	44	13	52	43	41	36	54	10	12	54	44
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	545	30	193	802	258	153	117	58	54	123	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:	72	545	30	193	802	258	153	117	58	54	123	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	545	30	193	802	258	153	117	58	54	123	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:	72	545	30	193	802	258	153	117	58	54	123	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	1.89	0.11	1.00	1.00	1.00	1.00	1.34	0.66	1.00	2.00	1.00
Final Sat.:	1600	3031	169	1600	1600	1600	1600	2142	1058	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.18	0.12	0.50	0.16	0.10	0.05	0.05	0.03	0.04	0.07
Crit Moves:	****			****			****					****

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	13	316	434	24	27	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	220	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	316	434	24	27	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	434	0	-	0	618	217
Stage 1	-	-	-	-	434	-
Stage 2	-	-	-	-	184	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1122	-	-	-	421	787
Stage 1	-	-	-	-	621	-
Stage 2	-	-	-	-	829	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1122	-	-	-	416	787
Mov Cap-2 Maneuver	-	-	-	-	416	-
Stage 1	-	-	-	-	621	-
Stage 2	-	-	-	-	819	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1122	-	-	-	477
HCM Lane V/C Ratio	0.012	-	-	-	0.078
HCM Control Delay (s)	8.2	-	-	-	13.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

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

Intersection #6 Reyes Adobe Rd/Agoura Rd

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

Street Name:	Reyes Adobe Road						Agoura Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 1	0 1	0	1 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	2	1	2	389	27	500	121	120	5	2	128	126
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	2	1	2	397	28	510	123	122	5	2	131	129
Added Vol:	0	0	0	61	0	42	9	64	0	0	69	46
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1	2	458	28	552	132	186	5	2	200	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1	2	458	28	552	132	186	5	2	200	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	2	458	28	552	132	186	5	2	200	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1	2	458	28	552	132	186	5	2	200	175
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.80	0.40	0.80	1.89	0.11	1.00	1.00	1.95	0.05	1.00	1.07	0.93
Final Sat.:	1280	640	1280	3018	182	1600	1600	3115	85	1600	1707	1493
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.34	0.08	0.06	0.06	0.00	0.12	0.12
Crit Moves:	****					****	****				****	

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

Intersection #7 Reyes Adobe Rd/US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Reyes Adobe Road						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	2	0 1	2 0	2	0 0	1 0	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	167	165	538	595	0	323	5	421	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	170	168	549	607	0	329	5	429	0	0	0
Added Vol:	0	52	3	0	78	0	0	0	25	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	222	171	549	685	0	329	5	454	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:	0	222	171	549	685	0	329	5	454	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	222	171	549	685	0	329	5	454	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	222	171	549	685	0	329	5	454	0	0	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	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	0.01	0.99	0.00	0.00	0.00
Final Sat.:	0	3200	1600	2880	3200	0	1600	18	1582	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.11	0.19	0.21	0.00	0.21	0.29	0.29	0.00	0.00	0.00
Crit Moves:			****	****				****				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	329	5	454	0	0	0	0	222	171	549	685	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1600				0	1569	1569	1569	1569	0
Adj Flow Rate, veh/h	329	5	454				0	222	171	549	685	0
Adj No. of Lanes	1	1	0				0	2	1	2	2	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	387	24	2168				0	998	2976	634	1836	0
Arrive On Green	0.26	0.26	0.26				0.00	0.33	0.33	0.07	0.20	0.00
Sat Flow, veh/h	1494	92	8367				0	3059	8889	2898	3059	0
Grp Volume(v), veh/h	329	0	459				0	222	171	549	685	0
Grp Sat Flow(s),veh/h/ln	1494	0	8459				0	1490	8889	1449	1490	0
Q Serve(g_s), s	16.7	0.0	3.4				0.0	4.3	1.0	15.0	15.9	0.0
Cycle Q Clear(g_c), s	16.7	0.0	3.4				0.0	4.3	1.0	15.0	15.9	0.0
Prop In Lane	1.00		0.99				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	387	0	2191				0	998	2976	634	1836	0
V/C Ratio(X)	0.85	0.00	0.21				0.00	0.22	0.06	0.87	0.37	0.00
Avail Cap(c_a), veh/h	542	0	3066				0	998	2976	688	1836	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.32	0.32	0.00
Uniform Delay (d), s/veh	28.2	0.0	23.2				0.0	19.1	18.0	36.0	18.6	0.0
Incr Delay (d2), s/veh	9.0	0.0	0.0				0.0	0.5	0.0	3.8	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	0.0	7.9				0.0	1.8	2.6	6.4	6.6	0.0
LnGrp Delay(d),s/veh	37.1	0.0	23.3				0.0	19.6	18.1	39.7	18.7	0.0
LnGrp LOS	D		C					B	B	D	B	
Approach Vol, veh/h		788						393			1234	
Approach Delay, s/veh		29.0						19.0			28.1	
Approach LOS		C						B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	22.5	31.8		25.7		54.3		
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		
Max Green Setting (Gmax), s	19.0	17.0		29.0		41.0		
Max Q Clear Time (g_c+I1), s	17.0	6.3		18.7		17.9		
Green Ext Time (p_c), s	0.5	4.9		2.0		7.1		

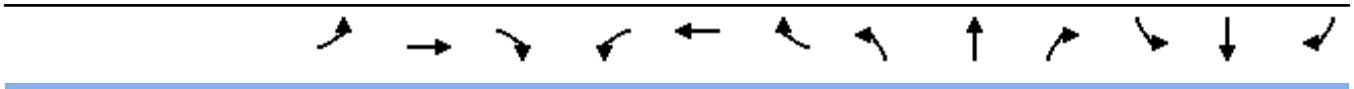
Intersection Summary	
HCM 2010 Ctrl Delay	26.9
HCM 2010 LOS	C

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

Intersection #8 Reyes Adobe Rd/US-101 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.772
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	C

Street Name:	Reyes Adobe Road						US-101 NB Ramps					
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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0 2	0	0	0 0 1	1	0	0 0 0	0	0	0 1 0	0	1
Volume Module:												
Base Vol:	124	385	0	0	774	415	0	0	0	355	2	335
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	126	393	0	0	789	423	0	0	0	362	2	342
Added Vol:	12	40	0	0	64	0	0	0	0	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	433	0	0	853	423	0	0	0	376	2	342
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	433	0	0	853	423	0	0	0	376	2	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	433	0	0	853	423	0	0	0	376	2	342
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	433	0	0	853	423	0	0	0	376	2	342
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	0.00	0.00	1.34	0.66	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1600	3200	0	0	2139	1061	0	0	0	1591	9	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.00	0.00	0.40	0.40	0.00	0.00	0.00	0.24	0.24	0.21
Crit Moves:	****				****						****	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	376	2	342	138	433	0	0	853	423
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1600	1569	1569	1569	1569	0	0	1569	1600
Adj Flow Rate, veh/h				376	2	342	138	433	0	0	853	423
Adj No. of Lanes				0	1	1	2	2	0	0	2	0
Peak Hour Factor				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				405	2	2422	145	1796	0	0	1374	708
Arrive On Green				0.27	0.27	0.27	0.02	0.20	0.00	0.00	0.49	0.49
Sat Flow, veh/h				1486	8	8889	2898	3059	0	0	2882	1445
Grp Volume(v), veh/h				378	0	342	138	433	0	0	468	808
Grp Sat Flow(s),veh/h/ln				1494	0	8889	1449	1490	0	0	1490	2758
Q Serve(g_s), s				19.7	0.0	2.3	3.8	9.8	0.0	0.0	18.7	16.9
Cycle Q Clear(g_c), s				19.7	0.0	2.3	3.8	9.8	0.0	0.0	18.7	16.9
Prop In Lane				0.99		1.00	1.00		0.00	0.00		0.52
Lane Grp Cap(c), veh/h				407	0	2422	145	1796	0	0	730	1352
V/C Ratio(X)				0.93	0.00	0.14	0.95	0.24	0.00	0.00	0.64	0.60
Avail Cap(c_a), veh/h				430	0	2556	145	1796	0	0	730	1352
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.82	0.82	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				28.3	0.0	22.0	39.2	16.7	0.0	0.0	15.2	14.7
Incr Delay (d2), s/veh				25.8	0.0	0.0	53.8	0.3	0.0	0.0	4.3	2.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				11.0	0.0	5.7	2.6	4.1	0.0	0.0	8.5	13.5
LnGrp Delay(d),s/veh				54.1	0.0	22.0	93.0	16.9	0.0	0.0	19.5	16.7
LnGrp LOS				D		C	F	B			B	B
Approach Vol, veh/h					720			571			1276	
Approach Delay, s/veh					38.9			35.3			17.7	
Approach LOS					D			D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		53.2			9.0	44.2		26.8
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0
Max Green Setting (Gmax), s		47.0			4.0	38.0		23.0
Max Q Clear Time (g_c+I1), s		11.8			5.8	20.7		21.7
Green Ext Time (p_c), s		16.6			0.0	11.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	27.6
HCM 2010 LOS	C

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

Intersection #9 Reyes Adobe Rd/Canwood St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.609
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Reyes Adobe Road						Canwood Street					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0 1	1 0		1 0 1	1 0		0 1 0	0 1		1 0 0	1 0	
Volume Module:												
Base Vol:	149	472	91	33	923	42	22	16	175	87	14	20
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	152	481	93	34	941	43	22	16	179	89	14	20
Added Vol:	13	26	1	8	39	0	0	4	19	5	1	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	507	94	42	980	43	22	20	198	94	15	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:	165	507	94	42	980	43	22	20	198	94	15	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	507	94	42	980	43	22	20	198	94	15	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:	165	507	94	42	980	43	22	20	198	94	15	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.69	0.31	1.00	1.92	0.08	0.52	0.48	1.00	1.00	0.41	0.59
Final Sat.:	2880	2701	499	1600	3066	134	840	760	1600	1600	649	951
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.19	0.03	0.32	0.32	0.01	0.03	0.12	0.06	0.02	0.02
Crit Moves:	****			****					****	****		

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	13	269	6	0	22	257	6	0	1	6	36
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	269	6	0	22	257	6	0	1	6	36
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	9.8	9.8	8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	5%	8%	57%
Vol Thru, %	14%	93%	90%	4%
Vol Right, %	84%	2%	2%	39%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	288	285	23
LT Vol	6	269	257	1
Through Vol	36	6	6	9
RT Vol	1	13	22	13
Lane Flow Rate	43	288	285	23
Geometry Grp	1	1	1	1
Degree of Util (X)	0.056	0.351	0.348	0.033
Departure Headway (Hd)	4.721	4.388	4.397	5.128
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	757	821	818	697
Service Time	2.758	2.408	2.417	3.167
HCM Lane V/C Ratio	0.057	0.351	0.348	0.033
HCM Control Delay	8	9.8	9.8	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	1.6	1.6	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	13	1	9
Peak Hour Factor	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	13	1	9
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8.3
HCM LOS	A

Lane

Scenario Report

Scenario:	Cumulative PM
Command:	Default Command
Volume:	Existing PM
Geometry:	Opening Year
Impact Fee:	Default Impact Fee
Trip Generation:	Cumulative PM
Trip Distribution:	Cumulative
Paths:	Default Path
Routes:	Default Route
Configuration:	Opening Yr

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

Intersection #1 Kanan Rd/Canwood St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.815
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	D

Street Name:	Kanan Road						Canwood Street					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	1585	309	192	969	0	0	0	0	376	0	264
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	1617	315	196	988	0	0	0	0	384	0	269
Added Vol:	0	55	54	3	44	0	0	0	0	116	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1672	369	199	1032	0	0	0	0	500	0	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1672	369	199	1032	0	0	0	0	500	0	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1672	369	199	1032	0	0	0	0	500	0	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1672	369	199	1032	0	0	0	0	500	0	280
OvlAdjVol:			92									170
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	2880	4800	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.23	0.07	0.22	0.00	0.00	0.00	0.00	0.17	0.00	0.18
OvlAdjV/S:			0.06									0.11
Crit Moves:		****		****						****		

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

Intersection #2 Kanan Rd/Canwood St-US101 NB Off

Cycle (sec):	100	Critical Vol./Cap.(X):	0.798
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Kanan Road							Canwood Street-US 101 NB Off							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Permitted					Split Phase					Split Phase				
Rights:		Ovl					Include					Include					Include			
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Y+R:	0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0		
Lanes:	1	0	2	0	1	0	1	2	0	1	1	0	0	0	1	1	1	0	0	2
Volume Module:																				
Base Vol:	42	1011	390			0	1269	70			83	0	160			265	94	876		
Growth Adj:	1.02	1.02	1.02			1.02	1.02	1.02			1.02	1.02	1.02			1.02	1.02	1.02		
Initial Bse:	43	1031	398			0	1294	71			85	0	163			270	96	894		
Added Vol:	22	98	48			17	122	22			6	0	20			62	0	5		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	65	1129	446			17	1416	93			91	0	183			332	96	899		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	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	1129	446			17	1416	93			91	0	183			332	96	899		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	65	1129	446			17	1416	93			91	0	183			332	96	899		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	65	1129	446			17	1416	93			91	0	183			332	96	899		
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			0.04	2.96	1.00			1.00	0.00	1.00			1.55	0.45	2.00		
Final Sat.:	1600	3200	1600			57	4743	1600			1600	0	1600			2483	717	3200		
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.35	0.28			0.01	0.30	0.06			0.06	0.00	0.11			0.13	0.13	0.28		
OvlAdjV/S:			0.00																	
Crit Moves:		****											****					****		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	91	0	183	332	96	899	65	1129	446	17	1416	93
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	0	1569	1569	1569	1569	1569	1569	1569	1600	1569	1569
Adj Flow Rate, veh/h	91	0	183	214	261	899	65	1129	446	17	1416	93
Adj No. of Lanes	1	0	1	1	1	2	1	2	1	0	3	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	0	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	0	0	318	334	3781	379	2049	8000	39	1557	3407
Arrive On Green	0.00	0.00	0.00	0.21	0.21	0.21	0.25	0.69	0.69	0.38	0.38	0.38
Sat Flow, veh/h		0		1494	1569	17778	1494	2980	8889	22	4062	8889
Grp Volume(v), veh/h		0.0		214	261	899	65	1129	446	522	911	93
Grp Sat Flow(s),veh/h/ln				1494	1569	8889	1494	1490	8889	1486	1299	8889
Q Serve(g_s), s				15.8	18.9	5.0	4.1	22.9	0.6	15.3	40.0	0.8
Cycle Q Clear(g_c), s				15.8	18.9	5.0	4.1	22.9	0.6	39.5	40.0	0.8
Prop In Lane				1.00		1.00	1.00		1.00	0.03		1.00
Lane Grp Cap(c), veh/h				318	334	3781	379	2049	8000	601	996	3407
V/C Ratio(X)				0.67	0.78	0.24	0.17	0.55	0.06	0.87	0.91	0.03
Avail Cap(c_a), veh/h				473	497	5630	379	2049	8000	601	996	3407
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh				43.4	44.6	39.2	34.9	9.4	0.6	34.5	35.1	23.1
Incr Delay (d2), s/veh				2.5	4.7	0.0	0.2	1.1	0.0	15.7	14.2	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.8	8.6	12.4	1.7	9.6	4.9	18.9	16.3	1.9
LnGrp Delay(d),s/veh				45.9	49.4	39.2	35.1	10.5	0.6	50.2	49.3	23.1
LnGrp LOS				D	D	D	D	B	A	D	D	C
Approach Vol, veh/h					1374			1640			1526	
Approach Delay, s/veh					42.2			8.8			48.0	
Approach LOS					D			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		88.5			36.5	52.0		31.5
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0
Max Green Setting (Gmax), s		58.0			6.0	47.0		39.0
Max Q Clear Time (g_c+I1), s		24.9			6.1	42.0		20.9
Green Ext Time (p_c), s		12.8			0.0	3.8		5.7

Intersection Summary	
HCM 2010 Ctrl Delay	32.1
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection #3 Kanan Rd/US-101 SB Off-Roadside Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.709
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	C

Street Name:	Kanan Road						US-101 SB Off-Roadside Drive					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	713	35	112	499	570	499	132	278	31	0	244
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	727	36	114	509	581	509	135	284	32	0	249
Added Vol:	0	214	0	14	173	0	5	6	37	0	0	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	941	36	128	682	581	514	141	321	32	0	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	941	36	128	682	581	514	141	321	32	0	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	941	36	128	682	581	514	141	321	32	0	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	941	36	128	682	581	514	141	321	32	0	265
OvlAdjVol:						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:	0.00	2.89	0.11	1.00	2.00	1.00	1.58	0.42	1.00	1.00	0.00	1.00
Final Sat.:	0	4625	175	1600	3200	1600	2530	670	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.08	0.21	0.36	0.20	0.21	0.20	0.02	0.00	0.17
OvlAdjV/S:						0.15						
Crit Moves:		****			****			****				****

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	514	141	321	32	0	265	0	941	36	128	682	581
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1569	1569	0	1569	0	1569	1600	1569	1569	1569
Adj Flow Rate, veh/h	514	276	231	32	0	265	0	941	36	128	682	581
Adj No. of Lanes	1	1	1	1	0	1	0	3	0	1	2	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	0	2	0	2	2	2	2	2
Cap, veh/h	527	554	3137	0	0	0	0	1062	41	382	1630	8000
Arrive On Green	0.35	0.35	0.35	0.00	0.00	0.00	0.00	0.24	0.24	0.26	0.55	0.55
Sat Flow, veh/h	1494	1569	8889		0		0	4535	169	1494	2980	8889
Grp Volume(v), veh/h	514	276	231		0.0		0	614	363	128	682	581
Grp Sat Flow(s),veh/h/ln	1494	1569	8889				0	1427	1708	1494	1490	8889
Q Serve(g_s), s	40.7	16.6	2.1				0.0	24.9	24.6	8.4	16.1	0.8
Cycle Q Clear(g_c), s	40.7	16.6	2.1				0.0	24.9	24.6	8.4	16.1	0.8
Prop In Lane	1.00		1.00				0.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	527	554	3137				0	690	413	382	1630	8000
V/C Ratio(X)	0.97	0.50	0.07				0.00	0.89	0.88	0.34	0.42	0.07
Avail Cap(c_a), veh/h	535	562	3185				0	690	413	382	1630	8000
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	30.5	25.8				0.0	43.9	43.8	36.4	16.0	0.6
Incr Delay (d2), s/veh	32.2	0.7	0.0				0.0	15.9	22.6	2.4	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.4	7.3	5.1				0.0	11.3	14.2	3.7	6.8	9.4
LnGrp Delay(d),s/veh	70.5	31.2	25.8				0.0	59.8	66.5	38.7	16.8	0.7
LnGrp LOS	E	C	C					E	E	D	B	A
Approach Vol, veh/h		1021						977			1391	
Approach Delay, s/veh		49.8						62.3			12.1	
Approach LOS		D						E			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	36.6	35.0		48.4		71.6		
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		
Max Green Setting (Gmax), s	16.0	30.0		44.0		51.0		
Max Q Clear Time (g_c+I1), s	10.4	26.9		42.7		18.1		
Green Ext Time (p_c), s	3.3	1.8		0.6		8.3		

Intersection Summary	
HCM 2010 Ctrl Delay	37.9
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection #4 Kanan Rd/Agoura Rd

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

Street Name:	Kanan Road						Agoura road					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	85	748	36	151	459	103	199	128	80	45	145	144
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	87	763	37	154	468	105	203	131	82	46	148	147
Added Vol:	14	82	23	65	82	64	65	75	16	23	70	67
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	845	60	219	550	169	268	206	98	69	218	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	845	60	219	550	169	268	206	98	69	218	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	845	60	219	550	169	268	206	98	69	218	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	845	60	219	550	169	268	206	98	69	218	214
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	1.87	0.13	1.00	1.00	1.00	1.00	1.36	0.64	1.00	2.00	1.00
Final Sat.:	1600	2989	211	1600	1600	1600	1600	2170	1030	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.28	0.14	0.34	0.11	0.17	0.09	0.09	0.04	0.07	0.13
Crit Moves:	****			****			****					****

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	7	512	443	18	18	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	220	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	512	443	18	18	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	443	0	-	0	713	222
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	270	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1113	-	-	-	366	782
Stage 1	-	-	-	-	614	-
Stage 2	-	-	-	-	751	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1113	-	-	-	364	782
Mov Cap-2 Maneuver	-	-	-	-	364	-
Stage 1	-	-	-	-	614	-
Stage 2	-	-	-	-	746	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1113	-	-	-	481
HCM Lane V/C Ratio	0.006	-	-	-	0.069
HCM Control Delay (s)	8.3	-	-	-	13
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

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

Intersection #6 Reyes Adobe Rd/Agoura Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.685
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Reyes Adobe Road						Agoura Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 1	0 1	0	1 1	0	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	7	21	2	182	3	95	348	241	1	2	269	366
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	7	21	2	186	3	97	355	246	1	2	274	373
Added Vol:	0	0	0	83	0	14	43	97	0	0	95	93
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	21	2	269	3	111	398	343	1	2	369	466
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	21	2	269	3	111	398	343	1	2	369	466
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	21	2	269	3	111	398	343	1	2	369	466
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	21	2	269	3	111	398	343	1	2	369	466
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:	0.47	1.40	0.13	1.98	0.02	1.00	1.00	1.99	0.01	1.00	1.00	1.00
Final Sat.:	747	2240	213	3164	36	1600	1600	3191	9	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.08	0.08	0.07	0.25	0.11	0.11	0.00	0.23	0.29
Crit Moves:			****	****			****					****

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

Intersection #7 Reyes Adobe Rd/US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.561
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Reyes Adobe Road						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0 2	0 1	2	0 2	0 0	1	0 0	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	522	290	229	217	0	354	5	117	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	532	296	234	221	0	361	5	119	0	0	0
Added Vol:	0	122	14	0	73	0	0	0	23	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	654	310	234	294	0	361	5	142	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:	0	654	310	234	294	0	361	5	142	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	654	310	234	294	0	361	5	142	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	654	310	234	294	0	361	5	142	0	0	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	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	0.03	0.97	0.00	0.00	0.00
Final Sat.:	0	3200	1600	2880	3200	0	1600	55	1545	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.19	0.08	0.09	0.00	0.23	0.09	0.09	0.00	0.00	0.00
Crit Moves:		****		****			****					

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	361	5	142	0	0	0	0	654	310	234	294	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1600				0	1569	1569	1569	1569	0
Adj Flow Rate, veh/h	361	5	142				0	654	310	234	294	0
Adj No. of Lanes	1	1	0				0	2	1	2	2	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	405	71	2008				0	1310	3907	296	1800	0
Arrive On Green	0.27	0.27	0.27				0.00	0.44	0.44	0.20	1.00	0.00
Sat Flow, veh/h	1494	261	7410				0	3059	8889	2898	3059	0
Grp Volume(v), veh/h	361	0	147				0	654	310	234	294	0
Grp Sat Flow(s),veh/h/ln	1494	0	7671				0	1490	8889	1449	1490	0
Q Serve(g_s), s	18.6	0.0	1.1				0.0	12.6	1.6	6.1	0.0	0.0
Cycle Q Clear(g_c), s	18.6	0.0	1.1				0.0	12.6	1.6	6.1	0.0	0.0
Prop In Lane	1.00		0.97				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	405	0	2079				0	1310	3907	296	1800	0
V/C Ratio(X)	0.89	0.00	0.07				0.00	0.50	0.08	0.79	0.16	0.00
Avail Cap(c_a), veh/h	542	0	2781				0	1310	3907	326	1800	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.76	0.76	0.00
Uniform Delay (d), s/veh	28.0	0.0	21.7				0.0	16.1	13.0	31.0	0.0	0.0
Incr Delay (d2), s/veh	13.6	0.0	0.0				0.0	1.4	0.0	8.9	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	0.0	2.4				0.0	5.4	4.0	2.8	0.0	0.0
LnGrp Delay(d),s/veh	41.7	0.0	21.7				0.0	17.5	13.1	40.0	0.1	0.0
LnGrp LOS	D		C					B	B	D	A	
Approach Vol, veh/h		508						964			528	
Approach Delay, s/veh		35.9						16.0			17.8	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	13.2	40.2		26.7		53.3		
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		
Max Green Setting (Gmax), s	9.0	27.0		29.0		41.0		
Max Q Clear Time (g_c+I1), s	8.1	14.6		20.6		2.0		
Green Ext Time (p_c), s	0.1	5.8		1.1		9.2		

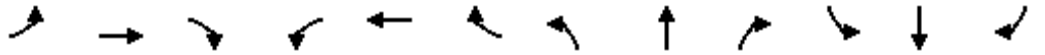
Intersection Summary	
HCM 2010 Ctrl Delay	21.5
HCM 2010 LOS	C

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

Intersection #8 Reyes Adobe Rd/US-101 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	C

Street Name:	Reyes Adobe Road						US-101 NB Ramps					
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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	273	586	0	0	310	331	0	0	0	116	1	454
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	278	598	0	0	316	338	0	0	0	118	1	463
Added Vol:	34	87	0	0	68	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	312	685	0	0	384	338	0	0	0	123	1	463
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	312	685	0	0	384	338	0	0	0	123	1	463
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	685	0	0	384	338	0	0	0	123	1	463
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	312	685	0	0	384	338	0	0	0	123	1	463
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	0.00	0.00	1.06	0.94	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1600	3200	0	0	1703	1497	0	0	0	1587	13	1600
Capacity Analysis Module:												
Vol/Sat:	0.20	0.21	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.08	0.08	0.29
Crit Moves:	****				****							****



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	123	1	463	312	685	0	0	384	338
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1600	1569	1569	1569	1569	0	0	1569	1600
Adj Flow Rate, veh/h				123	1	463	312	685	0	0	384	338
Adj No. of Lanes				0	1	1	2	2	0	0	2	0
Peak Hour Factor				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				174	1	1045	388	2258	0	0	1476	1362
Arrive On Green				0.12	0.12	0.12	0.04	0.25	0.00	0.00	0.56	0.56
Sat Flow, veh/h				1482	12	8889	2898	3059	0	0	2709	2427
Grp Volume(v), veh/h				124	0	463	312	685	0	0	225	497
Grp Sat Flow(s),veh/h/ln				1495	0	8889	1449	1490	0	0	1490	3567
Q Serve(g_s), s				6.4	0.0	3.9	8.5	14.9	0.0	0.0	6.2	5.7
Cycle Q Clear(g_c), s				6.4	0.0	3.9	8.5	14.9	0.0	0.0	6.2	5.7
Prop In Lane				0.99		1.00	1.00		0.00	0.00		0.68
Lane Grp Cap(c), veh/h				176	0	1045	388	2258	0	0	836	2002
V/C Ratio(X)				0.71	0.00	0.44	0.80	0.30	0.00	0.00	0.27	0.25
Avail Cap(c_a), veh/h				560	0	3333	435	2258	0	0	836	2002
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.71	0.71	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				34.0	0.0	32.9	37.2	12.9	0.0	0.0	9.1	8.9
Incr Delay (d2), s/veh				5.1	0.0	0.3	7.0	0.2	0.0	0.0	0.8	0.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.9	0.0	9.6	3.8	6.3	0.0	0.0	2.7	5.7
LnGrp Delay(d),s/veh				39.1	0.0	33.2	44.2	13.1	0.0	0.0	9.9	9.2
LnGrp LOS				D		C	D	B			A	A
Approach Vol, veh/h					587			997			722	
Approach Delay, s/veh					34.4			22.9			9.4	
Approach LOS					C			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		65.6			15.7	49.9		14.4
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0
Max Green Setting (Gmax), s		40.0			12.0	23.0		30.0
Max Q Clear Time (g_c+I1), s		16.9			10.5	8.2		8.4
Green Ext Time (p_c), s		10.3			0.2	8.0		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	21.6
HCM 2010 LOS	C

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

Intersection #9 Reyes Adobe Rd/Canwood St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.554
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Reyes Adobe Road						Canwood Street					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0 1	1 0		1 0 1	1 0		0 1 0	0 1		1 0 0	1 0	
Volume Module:												
Base Vol:	187	735	114	21	360	33	60	26	185	104	26	29
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	191	750	116	21	367	34	61	27	189	106	27	30
Added Vol:	27	55	5	3	44	0	0	2	22	2	6	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	218	805	121	24	411	34	61	29	211	108	33	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	218	805	121	24	411	34	61	29	211	108	33	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	805	121	24	411	34	61	29	211	108	33	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	218	805	121	24	411	34	61	29	211	108	33	41
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.74	0.26	1.00	1.85	0.15	0.68	0.32	1.00	1.00	0.44	0.56
Final Sat.:	2880	2781	419	1600	2958	242	1091	509	1600	1600	712	888
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.29	0.02	0.14	0.14	0.04	0.06	0.13	0.07	0.05	0.05
Crit Moves:	****			****					****	****		

Intersection	
Intersection Delay, s/veh	12
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	28	358	8	0	38	322	31	0	3	12	28
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	28	358	8	0	38	322	31	0	3	12	28
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	12.5	12.4	8.9
HCM LOS	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	7%	10%	19%
Vol Thru, %	28%	91%	82%	6%
Vol Right, %	65%	2%	8%	75%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	394	391	68
LT Vol	12	358	322	4
Through Vol	28	8	31	51
RT Vol	3	28	38	13
Lane Flow Rate	43	394	391	68
Geometry Grp	1	1	1	1
Degree of Util (X)	0.066	0.51	0.504	0.101
Departure Headway (Hd)	5.515	4.66	4.636	5.33
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	654	768	774	664
Service Time	3.515	2.719	2.694	3.426
HCM Lane V/C Ratio	0.066	0.513	0.505	0.102
HCM Control Delay	8.9	12.5	12.4	9
HCM Lane LOS	A	B	B	A
HCM 95th-tile Q	0.2	2.9	2.9	0.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	13	4	51
Peak Hour Factor	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	13	4	51
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9
HCM LOS	A

Lane

Scenario Report

Scenario:	Cum + Proj AM
Command:	Default Command
Volume:	Exist + Proj AM
Geometry:	Opening Year
Impact Fee:	Default Impact Fee
Trip Generation:	Cum + Proj AM
Trip Distribution:	Cumulative
Paths:	Default Path
Routes:	Default Route
Configuration:	Opening Yr

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

Intersection #1 Kanan Rd/Canwood St

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

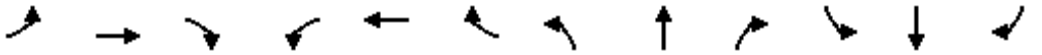
Street Name:	Kanan Road						Canwood Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	1262	232	231	1756	0	0	0	0	258	0	131
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	1287	237	236	1791	0	0	0	0	263	0	134
Added Vol:	0	38	87	8	55	0	0	0	0	45	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1325	324	244	1846	0	0	0	0	308	0	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1325	324	244	1846	0	0	0	0	308	0	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1325	324	244	1846	0	0	0	0	308	0	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1325	324	244	1846	0	0	0	0	308	0	136
OvlAdjVol:			152									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	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	0.41	0.20	0.08	0.38	0.00	0.00	0.00	0.00	0.11	0.00	0.08
OvlAdjV/S:			0.10									0.00
Crit Moves:		****		****						****		

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

Intersection #2 Kanan Rd/Canwood St-US101 NB Off

Cycle (sec):	100	Critical Vol./Cap.(X):	0.829
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	D

Street Name:	Kanan Road							Canwood Street-US 101 NB Off							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Permitted					Split Phase					Split Phase				
Rights:		Ovl					Include					Include					Include			
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Y+R:	0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0		
Lanes:	1	0	2	0	1	0	1	2	0	1	1	0	0	0	1	1	1	0	0	2
Volume Module:																				
Base Vol:	55	794	291			0	1834	66			60	0	121			456	120	726		
Growth Adj:	1.02	1.02	1.02			1.02	1.02	1.02			1.02	1.02	1.02			1.02	1.02	1.02		
Initial Bse:	56	810	297			0	1871	67			61	0	123			465	122	741		
Added Vol:	16	96	30			3	92	5			16	0	20			55	0	12		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	72	906	327			3	1963	72			77	0	143			520	122	753		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	72	906	327			3	1963	72			77	0	143			520	122	753		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	72	906	327			3	1963	72			77	0	143			520	122	753		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	72	906	327			3	1963	72			77	0	143			520	122	753		
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			0.01	2.99	1.00			1.00	0.00	1.00			1.62	0.38	2.00		
Final Sat.:	1600	3200	1600			7	4793	1600			1600	0	1600			2590	610	3200		
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.28	0.20			0.00	0.41	0.05			0.05	0.00	0.09			0.20	0.20	0.24		
OvlAdjV/S:			0.00																	
Crit Moves:	****						****						****					****		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	77	0	143	520	122	753	72	906	327	3	1963	72
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	0	1569	1569	1569	1569	1569	1569	1569	1600	1569	1569
Adj Flow Rate, veh/h	77	0	143	321	401	753	72	906	327	3	1963	72
Adj No. of Lanes	1	0	1	1	1	2	1	2	1	0	3	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	0	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	0	0	324	340	3852	212	2037	8000	31	2047	4370
Arrive On Green	0.00	0.00	0.00	0.22	0.22	0.22	0.14	0.68	0.68	0.49	0.49	0.49
Sat Flow, veh/h		0		1494	1569	17778	1494	2980	8889	1	4163	8889
Grp Volume(v), veh/h		0.0		321	401	753	72	906	327	740	1226	72
Grp Sat Flow(s),veh/h/ln				1494	1569	8889	1494	1490	8889	1566	1299	8889
Q Serve(g_s), s				25.7	26.0	4.2	5.2	16.6	0.5	5.9	54.5	0.5
Cycle Q Clear(g_c), s				25.7	26.0	4.2	5.2	16.6	0.5	54.5	54.5	0.5
Prop In Lane				1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				324	340	3852	212	2037	8000	800	1277	4370
V/C Ratio(X)				0.99	1.18	0.20	0.34	0.44	0.04	0.92	0.96	0.02
Avail Cap(c_a), veh/h				324	340	3852	212	2037	8000	800	1277	4370
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh				46.9	47.0	38.4	46.4	8.6	0.6	29.3	29.4	15.6
Incr Delay (d2), s/veh				47.7	107.2	0.0	0.9	0.7	0.0	18.0	17.3	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				14.9	21.4	10.3	2.2	7.0	3.6	27.4	22.5	1.2
LnGrp Delay(d),s/veh				94.6	154.2	38.5	47.4	9.4	0.6	47.3	46.7	15.6
LnGrp LOS				F	F	D	D	A	A	D	D	B
Approach Vol, veh/h					1475			1305			2038	
Approach Delay, s/veh					82.1			9.3			45.8	
Approach LOS					F			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		88.0			23.0	65.0		32.0
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0
Max Green Setting (Gmax), s		71.0			6.0	60.0		27.0
Max Q Clear Time (g_c+I1), s		18.6			7.2	56.5		28.0
Green Ext Time (p_c), s		9.9			0.0	3.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	47.0
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection #3 Kanan Rd/US-101 SB Off-Roadside Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.775
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	C

Street Name:	Kanan Road						US-101 SB Off-Roadside Drive					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	483	23	123	747	1045	569	101	393	22	0	75
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	493	23	125	762	1066	580	103	401	22	0	77
Added Vol:	0	156	0	15	148	0	12	6	32	0	0	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	649	23	140	910	1066	592	109	433	22	0	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	649	23	140	910	1066	592	109	433	22	0	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	649	23	140	910	1066	592	109	433	22	0	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	649	23	140	910	1066	592	109	433	22	0	94
OvlAdjVol:						688						
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	2.90	0.10	1.00	2.00	1.00	1.57	0.29	1.14	1.00	0.00	1.00
Final Sat.:	0	4632	168	1600	3200	1600	2507	461	1832	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.09	0.28	0.67	0.24	0.24	0.24	0.01	0.00	0.06
OvlAdjV/S:						0.43						
Crit Moves:	****					****			****			****

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	592	109	433	22	0	94	0	649	23	140	910	1066
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1569	1569	0	1569	0	1569	1600	1569	1569	1569
Adj Flow Rate, veh/h	592	352	271	22	0	94	0	649	23	140	910	1066
Adj No. of Lanes	1	1	1	1	0	1	0	3	0	1	2	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	0	2	0	2	2	2	2	2
Cap, veh/h	623	654	3705	0	0	0	0	769	28	386	1440	8000
Arrive On Green	0.42	0.42	0.42	0.00	0.00	0.00	0.00	0.17	0.17	0.26	0.48	0.48
Sat Flow, veh/h	1494	1569	8889		0		0	4537	158	1494	2980	8889
Grp Volume(v), veh/h	592	352	271		0.0		0	425	247	140	910	1066
Grp Sat Flow(s),veh/h/ln	1494	1569	8889				0	1427	1699	1494	1490	8889
Q Serve(g_s), s	45.9	20.2	2.2				0.0	17.3	16.8	9.2	27.3	1.6
Cycle Q Clear(g_c), s	45.9	20.2	2.2				0.0	17.3	16.8	9.2	27.3	1.6
Prop In Lane	1.00		1.00				0.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	623	654	3705				0	500	297	386	1440	8000
V/C Ratio(X)	0.95	0.54	0.07				0.00	0.85	0.83	0.36	0.63	0.13
Avail Cap(c_a), veh/h	672	706	4000				0	500	297	386	1440	8000
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	26.3	21.0				0.0	48.0	47.8	36.4	23.1	0.7
Incr Delay (d2), s/veh	22.5	0.7	0.0				0.0	16.5	22.8	2.6	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.8	8.8	5.4				0.0	8.0	9.8	4.1	11.5	20.8
LnGrp Delay(d),s/veh	56.3	27.0	21.1				0.0	64.5	70.6	39.1	25.2	0.7
LnGrp LOS	E	C	C					E	E	D	C	A
Approach Vol, veh/h		1215						672			2116	
Approach Delay, s/veh		39.9						66.7			13.8	
Approach LOS		D						E			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	37.0	27.0		56.0		64.0		
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		
Max Green Setting (Gmax), s	16.0	22.0		55.0		43.0		
Max Q Clear Time (g_c+I1), s	11.2	19.3		47.9		29.3		
Green Ext Time (p_c), s	3.9	1.1		3.1		9.3		

Intersection Summary	
HCM 2010 Ctrl Delay	30.6
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection #4 Kanan Rd/Agoura Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.794
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Kanan Road						Agoura road					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	58	491	17	138	744	213	115	62	47	41	68	74
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	59	501	17	141	759	217	117	63	48	42	69	75
Added Vol:	25	44	13	52	43	84	68	63	18	12	65	44
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	545	30	193	802	301	185	126	66	54	134	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:	84	545	30	193	802	301	185	126	66	54	134	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	545	30	193	802	301	185	126	66	54	134	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:	84	545	30	193	802	301	185	126	66	54	134	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	1.89	0.11	1.00	1.00	1.00	1.00	1.31	0.69	1.00	2.00	1.00
Final Sat.:	1600	3031	169	1600	1600	1600	1600	2102	1098	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.18	0.12	0.50	0.19	0.12	0.06	0.06	0.03	0.04	0.07
Crit Moves:	****			****			****					****

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	72	303	472	51	86	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	220	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	303	472	51	86	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	472	0	-	0	768	236
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	296	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1086	-	-	-	338	766
Stage 1	-	-	-	-	594	-
Stage 2	-	-	-	-	729	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1086	-	-	-	316	766
Mov Cap-2 Maneuver	-	-	-	-	316	-
Stage 1	-	-	-	-	594	-
Stage 2	-	-	-	-	681	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	19.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1086	-	-	-	359
HCM Lane V/C Ratio	0.066	-	-	-	0.301
HCM Control Delay (s)	8.6	-	-	-	19.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	1.2

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

Intersection #6 Reyes Adobe Rd/Agoura Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.607
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Reyes Adobe Road						Agoura Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 1	0 1	0	1 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	2	1	2	389	27	500	121	120	5	2	128	126
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	2	1	2	397	28	510	123	122	5	2	131	129
Added Vol:	0	0	0	95	0	42	9	75	0	0	77	72
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1	2	492	28	552	132	197	5	2	208	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1	2	492	28	552	132	197	5	2	208	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	2	492	28	552	132	197	5	2	208	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1	2	492	28	552	132	197	5	2	208	201
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.80	0.40	0.80	1.89	0.11	1.00	1.00	1.95	0.05	1.00	1.02	0.98
Final Sat.:	1280	640	1280	3030	170	1600	1600	3119	81	1600	1628	1572
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.16	0.34	0.08	0.06	0.06	0.00	0.13	0.13
Crit Moves:	****					****	****				****	

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

Intersection #7 Reyes Adobe Rd/US-101 SB Ramps

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

Street Name:	Reyes Adobe Road						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0 2	0 1	2	0 2	0 0	1	0 0	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	167	165	538	595	0	323	5	421	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	170	168	549	607	0	329	5	429	0	0	0
Added Vol:	0	78	3	0	106	0	0	0	31	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	248	171	549	713	0	329	5	460	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:	0	248	171	549	713	0	329	5	460	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	248	171	549	713	0	329	5	460	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	248	171	549	713	0	329	5	460	0	0	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	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	0.01	0.99	0.00	0.00	0.00
Final Sat.:	0	3200	1600	2880	3200	0	1600	18	1582	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.11	0.19	0.22	0.00	0.21	0.29	0.29	0.00	0.00	0.00
Crit Moves:		****		****				****				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	329	5	460	0	0	0	0	248	171	549	713	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1600				0	1569	1569	1569	1569	0
Adj Flow Rate, veh/h	329	5	460				0	248	171	549	713	0
Adj No. of Lanes	1	1	0				0	2	1	2	2	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	387	24	2171				0	997	2975	634	1835	0
Arrive On Green	0.26	0.26	0.26				0.00	0.33	0.33	0.07	0.20	0.00
Sat Flow, veh/h	1494	91	8373				0	3059	8889	2898	3059	0
Grp Volume(v), veh/h	329	0	465				0	248	171	549	713	0
Grp Sat Flow(s),veh/h/ln	1494	0	8464				0	1490	8889	1449	1490	0
Q Serve(g_s), s	16.7	0.0	3.4				0.0	4.8	1.0	15.0	16.6	0.0
Cycle Q Clear(g_c), s	16.7	0.0	3.4				0.0	4.8	1.0	15.0	16.6	0.0
Prop In Lane	1.00		0.99				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	387	0	2194				0	997	2975	634	1835	0
V/C Ratio(X)	0.85	0.00	0.21				0.00	0.25	0.06	0.87	0.39	0.00
Avail Cap(c_a), veh/h	542	0	3068				0	997	2975	688	1835	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.24	0.24	0.00
Uniform Delay (d), s/veh	28.1	0.0	23.2				0.0	19.3	18.1	36.0	18.8	0.0
Incr Delay (d2), s/veh	8.9	0.0	0.0				0.0	0.6	0.0	2.9	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	0.0	8.0				0.0	2.1	2.6	6.3	6.9	0.0
LnGrp Delay(d),s/veh	37.1	0.0	23.3				0.0	19.9	18.1	38.9	19.0	0.0
LnGrp LOS	D		C					B	B	D	B	
Approach Vol, veh/h		794						419			1262	
Approach Delay, s/veh		29.0						19.2			27.6	
Approach LOS		C						B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	22.5	31.8		25.7		54.3		
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		
Max Green Setting (Gmax), s	19.0	17.0		29.0		41.0		
Max Q Clear Time (g_c+I1), s	17.0	6.8		18.7		18.6		
Green Ext Time (p_c), s	0.5	4.9		2.0		7.5		

Intersection Summary	
HCM 2010 Ctrl Delay	26.6
HCM 2010 LOS	C

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

Intersection #8 Reyes Adobe Rd/US-101 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.783
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	C

Street Name:	Reyes Adobe Road						US-101 NB Ramps					
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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0 2	0	0	0 0 1	1	0	0 0 0	0	0	0 1 0	0	1
Volume Module:												
Base Vol:	124	385	0	0	774	415	0	0	0	355	2	335
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	126	393	0	0	789	423	0	0	0	362	2	342
Added Vol:	17	61	0	0	91	0	0	0	0	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	454	0	0	880	423	0	0	0	376	2	342
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	454	0	0	880	423	0	0	0	376	2	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	454	0	0	880	423	0	0	0	376	2	342
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	454	0	0	880	423	0	0	0	376	2	342
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	0.00	0.00	1.35	0.65	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1600	3200	0	0	2161	1039	0	0	0	1591	9	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.24	0.24	0.21
Crit Moves:	****				****						****	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	376	2	342	143	454	0	0	880	423
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1600	1569	1569	1569	1569	0	0	1569	1600
Adj Flow Rate, veh/h				376	2	342	143	454	0	0	880	423
Adj No. of Lanes				0	1	1	2	2	0	0	2	0
Peak Hour Factor				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				405	2	2422	181	1796	0	0	1342	674
Arrive On Green				0.27	0.27	0.27	0.02	0.20	0.00	0.00	0.48	0.48
Sat Flow, veh/h				1486	8	8889	2898	3059	0	0	2888	1412
Grp Volume(v), veh/h				378	0	342	143	454	0	0	485	818
Grp Sat Flow(s),veh/h/ln				1494	0	8889	1449	1490	0	0	1490	2731
Q Serve(g_s), s				19.7	0.0	2.3	3.9	10.3	0.0	0.0	20.1	17.9
Cycle Q Clear(g_c), s				19.7	0.0	2.3	3.9	10.3	0.0	0.0	20.1	17.9
Prop In Lane				0.99		1.00	1.00		0.00	0.00		0.52
Lane Grp Cap(c), veh/h				407	0	2422	181	1796	0	0	712	1304
V/C Ratio(X)				0.93	0.00	0.14	0.79	0.25	0.00	0.00	0.68	0.63
Avail Cap(c_a), veh/h				430	0	2556	181	1796	0	0	712	1304
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.83	0.83	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				28.3	0.0	22.0	38.7	16.9	0.0	0.0	16.2	15.6
Incr Delay (d2), s/veh				25.8	0.0	0.0	17.4	0.3	0.0	0.0	5.2	2.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				11.0	0.0	5.7	2.0	4.3	0.0	0.0	9.2	14.2
LnGrp Delay(d),s/veh				54.1	0.0	22.0	56.1	17.1	0.0	0.0	21.4	17.9
LnGrp LOS				D		C	E	B			C	B
Approach Vol, veh/h					720			597			1303	
Approach Delay, s/veh					38.9			26.5			19.2	
Approach LOS					D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		53.2			10.0	43.2		26.8
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0
Max Green Setting (Gmax), s		47.0			5.0	37.0		23.0
Max Q Clear Time (g_c+I1), s		12.3			5.9	22.1		21.7
Green Ext Time (p_c), s		17.1			0.0	10.1		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	26.3
HCM 2010 LOS	C

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

Intersection #9 Reyes Adobe Rd/Canwood St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.623
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Reyes Adobe Road						Canwood Street					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0 1	1 0		1 0 1	1 0		0 1 0	0 1		1 0 0	1 0	
Volume Module:												
Base Vol:	149	472	91	33	923	42	22	16	175	87	14	20
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	152	481	93	34	941	43	22	16	179	89	14	20
Added Vol:	17	38	6	8	55	0	0	4	25	11	1	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	519	99	42	996	43	22	20	204	100	15	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:	169	519	99	42	996	43	22	20	204	100	15	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	519	99	42	996	43	22	20	204	100	15	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:	169	519	99	42	996	43	22	20	204	100	15	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.68	0.32	1.00	1.92	0.08	0.52	0.48	1.00	1.00	0.41	0.59
Final Sat.:	2880	2689	511	1600	3068	132	840	760	1600	1600	649	951
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.19	0.03	0.32	0.32	0.01	0.03	0.13	0.06	0.02	0.02
Crit Moves:	****			****					****	****		

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	13	277	6	0	22	268	6	0	1	6	36
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	277	6	0	22	268	6	0	1	6	36
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	9.9	9.9	8.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	4%	7%	57%
Vol Thru, %	14%	94%	91%	4%
Vol Right, %	84%	2%	2%	39%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	296	296	23
LT Vol	6	277	268	1
Through Vol	36	6	6	9
RT Vol	1	13	22	13
Lane Flow Rate	43	296	296	23
Geometry Grp	1	1	1	1
Degree of Util (X)	0.057	0.362	0.362	0.033
Departure Headway (Hd)	4.762	4.401	4.406	5.17
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	750	820	817	691
Service Time	2.801	2.422	2.428	3.212
HCM Lane V/C Ratio	0.057	0.361	0.362	0.033
HCM Control Delay	8.1	9.9	9.9	8.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	1.7	1.7	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	13	1	9
Peak Hour Factor	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	13	1	9
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8.4
HCM LOS	A

Lane

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	71	86	38	37	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	71	86	38	37	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	247	37	37	0	-	0
Stage 1	37	-	-	-	-	-
Stage 2	210	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	741	1035	1574	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	825	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	700	1035	1574	-	-	-
Mov Cap-2 Maneuver	700	-	-	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	779	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	5.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1574	-	1035	-	-
HCM Lane V/C Ratio	0.055	-	0.069	-	-
HCM Control Delay (s)	7.4	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	0	374	443	51	0	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	374	443	51	0	31

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	494	0	-	0	656	247
Stage 1	-	-	-	-	469	-
Stage 2	-	-	-	-	187	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1066	-	-	-	398	753
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	826	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1066	-	-	-	398	753
Mov Cap-2 Maneuver	-	-	-	-	398	-
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	826	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1066	-	-	-	753
HCM Lane V/C Ratio	-	-	-	-	0.041
HCM Control Delay (s)	0	-	-	-	10
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Scenario Report

Scenario:	Cum + Proj PM
Command:	Default Command
Volume:	Exist + Proj PM
Geometry:	Opening Year
Impact Fee:	Default Impact Fee
Trip Generation:	Cum + Proj PM
Trip Distribution:	Cumulative
Paths:	Default Path
Routes:	Default Route
Configuration:	Opening Yr

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

Intersection #1 Kanan Rd/Canwood St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.822
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	D

Street Name:	Kanan Road						Canwood Street					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	1585	309	192	969	0	0	0	0	376	0	264
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	1617	315	196	988	0	0	0	0	384	0	269
Added Vol:	0	71	60	3	64	0	0	0	0	122	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1688	375	199	1052	0	0	0	0	506	0	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1688	375	199	1052	0	0	0	0	506	0	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1688	375	199	1052	0	0	0	0	506	0	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1688	375	199	1052	0	0	0	0	506	0	280
OvlAdjVol:			94									170
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	0.53	0.23	0.07	0.22	0.00	0.00	0.00	0.00	0.18	0.00	0.18
OvlAdjV/S:			0.06									0.11
Crit Moves:		****		****						****		

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

Intersection #2 Kanan Rd/Canwood St-US101 NB Off

Cycle (sec):	100	Critical Vol./Cap.(X):	0.809
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Kanan Road							Canwood Street-US 101 NB Off							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Permitted					Split Phase					Split Phase				
Rights:		Ovl					Include					Include					Include			
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Y+R:	0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0		
Lanes:	1	0	2	0	1	0	1	2	0	1	1	0	0	0	1	1	1	0	0	2
Volume Module:																				
Base Vol:	42	1011	390			0	1269	70			83	0	160			265	94	876		
Growth Adj:	1.02	1.02	1.02			1.02	1.02	1.02			1.02	1.02	1.02			1.02	1.02	1.02		
Initial Bse:	43	1031	398			0	1294	71			85	0	163			270	96	894		
Added Vol:	27	119	52			17	148	22			6	0	27			75	0	5		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	70	1150	450			17	1442	93			91	0	190			345	96	899		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	70	1150	450			17	1442	93			91	0	190			345	96	899		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	70	1150	450			17	1442	93			91	0	190			345	96	899		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	70	1150	450			17	1442	93			91	0	190			345	96	899		
OvlAdjVol:			1																	
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			0.03	2.97	1.00			1.00	0.00	1.00			1.57	0.43	2.00		
Final Sat.:	1600	3200	1600			56	4744	1600			1600	0	1600			2505	695	3200		
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.36	0.28			0.01	0.30	0.06			0.06	0.00	0.12			0.14	0.14	0.28		
OvlAdjV/S:			0.00																	
Crit Moves:		****											****					****		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	91	0	190	345	96	899	70	1150	450	17	1442	93
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	0	1569	1569	1569	1569	1569	1569	1569	1600	1569	1569
Adj Flow Rate, veh/h	91	0	190	220	270	899	70	1150	450	17	1442	93
Adj No. of Lanes	1	0	1	1	1	2	1	2	1	0	3	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	0	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	0	0	326	342	3878	371	2032	8000	39	1557	3407
Arrive On Green	0.00	0.00	0.00	0.22	0.22	0.22	0.25	0.68	0.68	0.38	0.38	0.38
Sat Flow, veh/h		0		1494	1569	17778	1494	2980	8889	21	4062	8889
Grp Volume(v), veh/h		0.0		220	270	899	70	1150	450	531	928	93
Grp Sat Flow(s),veh/h/ln				1494	1569	8889	1494	1490	8889	1485	1299	8889
Q Serve(g_s), s				16.2	19.5	5.0	4.4	24.0	0.6	16.6	41.1	0.8
Cycle Q Clear(g_c), s				16.2	19.5	5.0	4.4	24.0	0.6	40.7	41.1	0.8
Prop In Lane				1.00		1.00	1.00		1.00	0.03		1.00
Lane Grp Cap(c), veh/h				326	342	3878	371	2032	8000	600	996	3407
V/C Ratio(X)				0.68	0.79	0.23	0.19	0.57	0.06	0.89	0.93	0.03
Avail Cap(c_a), veh/h				473	497	5630	371	2032	8000	600	996	3407
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh				43.0	44.3	38.6	35.5	9.9	0.6	34.8	35.5	23.1
Incr Delay (d2), s/veh				2.4	5.3	0.0	0.2	1.1	0.0	17.3	16.1	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.9	9.0	12.3	1.9	10.1	5.0	19.7	16.9	1.9
LnGrp Delay(d),s/veh				45.5	49.6	38.7	35.8	11.0	0.6	52.1	51.6	23.1
LnGrp LOS				D	D	D	D	B	A	D	D	C
Approach Vol, veh/h					1389			1670			1552	
Approach Delay, s/veh					41.9			9.3			50.1	
Approach LOS					D			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		87.8			35.8	52.0		32.2
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0
Max Green Setting (Gmax), s		58.0			6.0	47.0		39.0
Max Q Clear Time (g_c+I1), s		26.0			6.4	43.1		21.5
Green Ext Time (p_c), s		13.0			0.0	3.0		5.7

Intersection Summary	
HCM 2010 Ctrl Delay	32.8
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection #3 Kanan Rd/US-101 SB Off-Roadside Dr

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

Street Name:	Kanan Road						US-101 SB Off-Roadside Drive					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	713	35	112	499	570	499	132	278	31	0	244
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	727	36	114	509	581	509	135	284	32	0	249
Added Vol:	0	256	0	14	219	0	5	6	43	0	0	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	983	36	128	728	581	514	141	327	32	0	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	983	36	128	728	581	514	141	327	32	0	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	983	36	128	728	581	514	141	327	32	0	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	983	36	128	728	581	514	141	327	32	0	265
OvlAdjVol:						253						
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	2.89	0.11	1.00	2.00	1.00	1.57	0.43	1.00	1.00	0.00	1.00
Final Sat.:	0	4632	168	1600	3200	1600	2514	686	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.08	0.23	0.36	0.20	0.21	0.20	0.02	0.00	0.17
OvlAdjV/S:						0.16						
Crit Moves:		****			****			****				****

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	514	141	327	32	0	265	0	983	36	128	728	581
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1569	1569	0	1569	0	1569	1600	1569	1569	1569
Adj Flow Rate, veh/h	514	280	234	32	0	265	0	983	36	128	728	581
Adj No. of Lanes	1	1	1	1	0	1	0	3	0	1	2	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	0	2	0	2	2	2	2	2
Cap, veh/h	522	549	3109	0	0	0	0	1099	40	374	1640	8000
Arrive On Green	0.35	0.35	0.35	0.00	0.00	0.00	0.00	0.25	0.25	0.25	0.55	0.55
Sat Flow, veh/h	1494	1569	8889		0		0	4536	162	1494	2980	8889
Grp Volume(v), veh/h	514	280	234		0.0		0	640	379	128	728	581
Grp Sat Flow(s),veh/h/ln	1494	1569	8889				0	1427	1702	1494	1490	8889
Q Serve(g_s), s	40.9	17.0	2.1				0.0	26.0	25.8	8.4	17.4	0.8
Cycle Q Clear(g_c), s	40.9	17.0	2.1				0.0	26.0	25.8	8.4	17.4	0.8
Prop In Lane	1.00		1.00				0.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	522	549	3109				0	714	425	374	1640	8000
V/C Ratio(X)	0.98	0.51	0.08				0.00	0.90	0.89	0.34	0.44	0.07
Avail Cap(c_a), veh/h	523	549	3111				0	714	425	374	1640	8000
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	30.9	26.1				0.0	43.5	43.4	36.9	16.1	0.6
Incr Delay (d2), s/veh	35.1	0.8	0.0				0.0	16.3	23.3	2.5	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.9	7.4	5.2				0.0	11.8	14.9	3.7	7.4	9.2
LnGrp Delay(d),s/veh	73.7	31.7	26.1				0.0	59.8	66.7	39.4	16.9	0.7
LnGrp LOS	E	C	C					E	E	D	B	A
Approach Vol, veh/h		1028						1019			1437	
Approach Delay, s/veh		51.4						62.4			12.4	
Approach LOS		D						E			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	36.0	36.0		48.0		72.0		
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		
Max Green Setting (Gmax), s	16.0	31.0		43.0		52.0		
Max Q Clear Time (g_c+I1), s	10.4	28.0		42.9		19.4		
Green Ext Time (p_c), s	3.4	1.8		0.0		8.8		

Intersection Summary	
HCM 2010 Ctrl Delay	38.5
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection #4 Kanan Rd/Agoura Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.796
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Kanan Road						Agoura road					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	85	748	36	151	459	103	199	128	80	45	145	144
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	87	763	37	154	468	105	203	131	82	46	148	147
Added Vol:	27	82	23	65	82	115	106	86	27	23	83	67
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	845	60	219	550	220	309	217	109	69	231	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	845	60	219	550	220	309	217	109	69	231	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	845	60	219	550	220	309	217	109	69	231	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	845	60	219	550	220	309	217	109	69	231	214
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	1.87	0.13	1.00	1.00	1.00	1.00	1.33	0.67	1.00	2.00	1.00
Final Sat.:	1600	2989	211	1600	1600	1600	1600	2131	1069	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.28	0.14	0.34	0.14	0.19	0.10	0.10	0.04	0.07	0.13
Crit Moves:		****			****			****				****

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	67	575	548	50	88	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	220	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	67	575	548	50	88	30

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	548	0	-	0	970	274
Stage 1	-	-	-	-	548	-
Stage 2	-	-	-	-	422	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1018	-	-	-	251	724
Stage 1	-	-	-	-	543	-
Stage 2	-	-	-	-	629	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1018	-	-	-	234	724
Mov Cap-2 Maneuver	-	-	-	-	234	-
Stage 1	-	-	-	-	543	-
Stage 2	-	-	-	-	588	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	26.5
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1018	-	-	-	283
HCM Lane V/C Ratio	0.066	-	-	-	0.417
HCM Control Delay (s)	8.8	-	-	-	26.5
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0.2	-	-	-	2

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

Intersection #6 Reyes Adobe Rd/Agoura Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.718
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	C

Street Name:	Reyes Adobe Road						Agoura Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 1	0 1	0	1 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	7	21	2	182	3	95	348	241	1	2	269	366
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	7	21	2	186	3	97	355	246	1	2	274	373
Added Vol:	0	0	0	123	0	14	43	110	0	0	106	127
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	21	2	309	3	111	398	356	1	2	380	500
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	21	2	309	3	111	398	356	1	2	380	500
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	21	2	309	3	111	398	356	1	2	380	500
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	21	2	309	3	111	398	356	1	2	380	500
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:	0.47	1.40	0.13	1.98	0.02	1.00	1.00	1.99	0.01	1.00	1.00	1.00
Final Sat.:	747	2240	213	3169	31	1600	1600	3191	9	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.10	0.10	0.07	0.25	0.11	0.11	0.00	0.24	0.31
Crit Moves:			****		****		****					****

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

Intersection #7 Reyes Adobe Rd/US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.572
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Reyes Adobe Road						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0 2	0 1	2	0 2	0 0	1	0 0	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	522	290	229	217	0	354	5	117	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	532	296	234	221	0	361	5	119	0	0	0
Added Vol:	0	155	14	0	106	0	0	0	31	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	687	310	234	327	0	361	5	150	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:	0	687	310	234	327	0	361	5	150	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	687	310	234	327	0	361	5	150	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	687	310	234	327	0	361	5	150	0	0	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	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	0.03	0.97	0.00	0.00	0.00
Final Sat.:	0	3200	1600	2880	3200	0	1600	52	1548	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.19	0.08	0.10	0.00	0.23	0.10	0.10	0.00	0.00	0.00
Crit Moves:		****		****			****					

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	361	5	150	0	0	0	0	687	310	234	327	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1600				0	1569	1569	1569	1569	0
Adj Flow Rate, veh/h	361	5	150				0	687	310	234	327	0
Adj No. of Lanes	1	1	0				0	2	1	2	2	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	405	68	2028				0	1306	3894	299	1800	0
Arrive On Green	0.27	0.27	0.27				0.00	0.44	0.44	0.14	0.80	0.00
Sat Flow, veh/h	1494	249	7477				0	3059	8889	2898	3059	0
Grp Volume(v), veh/h	361	0	155				0	687	310	234	327	0
Grp Sat Flow(s),veh/h/ln	1494	0	7726				0	1490	8889	1449	1490	0
Q Serve(g_s), s	18.6	0.0	1.2				0.0	13.5	1.6	6.2	2.0	0.0
Cycle Q Clear(g_c), s	18.6	0.0	1.2				0.0	13.5	1.6	6.2	2.0	0.0
Prop In Lane	1.00		0.97				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	405	0	2095				0	1306	3894	299	1800	0
V/C Ratio(X)	0.89	0.00	0.07				0.00	0.53	0.08	0.78	0.18	0.00
Avail Cap(c_a), veh/h	542	0	2801				0	1306	3894	326	1800	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.33	1.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.73	0.73	0.00
Uniform Delay (d), s/veh	28.0	0.0	21.7				0.0	16.4	13.1	33.6	3.3	0.0
Incr Delay (d2), s/veh	13.6	0.0	0.0				0.0	1.5	0.0	8.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	0.0	2.5				0.0	5.8	4.0	2.8	0.8	0.0
LnGrp Delay(d),s/veh	41.6	0.0	21.7				0.0	17.9	13.1	41.8	3.5	0.0
LnGrp LOS	D		C					B	B	D	A	
Approach Vol, veh/h		516						997			561	
Approach Delay, s/veh		35.6						16.4			19.4	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	13.3	40.0		26.7		53.3		
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		
Max Green Setting (Gmax), s	9.0	27.0		29.0		41.0		
Max Q Clear Time (g_c+I1), s	8.2	15.5		20.6		4.0		
Green Ext Time (p_c), s	0.1	5.9		1.1		9.8		

Intersection Summary	
HCM 2010 Ctrl Delay	22.0
HCM 2010 LOS	C

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

Intersection #8 Reyes Adobe Rd/US-101 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.775
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	C

Street Name:	Reyes Adobe Road						US-101 NB Ramps					
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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	273	586	0	0	310	331	0	0	0	116	1	454
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	278	598	0	0	316	338	0	0	0	118	1	463
Added Vol:	41	114	0	0	101	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	319	712	0	0	417	338	0	0	0	123	1	463
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	712	0	0	417	338	0	0	0	123	1	463
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	319	712	0	0	417	338	0	0	0	123	1	463
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	319	712	0	0	417	338	0	0	0	123	1	463
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	0.00	0.00	1.11	0.89	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1600	3200	0	0	1769	1431	0	0	0	1587	13	1600
Capacity Analysis Module:												
Vol/Sat:	0.20	0.22	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.08	0.08	0.29
Crit Moves:	****				****							****

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	123	1	463	319	712	0	0	417	338
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1600	1569	1569	1569	1569	0	0	1569	1600
Adj Flow Rate, veh/h				123	1	463	319	712	0	0	417	338
Adj No. of Lanes				0	1	1	2	2	0	0	2	0
Peak Hour Factor				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				174	1	1044	390	2258	0	0	1494	1251
Arrive On Green				0.12	0.12	0.12	0.04	0.25	0.00	0.00	0.56	0.56
Sat Flow, veh/h				1482	12	8889	2898	3059	0	0	2744	2231
Grp Volume(v), veh/h				124	0	463	319	712	0	0	239	516
Grp Sat Flow(s),veh/h/ln				1495	0	8889	1449	1490	0	0	1490	3406
Q Serve(g_s), s				6.4	0.0	3.9	8.7	15.6	0.0	0.0	6.7	6.3
Cycle Q Clear(g_c), s				6.4	0.0	3.9	8.7	15.6	0.0	0.0	6.7	6.3
Prop In Lane				0.99		1.00	1.00		0.00	0.00		0.66
Lane Grp Cap(c), veh/h				176	0	1044	390	2258	0	0	835	1909
V/C Ratio(X)				0.71	0.00	0.44	0.82	0.32	0.00	0.00	0.29	0.27
Avail Cap(c_a), veh/h				542	0	3222	399	2258	0	0	835	1909
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.69	0.69	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				34.0	0.0	32.9	37.3	13.1	0.0	0.0	9.2	9.1
Incr Delay (d2), s/veh				5.1	0.0	0.3	8.9	0.3	0.0	0.0	0.9	0.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.9	0.0	9.6	4.0	6.5	0.0	0.0	2.9	6.1
LnGrp Delay(d),s/veh				39.1	0.0	33.2	46.2	13.4	0.0	0.0	10.1	9.5
LnGrp LOS				D		C	D	B			B	A
Approach Vol, veh/h					587			1031			755	
Approach Delay, s/veh					34.4			23.5			9.6	
Approach LOS					C			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		65.6			15.8	49.8		14.4
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0
Max Green Setting (Gmax), s		41.0			11.0	25.0		29.0
Max Q Clear Time (g_c+I1), s		17.6			10.7	8.7		8.4
Green Ext Time (p_c), s		10.9			0.0	8.9		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	21.8
HCM 2010 LOS	C

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

Intersection #9 Reyes Adobe Rd/Canwood St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.569
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Reyes Adobe Road						Canwood Street					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0 1	1 0		1 0 1	1 0		0 1 0	0 1		1 0 0	1 0	
Volume Module:												
Base Vol:	187	735	114	21	360	33	60	26	185	104	26	29
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	191	750	116	21	367	34	61	27	189	106	27	30
Added Vol:	33	71	11	3	64	0	0	2	29	8	6	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	224	821	127	24	431	34	61	29	218	114	33	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	224	821	127	24	431	34	61	29	218	114	33	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	821	127	24	431	34	61	29	218	114	33	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	224	821	127	24	431	34	61	29	218	114	33	41
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.73	0.27	1.00	1.86	0.14	0.68	0.32	1.00	1.00	0.44	0.56
Final Sat.:	2880	2770	430	1600	2968	232	1091	509	1600	1600	712	888
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.30	0.02	0.15	0.15	0.04	0.06	0.14	0.07	0.05	0.05
Crit Moves:	****			****					****	****		

Intersection	
Intersection Delay, s/veh	13.8
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	28	410	8	0	38	377	31	0	3	12	28
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	28	410	8	0	38	377	31	0	3	12	28
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	14.4	14.3	9.2
HCM LOS	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	6%	9%	19%
Vol Thru, %	28%	92%	85%	6%
Vol Right, %	65%	2%	7%	75%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	446	446	68
LT Vol	12	410	377	4
Through Vol	28	8	31	51
RT Vol	3	28	38	13
Lane Flow Rate	43	446	446	68
Geometry Grp	1	1	1	1
Degree of Util (X)	0.069	0.587	0.584	0.107
Departure Headway (Hd)	5.784	4.737	4.713	5.687
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	623	754	758	634
Service Time	3.787	2.811	2.787	3.688
HCM Lane V/C Ratio	0.069	0.592	0.588	0.107
HCM Control Delay	9.2	14.4	14.3	9.4
HCM Lane LOS	A	B	B	A
HCM 95th-tile Q	0.2	3.9	3.8	0.4

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	13	4	51
Peak Hour Factor	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	13	4	51
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.4
HCM LOS	A

Lane

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	85	92	26	34	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	85	92	26	34	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	244	34	34	0	-	0
Stage 1	34	-	-	-	-	-
Stage 2	210	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	744	1039	1578	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	825	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	700	1039	1578	-	-	-
Mov Cap-2 Maneuver	700	-	-	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	776	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	5.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1578	-	1039	-	-
HCM Lane V/C Ratio	0.058	-	0.082	-	-
HCM Control Delay (s)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	0	642	527	52	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	642	527	52	0	35

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	579	0	-	0	874	290
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	321	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	991	-	-	-	289	707
Stage 1	-	-	-	-	540	-
Stage 2	-	-	-	-	708	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	991	-	-	-	289	707
Mov Cap-2 Maneuver	-	-	-	-	289	-
Stage 1	-	-	-	-	540	-
Stage 2	-	-	-	-	708	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	991	-	-	-	707
HCM Lane V/C Ratio	-	-	-	-	0.05
HCM Control Delay (s)	0	-	-	-	10.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	72	303	472	51	86	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	220	-	-	150	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	303	472	51	86	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	472	0	-	0	768	236
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	296	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1086	-	-	-	338	766
Stage 1	-	-	-	-	594	-
Stage 2	-	-	-	-	729	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1086	-	-	-	316	766
Mov Cap-2 Maneuver	-	-	-	-	316	-
Stage 1	-	-	-	-	594	-
Stage 2	-	-	-	-	681	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	18.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1086	-	-	-	316	766
HCM Lane V/C Ratio	0.066	-	-	-	0.272	0.029
HCM Control Delay (s)	8.6	-	-	-	20.6	9.8
HCM Lane LOS	A	-	-	-	C	A
HCM 95th %tile Q(veh)	0.2	-	-	-	1.1	0.1

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	67	575	548	50	88	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	220	-	-	150	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	67	575	548	50	88	30

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	548	0	-	0	970	274
Stage 1	-	-	-	-	548	-
Stage 2	-	-	-	-	422	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1018	-	-	-	251	724
Stage 1	-	-	-	-	543	-
Stage 2	-	-	-	-	629	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1018	-	-	-	234	724
Mov Cap-2 Maneuver	-	-	-	-	234	-
Stage 1	-	-	-	-	543	-
Stage 2	-	-	-	-	588	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	24.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1018	-	-	-	234	724
HCM Lane V/C Ratio	0.066	-	-	-	0.376	0.041
HCM Control Delay (s)	8.8	-	-	-	29.4	10.2
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.7	0.1

Scenario Report

Scenario:	Existing + Proj AM
Command:	Default Command
Volume:	Exist + Proj AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Project AM
Trip Distribution:	Project
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 5 Roadside Dr/Agoura Rd	??? / ???	No / No
# 10 Cornell Road/Agoura Road	???	No
# 11 Roadside Rd/Project Driveway	??? / ???	No / No
# 12 Project Driveway/Agoura Rd	??? / ???	No / No

Peak Hour Delay Signal Warrant Report

Intersection #5 Roadside Dr/Agoura Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Initial Vol:	0	0	0	85	0	22	72	184	0	0	346	51
ApproachDel:	xxxxxx			15.8			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=107]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=760]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 Roadside Dr/Agoura Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Initial Vol:	0	0	0	85	0	22	72	184	0	0	346	51

Major Street Volume: 653
Minor Approach Volume: 107
Minor Approach Volume Threshold: 432

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #10 Cornell Road/Agoura Road

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0
Initial Vol:	1	6	35	13	1	9	13	169	6	22	169	6

Major Street Volume: 385
Minor Approach Volume: 42
Minor Approach Volume Threshold: 474

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Delay Signal Warrant Report

Intersection #11 Roadside Rd/Project Driveway

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 1	0 0	0	0 0	1 0	0	0 0	0 0	1	0 0	0 0	0
Initial Vol:	86	37	0	0	36	0	0	0	71	0	0	0
ApproachDel:	xxxxxx			xxxxxx			8.7			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=71]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=230]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 Roadside Rd/Project Driveway

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 1	0 0	0	0 0	1 0	0	0 0	0 0	1	0 0	0 0	0
Initial Vol:	86	37	0	0	36	0	0	0	71	0	0	0

Major Street Volume: 159
Minor Approach Volume: 71
Minor Approach Volume Threshold: 710

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Delay Signal Warrant Report

Intersection #12 Project Driveway/Agoura Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 0	0 0	0	0 0 0	0 0	1	0 0	1 0	0	0 0	0 1	0
Initial Vol:	0	0	0	0	0	31	0	256	0	0	317	51
ApproachDel:	xxxxxx			10.3			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=31]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=655]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Project Driveway/Agoura Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0	0 0	0	0 0	0 0	1	0 0	1 0	0	0 0	0 1	0
Initial Vol:	0	0	0	0	0	31	0	256	0	0	317	51

Major Street Volume: 624
Minor Approach Volume: 31
Minor Approach Volume Threshold: 345

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Scenario Report

Scenario:	Existing + Proj PM
Command:	Default Command
Volume:	Exist + Proj PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Project PM
Trip Distribution:	Project
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 5 Roadside Dr/Agoura Rd	??? / ???	No / No
# 10 Cornell Road/Agoura Road	???	No
# 11 Roadside Rd/Project Driveway	??? / ???	No / No
# 12 Project Driveway/Agoura Rd	??? / ???	No / No

Peak Hour Delay Signal Warrant Report

Intersection #5 Roadside Dr/Agoura Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Initial Vol:	0	0	0	88	0	30	67	383	0	0	362	50
ApproachDel:	xxxxxx			20.0			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=118]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=980]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 Roadside Dr/Agoura Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Initial Vol:	0	0	0	88	0	30	67	383	0	0	362	50

Major Street Volume: 862
Minor Approach Volume: 118
Minor Approach Volume Threshold: 336

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #10 Cornell Road/Agoura Road

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Initial Vol:	3	12	27	13	4	50	27	259	8	37	235	30

Major Street Volume: 596
Minor Approach Volume: 67
Minor Approach Volume Threshold: 357

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Delay Signal Warrant Report

Intersection #11 Roadside Rd/Project Driveway

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 1	0 0	0	0 0	1 0	0	0 0	0 0	1	0 0	0 0	0
Initial Vol:	92	25	0	0	33	0	0	0	85	0	0	0
ApproachDel:	xxxxxx			xxxxxx			8.7			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=85]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=235]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 Roadside Rd/Project Driveway

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 1	0 0	0	0 0	1 0	0	0 0	0 0	1	0 0	0 0	0
Initial Vol:	92	25	0	0	33	0	0	0	85	0	0	0

Major Street Volume: 150
Minor Approach Volume: 85
Minor Approach Volume Threshold: 725

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Delay Signal Warrant Report

Intersection #12 Project Driveway/Agoura Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 0	0 0	0	0 0	0 0	1	0 0	1 0	0	0 0	0 1	0
Initial Vol:	0	0	0	0	0	35	0	450	0	0	340	52
ApproachDel:	xxxxxx			10.5			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=35]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=877]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Project Driveway/Agoura Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0	0 0	0	0 0	0 0	1	0 0	1 0	0	0 0	0 1	0
Initial Vol:	0	0	0	0	0	35	0	450	0	0	340	52

Major Street Volume: 842
Minor Approach Volume: 35
Minor Approach Volume Threshold: 265

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Scenario Report

Scenario:	Opening Yr + Proj AM
Command:	Default Command
Volume:	Exist + Proj AM
Geometry:	Opening Year
Impact Fee:	Default Impact Fee
Trip Generation:	Opening Yr + Proj AM
Trip Distribution:	Cumulative
Paths:	Default Path
Routes:	Default Route
Configuration:	Opening Yr

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 5 Roadside Dr/Agoura Rd	??? / ???	No / No
# 10 Cornell Road/Agoura Road	???	No
# 11 Roadside Rd/Project Driveway	??? / ???	No / No
# 12 Project Driveway/Agoura Rd	??? / ???	No / No

Peak Hour Delay Signal Warrant Report

Intersection #5 Roadside Dr/Agoura Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	1 0	2 0	0	0 0	2 0	1
Initial Vol:	0	0	0	86	0	22	72	188	0	0	352	51
ApproachDel:	xxxxxx			14.9			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=108]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=772]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 Roadside Dr/Agoura Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	2 0	0	0 0	2 0	1
Initial Vol:	0	0	0	86	0	22	72	188	0	0	352	51

Major Street Volume: 664
Minor Approach Volume: 108
Minor Approach Volume Threshold: 426

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #10 Cornell Road/Agoura Road

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Initial Vol:	1	6	36	13	1	9	13	172	6	22	172	6

Major Street Volume: 392
Minor Approach Volume: 43
Minor Approach Volume Threshold: 469

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Delay Signal Warrant Report

Intersection #11 Roadside Rd/Project Driveway

Future Volume Alternative: Peak Hour Warrant NOT Met

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				
Lanes:	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	86	38		0		0	37		0		0		0		71	0		0		0
ApproachDel:	xxxxxx					xxxxxx					8.7					xxxxxx				

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=71]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=231]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 Roadside Rd/Project Driveway

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 1	0 0	0	0 0	1 0	0	0 0	0 0	1	0 0	0 0	0
Initial Vol:	86	38	0	0	37	0	0	0	71	0	0	0

Major Street Volume: 160
Minor Approach Volume: 71
Minor Approach Volume Threshold: 707

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Delay Signal Warrant Report

Intersection #12 Project Driveway/Agoura Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

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			
Lanes:	0	0	0	0 0	0	0	0	0 1	0	0	2	0 0	0	0	1	1 0
Initial Vol:	0	0	0	0	0	31			0	260		0	0	323		51
ApproachDel:	xxxxxx				9.5				xxxxxx				xxxxxx			

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=31]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=666]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Project Driveway/Agoura Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0	0 0	0	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Initial Vol:	0	0	0	0	0	31	0	260	0	0	323	51

Major Street Volume: 635
Minor Approach Volume: 31
Minor Approach Volume Threshold: 442

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Scenario Report

Scenario:	Opening Yr + Proj PM
Command:	Default Command
Volume:	Exist + Proj PM
Geometry:	Opening Year
Impact Fee:	Default Impact Fee
Trip Generation:	Opening Yr + Proj PM
Trip Distribution:	Cumulative
Paths:	Default Path
Routes:	Default Route
Configuration:	Opening Yr

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 5 Roadside Dr/Agoura Rd	??? / ???	No / No
# 10 Cornell Road/Agoura Road	???	No
# 11 Roadside Rd/Project Driveway	??? / ???	No / No
# 12 Project Driveway/Agoura Rd	??? / ???	No / No

Peak Hour Delay Signal Warrant Report

Intersection #5 Roadside Dr/Agoura Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	1 0	2 0	0	0 0	2 0	1
Initial Vol:	0	0	0	88	0	30	67	391	0	0	368	50
ApproachDel:	xxxxxx			16.8			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=119]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=995]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 Roadside Dr/Agoura Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	2 0	0	0 0	2 0	1
Initial Vol:	0	0	0	88	0	30	67	391	0	0	368	50

Major Street Volume: 877
Minor Approach Volume: 119
Minor Approach Volume Threshold: 330

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #10 Cornell Road/Agoura Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Initial Vol:	3	12	28	13	4	51	28	264	8	38	239	31

Major Street Volume: 607
Minor Approach Volume: 68
Minor Approach Volume Threshold: 352

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Delay Signal Warrant Report

Intersection #11 Roadside Rd/Project Driveway

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 1	0	0	0	0 1	0	0	0 0	1	0	0 0	0
Initial Vol:	92	26	0	0	34	0	0	0	85	0	0	0
ApproachDel:	xxxxxx			xxxxxx			8.7			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=85]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=236]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 Roadside Rd/Project Driveway

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 1	0 0	0	0 0	1 0	0	0 0	0 0	1	0 0	0 0	0
Initial Vol:	92	26	0	0	34	0	0	0	85	0	0	0

Major Street Volume: 151
Minor Approach Volume: 85
Minor Approach Volume Threshold: 723

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Delay Signal Warrant Report

****

Intersection #12 Project Driveway/Agoura Rd

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 0	0 0		0 0 0	0 0		0 0 2	0 0		0 0 1	1 0	
Initial Vol:	0	0	0	0	0	35	0	458	0	0	347	52
ApproachDel:	xxxxxx			9.6			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=35]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=892]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #12 Project Driveway/Agoura Rd

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 0	0 0	0	0 0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Initial Vol:	0	0	0	0	0	35	0	458	0	0	347	52

Major Street Volume: 857
Minor Approach Volume: 35
Minor Approach Volume Threshold: 338

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Scenario Report

Scenario:	Cum + Proj AM
Command:	Default Command
Volume:	Exist + Proj AM
Geometry:	Opening Year
Impact Fee:	Default Impact Fee
Trip Generation:	Cum + Proj AM
Trip Distribution:	Cumulative
Paths:	Default Path
Routes:	Default Route
Configuration:	Opening Yr

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 5 Roadside Dr/Agoura Rd	??? / ???	No / No
# 10 Cornell Road/Agoura Road	???	No
# 11 Roadside Rd/Project Driveway	??? / ???	No / No
# 12 Project Driveway/Agoura Rd	??? / ???	No / No

Peak Hour Delay Signal Warrant Report

Intersection #5 Roadside Dr/Agoura Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	1 0	2 0	0	0 0	2 0	1
Initial Vol:	0	0	0	86	0	22	72	303	0	0	472	51
ApproachDel:	xxxxxx			18.8			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=108]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1007]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 Roadside Dr/Agoura Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	2 0	0	0 0	2 0	1
Initial Vol:	0	0	0	86	0	22	72	303	0	0	472	51

Major Street Volume: 899
Minor Approach Volume: 108
Minor Approach Volume Threshold: 322

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #10 Cornell Road/Agoura Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Initial Vol:	1	6	36	13	1	9	13	277	6	22	268	6

Major Street Volume: 593
Minor Approach Volume: 43
Minor Approach Volume Threshold: 359

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Delay Signal Warrant Report

Intersection #11 Roadside Rd/Project Driveway

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 1	0	0	0 0	1	0	0 0	0	1	0 0	0	0
Initial Vol:	86	38	0	0	37	0	0	0	71	0	0	0
ApproachDel:	xxxxxx			xxxxxx			8.7			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=71]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=231]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 Roadside Rd/Project Driveway

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 1	0	0	0 0	1	0	0 0	0	1	0 0	0	0
Initial Vol:	86	38	0	0	37	0	0	0	71	0	0	0

Major Street Volume: 160
Minor Approach Volume: 71
Minor Approach Volume Threshold: 707

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Delay Signal Warrant Report

Intersection #12 Project Driveway/Agoura Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0	0 0	0	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Initial Vol:	0	0	0	0	0	31	0	374	0	0	443	51
ApproachDel:	xxxxxx			9.9			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=31]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=900]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Project Driveway/Agoura Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0	0 0	0	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Initial Vol:	0	0	0	0	0	31	0	374	0	0	443	51

Major Street Volume: 869
Minor Approach Volume: 31
Minor Approach Volume Threshold: 333

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Scenario Report

Scenario:	Cum + Proj PM
Command:	Default Command
Volume:	Exist + Proj PM
Geometry:	Opening Year
Impact Fee:	Default Impact Fee
Trip Generation:	Cum + Proj PM
Trip Distribution:	Cumulative
Paths:	Default Path
Routes:	Default Route
Configuration:	Opening Yr

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 5 Roadside Dr/Agoura Rd	??? / ???	No / No
# 10 Cornell Road/Agoura Road	???	No
# 11 Roadside Rd/Project Driveway	??? / ???	No / No
# 12 Project Driveway/Agoura Rd	??? / ???	No / No

Peak Hour Delay Signal Warrant Report

Intersection #5 Roadside Dr/Agoura Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	1 0	2 0	0	0 0	2 0	1
Initial Vol:	0	0	0	88	0	30	67	575	0	0	548	50
ApproachDel:	xxxxxx			25.7			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.8]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=119]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1359]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 Roadside Dr/Agoura Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	1 0	2 0	0	0 0	2 0	1
Initial Vol:	0	0	0	88	0	30	67	575	0	0	548	50

Major Street Volume: 1241
Minor Approach Volume: 119
Minor Approach Volume Threshold: 211

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #10 Cornell Road/Agoura Road

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0
Initial Vol:	3	12	28	13	4	51	28	410	8	38	377	31

Major Street Volume: 891
Minor Approach Volume: 68
Minor Approach Volume Threshold: 250

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Delay Signal Warrant Report

Intersection #11 Roadside Rd/Project Driveway

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 1	0 0	0	0 0	1 0	0	0 0	0 0	1	0 0	0 0	0
Initial Vol:	92	26	0	0	34	0	0	0	85	0	0	0
ApproachDel:	xxxxxx			xxxxxx			8.7			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=85]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=236]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 Roadside Rd/Project Driveway

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 1	0 0	0	0 0	1 0	0	0 0	0 0	1	0 0	0 0	0
Initial Vol:	92	26	0	0	34	0	0	0	85	0	0	0

Major Street Volume: 151
Minor Approach Volume: 85
Minor Approach Volume Threshold: 723

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Delay Signal Warrant Report

Intersection #12 Project Driveway/Agoura Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 0	0 0	0	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Initial Vol:	0	0	0	0	0	35	0	642	0	0	527	52
ApproachDel:	xxxxxx			10.3			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=35]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1256]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Project Driveway/Agoura Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0	0 0	0	0 0	0 0	1	0 0	2 0	0	0 0	1 1	0
Initial Vol:	0	0	0	0	0	35	0	642	0	0	527	52

Major Street Volume: 1221
Minor Approach Volume: 35
Minor Approach Volume Threshold: 216

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.