INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Reference 1 - Reyes Adobe Road/Canwood Street
Reference 2 - U.S. Highway 101 Northbound Ramp/Reyes Adobe Road
Reference 3 - U.S. Highway 101 Southbound Ramp/Reyes Adobe Road
Reference 4 - Agoura Road/Reyes Adobe Road
Reference 5 - Agoura Road/Ladyface Circle
Reference 6 - Agoura Road/Roadside Road
Reference 7 - Kanan Road/Canwood Street
Reference 8 - U.S. Highway 101 Northbound Ramp/Canwood Street/Kanan Road
Reference 9 - U.S. Highway 101 Southbound Ramp/Roadside Drive/Kanan Road
Reference 10 - Agoura Road/Kanan Road
Reference 11 - Agoura Road/Cornell Road

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COURTYARD & TOWNPLACE SUITES HOTEL PROJECT - #15068

REF. #01AM

COUNT DATE: 08/27/2015
N/S STREET: REYES ADOBE ROAD
E/W STREET: CANWOOD STREET
TIME PERIOD: A.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	135	514	99	31	837	30	32	18	191	111	8	25
(B) PROJECT:	0	2	0	0	3	0	0	0	0	0	0	0
(C) NEAR TERM - ADDED:	5	20	5	0	28	0	0	0	8	7	0	0

GEOMETRICS: NORTH BOUND LL T TR; SOUTH BOUND L T TR; EAST BOUND LT R; WEST BOUND L TR

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	2	2880	135	135	140	140	0.047	0.047	0.049	0.049
NBT	2	3200	514	516	534	536	0.192 *	0.192 *	0.199 *	0.200 *
NBR	0	0	99	99	104	104	-	-	-	-
SBL	1	1600	31	31	31	31	0.019	0.019	0.019	0.019
SBT	2	3200	837	840	865	868	0.271 *	0.272 *	0.280 *	0.281 *
SBR	0	0	30	30	30	30	-	-	-	-
EBL	0	0	32	32	32	32	-	-	-	-
EBT	1	1600	18	18	18	18	0.031	0.031	0.031	0.031
EBR	1	1600	191	191	199	199	0.119 *	0.119 *	0.124 *	0.124 *
WBL	1	1600	111	111	118	118	0.069 *	0.069 *	0.074 *	0.074 *
WBT	1	1600	8	8	8	8	0.021	0.021	0.021	0.021
WBR	0	0	25	25	25	25	-	-	-	-
CLEARANCE INTERVAL:							0.05 *	0.05 *	0.05 *	0.05 *
INTERSECTION CAPACITY UTILIZATION:							0.70	0.70	0.73	0.73
LEVEL OF SERVICE:							B	B	C	C

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: EXISTING+NEAR-TERM (A+C)
SCENARIO 4: EXISTING+PROJECT+NEAR-TERM (A+B+C)

NOTES:

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COURTYARD & TOWNPLACE SUITES HOTEL PROJECT - #15068

REF. #01PM

COUNT DATE: 08/27/2015
N/S STREET: REYES ADOBE ROAD
E/W STREET: CANWOOD STREET
TIME PERIOD: P.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	170	588	106	25	387	47	56	10	196	112	38	37
(B) PROJECT:	0	3	0	0	3	0	0	0	0	0	0	0
(C) NEAR TERM - ADDED:	6	25	6	0	25	0	0	0	7	8	0	0

GEOMETRICS:	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LL T TR	L T TR	LT R	L TR

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	2	2880	170	170	176	176	0.059	0.059	0.061	0.061
NBT	2	3200	588	591	613	616	0.217 *	0.218 *	0.227 *	0.228 *
NBR	0	0	106	106	112	112	-	-	-	-
SBL	1	1600	25	25	25	25	0.016	0.016	0.016	0.016
SBT	2	3200	387	390	412	415	0.136 *	0.137 *	0.143 *	0.144 *
SBR	0	0	47	47	47	47	-	-	-	-
EBL	0	0	56	56	56	56	-	-	-	-
EBT	1	1600	10	10	10	10	0.041	0.041	0.041	0.041
EBR	1	1600	196	196	203	203	0.123 *	0.123 *	0.127 *	0.127 *
WBL	1	1600	112	112	120	120	0.070 *	0.070 *	0.075 *	0.075 *
WBT	1	1600	38	38	38	38	0.047	0.047	0.047	0.047
WBR	0	0	37	37	37	37	-	-	-	-
					CLEARANCE INTERVAL:		0.05 *	0.05 *	0.05 *	0.05 *
					INTERSECTION CAPACITY UTILIZATION:		0.60	0.60	0.62	0.62
					LEVEL OF SERVICE:		A	A	B	B

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: EXISTING+NEAR-TERM (A+C)
SCENARIO 4: EXISTING+PROJECT+NEAR-TERM (A+B+C)

NOTES:

INTERSECTION CAPACITY UTILIZATION WORKSHEET

REF. #01AM

COURTYARD & TOWNPLACE SUITES HOTEL PROJECT - #15068

COUNT DATE: 08/27/2015
N/S STREET: AGOURA ROAD
E/W STREET: CANWOOD STREET
TIME PERIOD: A.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) CUMULATIVE:	161	612	119	36	994	35	37	21	229	135	9	29
(B) PROJECT:	0	2	0	0	3	0	0	0	0	0	0	0

GEOMETRICS:

NORTH BOUND: LL TTR
SOUTH BOUND: L TTR
EAST BOUND: LT R
WEST BOUND: L TR

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	2	2880	161	161	161	161	0.056	0.056	0.056	0.056
NBT	2	3200	612	614	662	664	0.228 *	0.229 *	0.247 *	0.248 *
NBR	0	0	119	119	129	129	-	-	-	-
SBL	1	1600	36	36	146	146	0.023	0.023	0.091	0.091
SBT	2	3200	994	997	1034	1037	0.322 *	0.323 *	0.350 *	0.351 *
SBR	0	0	35	35	85	85	-	-	-	-
EBL	0	0	37	37	77	77	-	-	-	-
EBT	1	1600	21	21	31	31	0.036	0.036	0.068	0.068
EBR	1	1600	229	229	229	229	0.143 *	0.143 *	0.143 *	0.143 *
WBL	1	1600	135	135	135	135	0.084 *	0.084 *	0.084 *	0.084 *
WBT	1	1600	9	9	39	39	0.024	0.024	0.077	0.077
WBR	0	0	29	29	84	84	-	-	-	-
						CLEARANCE INTERVAL:	0.05 *	0.05 *	0.05 *	0.05 *
						INTERSECTION CAPACITY UTILIZATION:	0.83	0.83	0.87	0.88
						LEVEL OF SERVICE:	D	D	D	D

SCENARIO 1: CUMULATIVE (A)
SCENARIO 2: CUMULATIVE+PROJECT (A+B)

NOTES:

INTERSECTION CAPACITY UTILIZATION WORKSHEET

REF. #01PM

COURTYARD & TOWNPLACE SUITES HOTEL PROJECT - #15068

COUNT DATE: 08/27/2015
N/S STREET: REYES ADOBE ROAD
E/W STREET: CANWOOD STREET
TIME PERIOD: P.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) CUMULATIVE:	202	704	128	25	471	54	65	12	228	137	44	43
(B) PROJECT:	0	3	0	0	3	0	0	0	0	0	0	0

GEOMETRICS:
NORTH BOUND: LL TTR
SOUTH BOUND: L TTR
EAST BOUND: LT R
WEST BOUND: L TR

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	2	2880	202	202	202	202	0.070	0.070	0.070	0.070
NBT	2	3200	704	707	754	757	0.260 *	0.261 *	0.279 *	0.280 *
NBR	0	0	128	128	138	138	-	-	-	-
SBL	1	1600	25	25	135	135	0.016	0.016	0.084	0.084
SBT	2	3200	471	474	511	514	0.164 *	0.165 *	0.192 *	0.193 *
SBR	0	0	54	54	104	104	-	-	-	-
EBL	0	0	65	65	105	105	-	-	-	-
EBT	1	1600	12	12	22	22	0.048	0.048	0.079	0.079
EBR	1	1600	228	228	228	228	0.143 *	0.143 *	0.143 *	0.143 *
WBL	1	1600	137	137	137	137	0.086 *	0.086 *	0.086	0.086
WBT	1	1600	44	44	74	74	0.054	0.054	0.108 *	0.108 *
WBR	0	0	43	43	98	98	-	-	-	-
						CLEARANCE INTERVAL:	0.05 *	0.05 *	0.05 *	0.05 *
						INTERSECTION CAPACITY UTILIZATION:	0.70	0.71	0.77	0.77
						LEVEL OF SERVICE:	B	C	C	C

SCENARIO 1: CUMULATIVE (A)
SCENARIO 2: CUMULATIVE+PROJECT (A+B)

NOTES:

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COURTYARD & TOWNPLACE SUITES HOTEL PROJECT - #15068

REF. #02AM

COUNT DATE: 08/27/2015
N/S STREET: REYES ADODE ROAD
E/W STREET: U.S. HWY 101 NB RAMPS
TIME PERIOD: A.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	75	378	0	0	727	494	0	0	0	333	0	315
(B) PROJECT:	15	2	0	0	3	0	0	0	0	0	0	0
(C) NEAR TERM - ADDED:	8	26	0	0	38	4	0	0	0	8	0	2

GEOMETRICS:	NORTH BOUND LL TT	SOUTH BOUND TTR	EAST BOUND	WEST BOUND LT R

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	2	2880	75	90	83	98	0.026 *	0.031 *	0.029 *	0.034 *
NBT	2	3200	378	380	404	406	0.118	0.119	0.126	0.127
NBR	0	0	0	0	0	0	-	-	-	-
SBL	0	0	0	0	0	0	-	-	-	-
SBT	2	3200	727	730	765	768	0.382 *	0.383 *	0.395 *	0.396 *
SBR	0	0	494	494	498	498	-	-	-	-
EBL	0	0	0	0	0	0	-	-	-	-
EBT	0	0	0	0	0	0	-	-	-	-
EBR	0	0	0	0	0	0	-	-	-	-
WBL	0	0	333	333	341	341	-	-	-	-
WBT	1	1600	0	0	0	0	0.208 *	0.208 *	0.213 *	0.213 *
WBR	1	1600	315	315	317	317	0.197	0.197	0.198	0.198
LOST TIME:							0.05 *	0.05 *	0.05 *	0.05 *
INTERSECTION CAPACITY UTILIZATION:							0.67	0.67	0.69	0.69
LEVEL OF SERVICE:							B	B	B	B

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: EXISTING+NEAR-TERM (A+C)
SCENARIO 4: EXISTING+PROJECT+NEAR-TERM (A+B+C)

NOTES:

INTERSECTION CAPACITY UTILIZATION WORKSHEET

REF. #02PM

COURTYARD & TOWNPLACE SUITES HOTEL PROJECT - #15068

COUNT DATE: 08/27/2015
N/S STREET: REYES ADODE ROAD
E/W STREET: U.S. HWY 101 NB RAMPS
TIME PERIOD: P.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	331	671	0	0	287	340	0	0	0	93	0	318
(B) PROJECT:	20	3	0	0	3	0	0	0	0	0	0	0
(C) NEAR TERM - ADDED:	19	37	0	0	37	2	0	0	0	8	0	2

GEOMETRICS: NORTH BOUND LL TT; SOUTH BOUND TTR; EAST BOUND; WEST BOUND LT R

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	2	2880	331	351	350	370	0.115 *	0.122 *	0.122 *	0.128 *
NBT	2	3200	671	674	708	711	0.210	0.211	0.221	0.222
NBR	0	0	0	0	0	0	-	-	-	-
SBL	0	0	0	0	0	0	-	-	-	-
SBT	2	3200	287	290	324	327	0.196 *	0.197 *	0.208 *	0.209 *
SBR	0	0	340	340	342	342	-	-	-	-
EBL	0	0	0	0	0	0	-	-	-	-
EBT	0	0	0	0	0	0	-	-	-	-
EBR	0	0	0	0	0	0	-	-	-	-
WBL	0	0	93	93	101	101	-	-	-	-
WBT	1	2880	0	0	0	0	0.032	0.032	0.035	0.035
WBR	1	1600	318	318	320	320	0.199 *	0.199 *	0.200 *	0.200 *
						LOST TIME:	0.05 *	0.05 *	0.05 *	0.05 *
						INTERSECTION CAPACITY UTILIZATION:	0.56	0.57	0.58	0.59
						LEVEL OF SERVICE:	A	A	A	A

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: EXISTING+NEAR-TERM (A+C)
SCENARIO 4: EXISTING+PROJECT+NEAR-TERM (A+B+C)

NOTES:

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COURTYARD & TOWNPLACE SUITES HOTEL PROJECT - #15068

REF. #02AM

COUNT DATE: 08/27/2015
N/S STREET: REYES ADODE ROAD
E/W STREET: U.S. HWY 101 NB RAMPS
TIME PERIOD: A.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) CUMULATIVE:	94	462	0	0	877	574	0	0	0	393	0	366
(B) PROJECT:	15	2	0	0	3	0	0	0	0	0	0	0

GEOMETRICS:	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT	T TR		LT R

MOVEMENTS	# OF LANES		SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	2	2880	94	109	94	109	0.033 *	0.038 *	0.033 *	0.038 *
NBT	2	3200	462	464	462	464	0.144	0.145	0.144	0.145
NBR	0	0	0	0	0	0	-	-	-	-
SBL	0	0	0	0	0	0	-	-	-	-
SBT	2	3200	877	880	877	880	0.453 *	0.454 *	0.453 *	0.454 *
SBR	0	0	574	574	574	574	-	-	-	-
EBL	0	0	0	0	0	0	-	-	-	-
EBT	0	0	0	0	0	0	-	-	-	-
EBR	0	0	0	0	0	0	- *	- *	- *	- *
WBL	0	0	393	393	393	393	-	-	-	-
WBT	1	2880	0	0	0	0	0.136	0.136	0.136	0.136
WBR	1	1600	366	366	366	366	0.229 *	0.229 *	0.229 *	0.229 *
						LOST TIME:	0.05 *	0.05 *	0.05 *	0.05 *
						INTERSECTION CAPACITY UTILIZATION:	0.77	0.77	0.77	0.77
						LEVEL OF SERVICE:	C	C	C	C

SCENARIO 1: CUMULATIVE (A)
SCENARIO 2: CUMULATIVE+PROJECT (A+B)

NOTES:

INTERSECTION CAPACITY UTILIZATION WORKSHEET

REF. #02PM

COURTYARD & TOWNPLACE SUITES HOTEL PROJECT - #15068

COUNT DATE: 08/27/2015
N/S STREET: REYES ADODE ROAD
E/W STREET: U.S. HWY 101 NB RAMPS
TIME PERIOD: P.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) CUMULATIVE:	401	811	0	0	368	395	0	0	0	115	0	369
(B) PROJECT:	20	3	0	0	3	0	0	0	0	0	0	0

GEOMETRICS:

NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
LL TT	T TR		LT R

MOVEMENTS	# OF LANES		SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	2	2880	401	421	401	421	0.139 *	0.146 *	0.139 *	0.146 *
NBT	2	3200	811	814	811	814	0.253	0.254	0.253	0.254
NBR	0	0	0	0	0	0	-	-	-	-
SBL	0	0	0	0	0	0	-	-	-	-
SBT	2	3200	368	371	368	371	0.238 *	0.239 *	0.238 *	0.239 *
SBR	0	0	395	395	395	395	-	-	-	-
EBL	0	0	0	0	0	0	-	-	-	-
EBT	0	0	0	0	0	0	-	-	-	-
EBR	0	0	0	0	0	0	- *	- *	- *	- *
WBL	0	0	115	115	115	115	-	-	-	-
WBT	1	2880	0	0	0	0	0.040	0.040	0.040	0.040
WBR	1	1600	369	369	369	369	0.231 *	0.231 *	0.231 *	0.231 *
					LOST TIME:		0.05 *	0.05 *	0.05 *	0.05 *
					INTERSECTION CAPACITY UTILIZATION:		0.66	0.67	0.66	0.67
					LEVEL OF SERVICE:		B	B	B	B

SCENARIO 1: CUMULATIVE (A)
SCENARIO 2: CUMULATIVE+PROJECT (A+B)

NOTES:

INTERSECTION CAPACITY UTILIZATION WORKSHEET

REF. #03AM

COURTYARD & TOWNPLACE SUITES HOTEL PROJECT - #15068

COUNT DATE: 08/27/2015
N/S STREET: REYES ADODE ROAD
E/W STREET: U.S. HWY 101 SB RAMPS (Split-Phased)
TIME PERIOD: A.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	0	150	101	500	565	0	310	2	447	0	0	0
(B) PROJECT:	0	17	0	0	3	0	0	0	21	0	0	0
(C) NEAR TERM - ADDED:	0	31	9	4	46	0	2	0	14	0	0	0

GEOMETRICS: NORTH BOUND TT R; SOUTH BOUND L TT; EAST BOUND L TR; WEST BOUND

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	2	3200	150	167	181	198	0.047	0.052	0.057	0.062
NBR	1	1600	101	101	110	110	0.063 *	0.063 *	0.069 *	0.069 *
SBL	1	1600	500	500	504	504	0.313 *	0.313 *	0.315 *	0.315 *
SBT	2	3200	565	568	611	614	0.177	0.178	0.191	0.192
SBR	0	0	0	0	0	0	-	-	-	-
EBL	1	1600	310	310	312	312	0.194 *	0.194 *	0.195 *	0.195 *
EBT	1	1600	2	2	2	2	0.281	0.294	0.289	0.303
EBR	0	0	447	468	461	482	-	-	-	-
WBL	0	0	0	0	0	0	-	-	-	-
WBT	0	0	0	0	0	0	-	-	-	-
WBR	0	0	0	0	0	0	-	-	-	-
LOST TIME:							0.05 *	0.05 *	0.05 *	0.05 *
INTERSECTION CAPACITY UTILIZATION:							0.62	0.62	0.63	0.63
LEVEL OF SERVICE:							B	B	B	B

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: EXISTING+NEAR-TERM (A+C)
SCENARIO 4: EXISTING+PROJECT+NEAR-TERM (A+B+C)

NOTES:

INTERSECTION CAPACITY UTILIZATION WORKSHEET

REF. #03PM

COURTYARD & TOWNPLACE SUITES HOTEL PROJECT - #15068

COUNT DATE: 08/27/2015
N/S STREET: REYES ADODE ROAD
E/W STREET: U.S. HWY 101 SB RAMPS
TIME PERIOD: P.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	0	596	261	153	224	0	411	5	199	0	0	0
(B) PROJECT:	0	23	0	0	3	0	0	0	21	0	0	0
(C) NEAR TERM - ADDED:	0	53	10	1	41	0	3	0	20	0	0	0

GEOMETRICS: NORTH BOUND TT R; SOUTH BOUND L TT; EAST BOUND L TR; WEST BOUND

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	2	3200	596	619	649	672	0.186 *	0.193 *	0.203 *	0.210 *
NBR	1	1600	261	261	271	271	0.163	0.163	0.169	0.169
SBL	1	1600	153	153	154	154	0.096 *	0.096 *	0.096 *	0.096 *
SBT	2	3200	224	227	265	268	0.070	0.071	0.083	0.084
SBR	0	0	0	0	0	0	-	-	-	-
EBL	1	1600	411	411	414	414	0.257 *	0.257 *	0.259 *	0.259 *
EBT	1	1600	5	5	5	5	0.128	0.141	0.140	0.153
EBR	0	0	199	220	219	240	-	-	-	-
WBL	0	0	0	0	0	0	-	-	-	-
WBT	0	0	0	0	0	0	-	-	-	-
WBR	0	0	0	0	0	0	-	-	-	-
LOST TIME:							0.05 *	0.05 *	0.05 *	0.05 *
INTERSECTION CAPACITY UTILIZATION:							0.59	0.60	0.61	0.62
LEVEL OF SERVICE:							A	A	B	B

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: EXISTING+NEAR-TERM (A+C)
SCENARIO 4: EXISTING+PROJECT+NEAR-TERM (A+B+C)

NOTES:

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COURTYARD & TOWNPLACE SUITES HOTEL PROJECT - #15068

REF. #03AM

COUNT DATE: 08/27/2015
N/S STREET: REYES ADODE ROAD
E/W STREET: U.S. HWY 101 SB RAMPS
TIME PERIOD: A.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) CUMULATIVE:	0	204	125	581	698	0	360	2	519	0	0	0
(B) PROJECT:	0	17	0	0	3	0	0	0	21	0	0	0

GEOMETRICS:	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	TT R	L TT	L TR	

MOVEMENTS	# OF LANES		SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	2	3200	204	221	204	221	0.064 *	0.069 *	0.064 *	0.069 *
NBR	1	1600	125	125	125	125	0.078	0.078	0.078	0.078
SBL	1	1600	581	581	581	581	0.363 *	0.363 *	0.363 *	0.363 *
SBT	2	3200	698	701	698	701	0.218	0.219	0.218	0.219
SBR	0	0	0	0	0	0	-	-	-	-
EBL	1	1600	360	360	360	360	0.225	0.225	0.225	0.225
EBT	1	1600	2	2	2	2	0.326 *	0.339 *	0.326 *	0.339 *
EBR	0	0	519	540	519	540	-	-	-	-
WBL	0	0	0	0	0	0	-	-	-	-
WBT	0	0	0	0	0	0	-	-	-	-
WBR	0	0	0	0	0	0	-	-	-	-
					LOST TIME:		0.05 *	0.05 *	0.05 *	0.05 *
					INTERSECTION CAPACITY UTILIZATION:		0.80	0.82	0.80	0.82
					LEVEL OF SERVICE:		C	D	C	D

SCENARIO 1: CUMULATIVE (A)
SCENARIO 2: CUMULATIVE+PROJECT (A+B)

NOTES:

INTERSECTION CAPACITY UTILIZATION WORKSHEET

REF. #03PM

COURTYARD & TOWNPLACE SUITES HOTEL PROJECT - #15068

COUNT DATE: 08/27/2015
N/S STREET: REYES ADODE ROAD
E/W STREET: U.S. HWY 101 SB RAMPS
TIME PERIOD: P.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) CUMULATIVE:	0	741	311	178	299	0	477	6	250	0	0	0
(B) PROJECT:	0	23	0	0	3	0	0	0	21	0	0	0

GEOMETRICS: NORTH BOUND TT R; SOUTH BOUND LL TT; EAST BOUND L TR; WEST BOUND

MOVEMENTS	# OF LANES		SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	2	3200	741	764	741	764	0.232 *	0.239 *	0.232 *	0.239 *
NBR	1	1600	311	311	311	311	0.194	0.194	0.194	0.194
SBL	1	1600	178	178	178	178	0.111 *	0.111 *	0.111 *	0.111 *
SBT	2	3200	299	302	299	302	0.093	0.094	0.093	0.094
SBR	0	0	0	0	0	0	-	-	-	-
EBL	1	1600	477	477	477	477	0.298 *	0.298 *	0.298 *	0.298 *
EBT	1	1600	6	6	6	6	0.160	0.173	0.160	0.173
EBR	0	0	250	271	250	271	-	-	-	-
WBL	0	0	0	0	0	0	-	-	-	-
WBT	0	0	0	0	0	0	-	-	-	-
WBR	0	0	0	0	0	0	-	-	-	-
					LOST TIME:		0.05 *	0.05 *	0.05 *	0.05 *
					INTERSECTION CAPACITY UTILIZATION:		0.69	0.70	0.69	0.70
					LEVEL OF SERVICE:		B	B	B	B

SCENARIO 1: CUMULATIVE (A)
SCENARIO 2: CUMULATIVE+PROJECT (A+B)

NOTES:

INTERSECTION CAPACITY UTILIZATION WORKSHEET

REF. #04AM

COURTYARD & TOWNPLACE SUITES HOTEL PROJECT - #15068

COUNT DATE: 08/27/2015
N/S STREET: REYES ADODE ROAD
E/W STREET: AGOURA ROAD
TIME PERIOD: A.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	4	3	2	397	33	515	108	134	3	1	136	108
(B) PROJECT:	0	0	0	24	0	0	0	4	0	0	3	17
(C) NEAR TERM - ADDED:	0	0	0	53	0	11	10	43	0	0	33	30

GEOMETRICS:	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TR	L LT R	L T TR	L T TR

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	4	4	4	4	0.003	0.003	0.003	0.003
NBT	1	1600	3	3	3	3	0.003 *	0.003 *	0.003 *	0.003 *
NBR	0	0	2	2	2	2	-	-	-	-
SBL	0	0	397	421	450	474	-	-	-	-
SBT	2	3200	33	33	33	33	0.134	0.142	0.151	0.158
SBR	1	1600	515	515	526	526	0.322 *	0.322 *	0.329 *	0.329 *
EBL	1	1600	108	108	118	118	0.068 *	0.068 *	0.074 *	0.074 *
EBT	2	3200	134	138	177	181	0.043	0.044	0.056	0.058
EBR	0	0	3	3	3	3	-	-	-	-
WBL	1	1600	1	1	1	1	0.001	0.001	0.001	0.001
WBT	2	3200	136	139	169	172	0.076 *	0.083 *	0.096 *	0.102 *
WBR	0	0	108	125	138	155	-	-	-	-
					LOST TIME:		0.05 *	0.05 *	0.05 *	0.05 *
					INTERSECTION CAPACITY UTILIZATION:		0.52	0.53	0.55	0.56
					LEVEL OF SERVICE:		A	A	A	A

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: EXISTING+NEAR-TERM (A+C)
SCENARIO 4: EXISTING+PROJECT+NEAR-TERM (A+B+C)

NOTES:

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COURTYARD & TOWNPLACE SUITES HOTEL PROJECT - #15068

REF. #04PM

COUNT DATE: 08/27/2015
N/S STREET: REYES ADODE ROAD
E/W STREET: AGOURA ROAD
TIME PERIOD: P.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	12	25	10	257	20	97	289	281	3	3	415	496
(B) PROJECT:	0	0	0	24	0	0	0	4	0	0	3	23
(C) NEAR TERM - ADDED:	0	0	0	47	0	9	11	44	0	0	46	52

GEOMETRICS: NORTH BOUND L TR; SOUTH BOUND L LT R; EAST BOUND L T TR; WEST BOUND L T TR

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	12	12	12	12	0.008	0.008	0.008	0.008
NBT	1	1600	25	25	25	25	0.022 *	0.022 *	0.022 *	0.022 *
NBR	0	0	10	10	10	10	-	-	-	-
SBL	0	0	257	281	304	328	-	-	-	-
SBT	2	3200	20	20	20	20	0.087 *	0.094 *	0.101 *	0.109 *
SBR	1	1600	97	97	106	106	0.061	0.061	0.066	0.066
EBL	1	1600	289	289	300	300	0.181 *	0.181 *	0.188 *	0.188 *
EBT	2	3200	281	285	325	329	0.089	0.090	0.103	0.104
EBR	0	0	3	3	3	3	-	-	-	-
WBL	1	1600	3	3	3	3	0.002	0.002	0.002	0.002
WBT	2	3200	415	418	461	464	0.285 *	0.293 *	0.315 *	0.323 *
WBR	0	0	496	519	548	571	-	-	-	-
					LOST TIME:		0.05 *	0.05 *	0.05 *	0.05 *
					INTERSECTION CAPACITY UTILIZATION:		0.63	0.64	0.68	0.69
					LEVEL OF SERVICE:		B	B	B	B

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: EXISTING+NEAR-TERM (A+C)
SCENARIO 4: EXISTING+PROJECT+NEAR-TERM (A+B+C)

NOTES:

INTERSECTION CAPACITY UTILIZATION WORKSHEET

REF. #04AM

COURTYARD & TOWNPLACE SUITES HOTEL PROJECT - #15068

COUNT DATE: 08/27/2015
N/S STREET: REYES ADOBE ROAD
E/W STREET: AGOURA ROAD
TIME PERIOD: A.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) CUMULATIVE:	4	3	2	511	33	605	134	198	3	1	190	154
(B) PROJECT:	0	0	0	24	0	0	0	4	0	0	3	17

GEOMETRICS:	NORTH BOUND L TR	SOUTH BOUND L LT R	EAST BOUND L T TR	WEST BOUND L T TR

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	4	4	4	4	0.003	0.003	0.003	0.003
NBT	1	1600	3	3	3	3	0.003 *	0.003 *	0.009 *	0.009 *
NBR	0	0	2	2	12	12	-	-	-	-
SBL	0	0	511	535	511	535	-	-	-	-
SBT	2	3200	33	33	33	33	0.170	0.178	0.170	0.178
SBR	1	1600	605	605	605	605	0.378 *	0.378 *	0.378 *	0.378 *
EBL	1	1600	134	134	134	134	0.084 *	0.084 *	0.084 *	0.084 *
EBT	2	3200	198	202	198	202	0.063	0.064	0.063	0.064
EBR	0	0	3	3	3	3	-	-	-	-
WBL	1	1600	1	1	1	1	0.001	0.001	0.001	0.001
WBT	2	3200	190	193	190	193	0.108 *	0.114 *	0.108 *	0.114 *
WBR	0	0	154	171	154	171	-	-	-	-
					CLEARANCE INTERVAL:		0.05 *	0.05 *	0.05 *	0.05 *
					INTERSECTION CAPACITY UTILIZATION:		0.62	0.63	0.63	0.64
					LEVEL OF SERVICE:		B	B	B	B

SCENARIO 1: CUMULATIVE (A)
SCENARIO 2: CUMULATIVE+PROJECT (A+B)

NOTES:

REF. #04PM

COURTYARD & TOWNPLACE SUITES HOTEL PROJECT - #15068

COUNT DATE: 08/27/2015
N/S STREET: REYES ADOBE ROAD
E/W STREET: AGOURA ROAD
TIME PERIOD: P.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) CUMULATIVE:	12	25	10	343	20	121	345	368	3	3	525	624
(B) PROJECT:	0	0	0	24	0	0	0	4	0	0	3	23

GEOMETRICS: NORTH BOUND L TR; SOUTH BOUND L LT R; EAST BOUND L T TR; WEST BOUND L T TR

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	12	12	12	12	0.008	0.008	0.008	0.008
NBT	1	1600	25	25	25	25	0.022 *	0.022 *	0.022 *	0.022 *
NBR	0	0	10	10	10	10	-	-	-	-
SBL	0	0	343	367	343	367	-	-	-	-
SBT	2	3200	20	20	20	20	0.113 *	0.121 *	0.113 *	0.121 *
SBR	1	1600	121	121	121	121	0.076	0.076	0.076	0.076
EBL	1	1600	345	345	345	345	0.216 *	0.216 *	0.216 *	0.216 *
EBT	2	3200	368	372	368	372	0.116	0.117	0.116	0.117
EBR	0	0	3	3	3	3	-	-	-	-
WBL	1	1600	3	3	3	3	0.002	0.002	0.002	0.002
WBT	2	3200	525	528	525	528	0.359 *	0.367 *	0.359 *	0.367 *
WBR	0	0	624	647	624	647	-	-	-	-
		CLEARANCE INTERVAL:					0.05 *	0.05 *	0.05 *	0.05 *
		INTERSECTION CAPACITY UTILIZATION:					0.76	0.78	0.76	0.78
		LEVEL OF SERVICE:					C	C	C	C

SCENARIO 1: CUMULATIVE (A)
SCENARIO 2: CUMULATIVE+PROJECT (A+B)

NOTES:

INTERSECTION CAPACITY UTILIZATION WORKSHEET

REF. #05AM

COURTYARD & TOWNPLACE SUITES HOTEL PROJECT - #15068

COUNT DATE: 08/27/2015
N/S STREET: LADYFACE CIRCLE
E/W STREET: AGOURA ROAD
TIME PERIOD: A.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	7	1	6	2	0	1	84	231	104	46	211	5
(B) PROJECT:	0	0	0	0	0	0	0	28	0	0	20	0
(C) NEAR TERM - ADDED:	0	0	0	0	0	0	1	89	1	0	62	0

GEOMETRICS: NORTH BOUND L TR; SOUTH BOUND LTR; EAST BOUND L T TR; WEST BOUND L T TR

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	7	7	7	7	0.004 *	0.004 *	0.004 *	0.004 *
NBT	1	1600	1	1	1	1	0.004	0.004	0.004	0.004
NBR	0	0	6	6	6	6	-	-	-	-
SBL	0	0	2	2	2	2	-	-	-	-
SBT	1	1600	0	0	0	0	0.002 *	0.002 *	0.002 *	0.002 *
SBR	0	0	1	1	1	1	-	-	-	-
EBL	1	1600	84	84	85	85	0.053 *	0.053	0.053	0.053
EBT	2	3200	231	259	320	348	0.105	0.113 *	0.133 *	0.142 *
EBR	0	0	104	104	105	105	-	-	-	-
WBL	1	1600	46	46	46	46	0.029	0.029 *	0.029 *	0.029 *
WBT	2	3200	211	231	273	293	0.068 *	0.074	0.087	0.093
WBR	0	0	5	5	5	5	-	-	-	-
						LOST TIME:	0.05 *	0.05 *	0.05 *	0.05 *
						INTERSECTION CAPACITY UTILIZATION:	0.18	0.20	0.22	0.23
						LEVEL OF SERVICE:	A	A	A	A

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: EXISTING+NEAR-TERM (A+C)
SCENARIO 4: EXISTING+PROJECT+NEAR-TERM (A+B+C)

NOTES:

INTERSECTION CAPACITY UTILIZATION WORKSHEET

REF. #05PM

COURTYARD & TOWNPLACE SUITES HOTEL PROJECT - #15068

COUNT DATE: 08/27/2015
N/S STREET: LADYFACE CIRCLE
E/W STREET: AGOURA ROAD
TIME PERIOD: P.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	131	0	70	22	0	1	10	286	23	15	371	1
(B) PROJECT:	0	0	0	0	0	0	0	28	0	0	26	0
(C) NEAR TERM - ADDED:	1	0	0	0	0	0	0	95	0	0	94	0

GEOMETRICS: NORTH BOUND L TR; SOUTH BOUND LTR; EAST BOUND L T TR; WEST BOUND L T TR

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	131	131	132	132	0.082 *	0.082 *	0.083 *	0.083 *
NBT	1	1600	0	0	0	0	0.044	0.044	0.044	0.044
NBR	0	0	70	70	70	70	-	-	-	-
SBL	0	0	22	22	22	22	-	-	-	-
SBT	1	1600	0	0	0	0	0.014 *	0.014 *	0.014 *	0.014 *
SBR	0	0	1	1	1	1	-	-	-	-
EBL	1	1600	10	10	10	10	0.006 *	0.006 *	0.006 *	0.006 *
EBT	2	3200	286	314	381	409	0.097	0.105	0.126	0.135
EBR	0	0	23	23	23	23	-	-	-	-
WBL	1	1600	15	15	15	15	0.009	0.009	0.009	0.009
WBT	2	3200	371	397	465	491	0.116 *	0.124 *	0.146 *	0.154 *
WBR	0	0	1	1	1	1	-	-	-	-
						LOST TIME:	0.05 *	0.05 *	0.05 *	0.05 *
						INTERSECTION CAPACITY UTILIZATION:	0.27	0.28	0.30	0.31
						LEVEL OF SERVICE:	A	A	A	A

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: EXISTING+NEAR-TERM (A+C)
SCENARIO 4: EXISTING+PROJECT+NEAR-TERM (A+B+C)

NOTES:

INTERSECTION CAPACITY UTILIZATION WORKSHEET

REF. #05AM

COURTYARD & TOWNPLACE SUITES HOTEL PROJECT - #15068

COUNT DATE: 08/27/2015
N/S STREET: LADYFACE CIRCLE
E/W STREET: AGOURA ROAD
TIME PERIOD: A.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) CUMULATIVE:	7	1	6	2	0	1	84	355	104	46	306	5
(B) PROJECT:	0	0	0	0	0	0	0	28	0	0	20	0

GEOMETRICS: NORTH BOUND L TR; SOUTH BOUND L LT R; EAST BOUND L T TR; WEST BOUND L T TR

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	7	7	7	7	0.004 *	0.004 *	0.004 *	0.004 *
NBT	1	1600	1	1	1	1	0.004	0.004	0.004	0.004
NBR	0	0	6	6	6	6	-	-	-	-
SBL	0	0	2	2	2	2	-	-	-	-
SBT	1	1600	0	0	0	0	0.002 *	0.002 *	0.002 *	0.002 *
SBR	0	0	1	1	1	1	-	-	-	-
EBL	1	1600	84	84	84	84	0.053	0.053	0.053	0.053
EBT	2	3200	355	383	355	383	0.143 *	0.152 *	0.143 *	0.152 *
EBR	0	0	104	104	104	104	-	-	-	-
WBL	1	1600	46	46	46	46	0.029 *	0.029 *	0.029 *	0.029 *
WBT	2	3200	306	326	306	326	0.097	0.103	0.097	0.103
WBR	0	0	5	5	5	5	-	-	-	-
					CLEARANCE INTERVAL:		0.05 *	0.05 *	0.05 *	0.05 *
					INTERSECTION CAPACITY UTILIZATION:		0.23	0.24	0.23	0.24
					LEVEL OF SERVICE:		A	A	A	A

SCENARIO 1: CUMULATIVE (A)
SCENARIO 2: CUMULATIVE+PROJECT (A+B)

NOTES:

INTERSECTION CAPACITY UTILIZATION WORKSHEET

REF. #05PM

COURTYARD & TOWNPLACE SUITES HOTEL PROJECT - #15068

COUNT DATE: 08/27/2015
N/S STREET: LADYFACE CIRCLE
E/W STREET: AGOURA ROAD
TIME PERIOD: P.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) CUMULATIVE:	131	0	70	22	0	1	10	425	23	15	522	1
(B) PROJECT:	0	0	0	0	0	0	0	28	0	0	26	0

GEOMETRICS: NORTH BOUND L TR; SOUTH BOUND L LT R; EAST BOUND L T TR; WEST BOUND L T TR

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	131	131	131	131	0.082 *	0.082 *	0.082 *	0.082 *
NBT	1	1600	0	0	0	0	0.044	0.044	0.044	0.044
NBR	0	0	70	70	70	70	-	-	-	-
SBL	0	0	22	22	22	22	-	-	-	-
SBT	1	1600	0	0	0	0	0.014 *	0.014 *	0.014 *	0.014 *
SBR	0	0	1	1	1	1	-	-	-	-
EBL	1	1600	10	10	10	10	0.006 *	0.006 *	0.006 *	0.006 *
EBT	2	3200	425	453	425	453	0.140	0.149	0.140	0.149
EBR	0	0	23	23	23	23	-	-	-	-
WBL	1	1600	15	15	15	15	0.009	0.009	0.009	0.009
WBT	2	3200	522	548	522	548	0.163 *	0.172 *	0.163 *	0.172 *
WBR	0	0	1	1	1	1	-	-	-	-
CLEARANCE INTERVAL:							0.05 *	0.05 *	0.05 *	0.05 *
INTERSECTION CAPACITY UTILIZATION:							0.32	0.32	0.32	0.32
LEVEL OF SERVICE:							A	A	A	A

SCENARIO 1: CUMULATIVE (A)
SCENARIO 2: CUMULATIVE+PROJECT (A+B)

NOTES:

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	Darryl F. Nelson	Intersection	Agoura Rd./Roadside Rd.
Agency/Co.	ATE	Jurisdiction	City of Agoura Hills
Date Performed	8/27/2015	Analysis Year	Existing Conditions
Analysis Time Period	A.M. Peak Hour		

Project Description: Courtyard & Townplace Suites Hotel Project - #15068

East/West Street: Agoura Road | North/South Street: Roadside Road

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	8	153			318	24
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	8	153	0	0	318	24
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				12		16
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	12	0	16
Percent Heavy Vehicles	0	0	0	2	0	2
Percent Grade (%)	0				0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	8						28	
C (m) (veh/h)	1217						619	
v/c	0.01						0.05	
95% queue length	0.02						0.14	
Control Delay (s/veh)	8.0						11.1	
LOS	A						B	
Approach Delay (s/veh)	--	--					11.1	
Approach LOS	--	--					B	

Average Weighted Delay = 10.4 sec. LOS B

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	Darryl F. Nelson	Intersection	Agoura Rd./Roadside Rd.
Agency/Co.	ATE	Jurisdiction	City of Agoura Hills
Date Performed	8/27/2015	Analysis Year	Existing Conditions
Analysis Time Period	P.M. Peak Hour		

Project Description: Courtyard & Townplace Suites Hotel Project - #15068

East/West Street: Agoura Road | North/South Street: Roadside Road

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	15	403			301	12
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	15	403	0	0	301	12
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				22		12
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	22	0	12
Percent Heavy Vehicles	0	0	0	2	0	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	15						34	
C (m) (veh/h)	1247						457	
v/c	0.01						0.07	
95% queue length	0.04						0.24	
Control Delay (s/veh)	7.9						13.5	
LOS	A						B	
Approach Delay (s/veh)	--	--					13.5	
Approach LOS	--	--					B	

Average Weighted Delay = 11.8 sec. LOS B

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	Darryl F. Nelson
Agency/Co.	ATE
Date Performed	8/27/2015
Analysis Time Period	A.M. Peak Hour

Site Information

Intersection	Agoura Rd./Roadside Rd.
Jurisdiction	City of Agoura Hills
Analysis Year	Existing + Project

Project Description: Courtyard & Townplace Suites Hotel Project - #15068

East/West Street: Agoura Road | North/South Street: Roadside Road

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	36	153			360	24
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	36	153	0	0	360	24
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				41		16
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	41	0	16
Percent Heavy Vehicles	0	0	0	2	0	2
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (veh/h)	36						57	
C (m) (veh/h)	1171						607	
v/c	0.03						0.09	
95% queue length	0.10						0.31	
Control Delay (s/veh)	8.2						11.5	
LOS	A						B	
Approach Delay (s/veh)	--	--					11.5	
Approach LOS	--	--					B	

Average Weighted Delay = 10.2 sec. LOS B

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	Darryl F. Nelson	Intersection	Agoura Rd./Roadside Rd.
Agency/Co.	ATE	Jurisdiction	City of Agoura Hills
Date Performed	8/27/2015	Analysis Year	Existing + Project
Analysis Time Period	P.M. Peak Hour		

Project Description: Courtyard & Townplace Suites Hotel Project - #15068

East/West Street: Agoura Road | North/South Street: Roadside Road

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	43	403			342	12
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	43	403	0	0	342	12
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				62		12
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	62	0	12
Percent Heavy Vehicles	0	0	0	2	0	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (veh/h)	43						74	
C (m) (veh/h)	1201						536	
v/c	0.04						0.14	
95% queue length	0.11						0.48	
Control Delay (s/veh)	8.1						12.8	
LOS	A						B	
Approach Delay (s/veh)	--	--					12.8	
Approach LOS	--	--					B	

Average Weighted Delay = 11.1 sec. LOS B

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	Darryl F. Nelson	Intersection	Agoura Rd./Roadside Rd.
Agency/Co.	ATE	Jurisdiction	City of Agoura Hills
Date Performed	8/27/2015	Analysis Year	Near-Terrm Conditions
Analysis Time Period	A.M. Peak Hour		

Project Description: Courtyard & Townplace Suites Hotel Project - #15068

East/West Street: Agoura Road | North/South Street: Roadside Road

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	54	184			401	51
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	54	184	0	0	401	51
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				62		28
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	62	0	28
Percent Heavy Vehicles	0	0	0	2	0	2
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (veh/h)	54						90	
C (m) (veh/h)	1105						555	
v/c	0.05						0.16	
95% queue length	0.15						0.57	
Control Delay (s/veh)	8.4						12.7	
LOS	A						B	
Approach Delay (s/veh)	--	--				12.7		
Approach LOS	--	--				B		

Average Weighted Delay = 11.1 sec. LOS B

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	Darryl F. Nelson	Intersection	Agoura Rd./Roadside Rd.
Agency/Co.	ATE	Jurisdiction	City of Agoura Hills
Date Performed	8/27/2015	Analysis Year	Near-Terrm Conditions
Analysis Time Period	P.M. Peak Hour		

Project Description: Courtyard & Townplace Suites Hotel Project - #15068

East/West Street: Agoura Road | North/South Street: Roadside Road

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	69	453			381	44
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	69	453	0	0	381	44
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				85		27
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	85	0	27
Percent Heavy Vehicles	0	0	0	2	0	2
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (veh/h)	69						112	
C (m) (veh/h)	1131						489	
v/c	0.06						0.23	
95% queue length	0.19						0.88	
Control Delay (s/veh)	8.4						14.5	
LOS	A						B	
Approach Delay (s/veh)	--	--					14.5	
Approach LOS	--	--					B	

Average Weighted Delay = 12.2 sec. LOS B

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	Darryl F. Nelson
Agency/Co.	ATE
Date Performed	8/27/2015
Analysis Time Period	A.M. Peak Hour

Site Information

Intersection	Agoura Rd./Roadside Rd.
Jurisdiction	City of Agoura Hills
Analysis Year	Near-Terrm + Project

Project Description: Courtyard & Townplace Suites Hotel Project - #15068

East/West Street: Agoura Road | North/South Street: Roadside Road

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	82	184			443	51
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	82	184	0	0	443	51
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				91		28
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	91	0	28
Percent Heavy Vehicles	0	0	0	2	0	2
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (veh/h)	82						119	
C (m) (veh/h)	1066						492	
v/c	0.08						0.24	
95% queue length	0.25						0.94	
Control Delay (s/veh)	8.7						14.6	
LOS	A						B	
Approach Delay (s/veh)	--	--					14.6	
Approach LOS	--	--					B	

Average Weighted Delay = 12.2 sec. LOS B

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Darryl F. Nelson*	Intersection	*Agoura Rd./Roadside Rd.*
Agency/Co.	*ATE*	Jurisdiction	*City of Agoura Hills*
Date Performed	*8/27/2015*	Analysis Year	*Near-Terrm + Project*
Analysis Time Period	*P.M. Peak Hour*		

Project Description *Courtyard & Townplace Suites Hotel Project - #15068*

East/West Street: *Agoura Road* | North/South Street: *Roadside Road*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*97*	*453*			*422*	*44*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*97*	*453*	*0*	*0*	*422*	*44*
Percent Heavy Vehicles	*2*	--	--	*0*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*0*	*0*	*2*	*0*
Configuration	*L*	*T*			*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*125*		*27*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*125*	*0*	*27*
Percent Heavy Vehicles	*0*	*0*	*0*	*2*	*0*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*						*LR*	
v (veh/h)	*97*						*152*	
C (m) (veh/h)	*1092*						*430*	
v/c	*0.09*						*0.35*	
95% queue length	*0.29*						*1.57*	
Control Delay (s/veh)	*8.6*						*17.9*	
LOS	*A*						*C*	
Approach Delay (s/veh)	--	--					*17.9*	
Approach LOS	--	--					*C*	

Average weighted Delay = 14.3 sec. | LOS B

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	Darryl F. Nelson	Intersection	Agoura Rd./Roadside Rd.
Agency/Co.	ATE	Jurisdiction	City of Agoura Hills
Date Performed	8/27/2015	Analysis Year	Cumulative Conditions
Analysis Time Period	A.M. Peak Hour		

Project Description: Courtyard & Townplace Suites Hotel Project - #15068

East/West Street: Agoura Road | North/South Street: Roadside Road

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	54	208			450	51
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	54	208	0	0	450	51
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				62		28
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	62	0	28
Percent Heavy Vehicles	0	0	0	2	0	2
Percent Grade (%)	0				0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (veh/h)	54						90	
C (m) (veh/h)	1059						531	
v/c	0.05						0.17	
95% queue length	0.16						0.61	
Control Delay (s/veh)	8.6						13.2	
LOS	A						B	
Approach Delay (s/veh)	--	--					13.2	
Approach LOS	--	--					B	

Average Weighted Delay = 11.5 sec. LOS B

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	Darryl F. Nelson	Intersection	Agoura Rd./Roadside Rd.
Agency/Co.	ATE	Jurisdiction	City of Agoura Hills
Date Performed	8/27/2015	Analysis Year	Cumulative Conditions
Analysis Time Period	P.M. Peak Hour		

Project Description: Courtyard & Townplace Suites Hotel Project - #15068

East/West Street: Agoura Road | North/South Street: Roadside Road

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	69	515			428	44
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	69	515	0	0	428	44
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				85		27
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	85	0	27
Percent Heavy Vehicles	0	0	0	2	0	2
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (veh/h)	69						112	
C (m) (veh/h)	1086						462	
v/c	0.06						0.24	
95% queue length	0.20						0.94	
Control Delay (s/veh)	8.5						15.3	
LOS	A						C	
Approach Delay (s/veh)	--	--				15.3		
Approach LOS	--	--				C		

Average Weighted Delay = 12.7 sec. LOS B

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	Darryl F. Nelson	Intersection	Agoura Rd./Roadside Rd.
Agency/Co.	ATE	Jurisdiction	City of Agoura Hills
Date Performed	8/27/2015	Analysis Year	Cumulative + Project
Analysis Time Period	A.M. Peak Hour		

Project Description: Courtyard & Townplace Suites Hotel Project - #15068

East/West Street: Agoura Road | North/South Street: Roadside Road

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	82	208			492	51
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	82	208	0	0	492	51
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				91		28
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	91	0	28
Percent Heavy Vehicles	0	0	0	2	0	2
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (veh/h)	82						119	
C (m) (veh/h)	1022						469	
v/c	0.08						0.25	
95% queue length	0.26						1.00	
Control Delay (s/veh)	8.8						15.3	
LOS	A						C	
Approach Delay (s/veh)	--	--				15.3		
Approach LOS	--	--				C		

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Average Weighted Delay = 12.6 sec. LOS B

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	Darryl F. Nelson	Intersection	Agoura Rd./Roadside Rd.
Agency/Co.	ATE	Jurisdiction	City of Agoura Hills
Date Performed	8/27/2015	Analysis Year	Cumulative + Project
Analysis Time Period	P.M. Peak Hour		

Project Description: Courtyard & Townplace Suites Hotel Project - #15068

East/West Street: Agoura Road | North/South Street: Roadside Road

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	97	515			469	44
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	97	515	0	0	469	44
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				154		27
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	154	0	27
Percent Heavy Vehicles	0	0	0	2	0	2
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (veh/h)	97						181	
C (m) (veh/h)	1049						399	
v/c	0.09						0.45	
95% queue length	0.30						2.30	
Control Delay (s/veh)	8.8						21.3	
LOS	A						C	
Approach Delay (s/veh)	--	--				21.3		
Approach LOS	--	--				C		

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Average Weighted Delay = 16.9 sec. LOS C

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COURTYARD & TOWNPLACE SUITES HOTEL PROJECT - #15068

REF. #07AM

COUNT DATE: 08/27/2015
N/S STREET: KANAN ROAD
E/W STREET: CANWOOD STREET
TIME PERIOD: A.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	0	1190	241	209	1649	0	0	0	0	265	0	122
(B) PROJECT:	0	1	0	0	2	0	0	0	0	0	0	0
(C) NEAR TERM - ADDED:	0	37	62	11	56	0	0	0	0	18	0	4

GEOMETRICS: NORTH BOUND T T R; SOUTH BOUND LL TTT; EAST BOUND; WEST BOUND L L R

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	2	3200	1190	1191	1227	1228	0.372 *	0.372 *	0.383 *	0.384 *
NBR	1	1600	241	241	303	303	0.151	0.151	0.189	0.189
SBL	2	2880	209	209	220	220	0.073 *	0.073 *	0.076 *	0.076 *
SBT	3	4800	1649	1651	1705	1707	0.344	0.344	0.355	0.356
SBR	0	0	0	0	0	0	-	-	-	-
EBL	0	0	0	0	0	0	-	-	-	-
EBT	0	0	0	0	0	0	-	-	-	-
EBR	0	0	0	0	0	0	-	-	-	-
WBL	2	2880	265	265	283	283	0.092 *	0.092 *	0.098 *	0.098 *
WBT	0	0	0	0	0	0	-	-	-	-
WBR	1	1600	18	18	15	15	0.011	0.011	0.009	0.009
LOST TIME:							0.05 *	0.05 *	0.05 *	0.05 *
INTERSECTION CAPACITY UTILIZATION:							0.59	0.59	0.61	0.61
LEVEL OF SERVICE:							A	A	B	B

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: EXISTING+NEAR-TERM (A+C)
SCENARIO 4: EXISTING+PROJECT+NEAR-TERM (A+B+C)

NOTES: Westbound Right-turn Overlap with Southbound Left-turn.

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COURTYARD & TOWNPLACE SUITES HOTEL PROJECT - #15068

REF. #07PM

COUNT DATE: 08/27/2015
N/S STREET: KANAN ROAD
E/W STREET: CANWOOD STREET
TIME PERIOD: P.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	0	1399	313	201	941	0	0	0	0	376	0	305
(B) PROJECT:	0	2	0	0	2	0	0	0	0	0	0	0
(C) NEAR TERM - ADDED:	0	52	24	5	51	0	0	0	0	75	0	14

GEOMETRICS: NORTH BOUND T T R; SOUTH BOUND LL TTT; EAST BOUND; WEST BOUND L L R

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	2	3200	1399	1401	1451	1453	0.437 *	0.438 *	0.453 *	0.454 *
NBR	1	1600	313	313	337	337	0.196	0.196	0.211	0.211
SBL	2	2880	201	201	206	206	0.070 *	0.070 *	0.072 *	0.072 *
SBT	3	4800	941	943	992	994	0.196	0.196	0.207	0.207
SBR	0	0	0	0	0	0	-	-	-	-
EBL	0	0	0	0	0	0	-	-	-	-
EBT	0	0	0	0	0	0	-	-	-	-
EBR	0	0	0	0	0	0	-	-	-	-
WBL	2	2880	376	376	451	451	0.131	0.131	0.157	0.157
WBT	0	0	0	0	0	0	-	-	-	-
WBR	1	1600	205	205	217	217	0.128 *	0.128 *	0.136 *	0.136 *
					LOST TIME:		0.05 *	0.05 *	0.05 *	0.05 *
					INTERSECTION CAPACITY UTILIZATION:		0.69	0.69	0.71	0.71
					LEVEL OF SERVICE:		B	B	C	C

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: EXISTING+NEAR-TERM (A+C)
SCENARIO 4: EXISTING+PROJECT+NEAR-TERM (A+B+C)

NOTES: Westbound Right-turn Overlap with Southbound Left-turn.

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COURTYARD & TOWNPLACE SUITES HOTEL PROJECT - #15068 REF. #07AM

COUNT DATE: 08/27/2015
N/S STREET: KANAN ROAD
E/W STREET: CANWOOD STREET
TIME PERIOD: A.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) CUMULATIVE:	0	1410	340	253	1959	0	0	0	0	324	0	145
(B) PROJECT:	0	1	0	0	2	0	0	0	0	0	0	0

GEOMETRICS: NORTH BOUND T T R; SOUTH BOUND LL TTT; EAST BOUND; WEST BOUND L L R

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	2	3200	1410	1411	1410	1411	0.441 *	0.441 *	0.441	0.441
NBR	1	1600	340	340	340	340	0.213	0.213	0.213	0.213
SBL	2	2880	253	253	253	253	0.088 *	0.088 *	0.088	0.088
SBT	3	4800	1959	1961	1959	1961	0.408	0.409	0.408	0.409
SBR	0	0	0	0	0	0	-	-	-	-
EBL	0	0	0	0	0	0	- *	-	-	-
EBT	0	0	0	0	0	0	-	- *	-	-
EBR	0	0	0	0	0	0	-	-	-	-
WBL	2	2880	324	324	324	324	0.113 *	0.113 *	0.113	0.113
WBT	0	0	0	0	0	0	-	-	-	-
WBR	1	1600	19	19	145	145	0.012	0.012	0.091	0.091
CLEARANCE INTERVAL:							0.05 *	0.05 *	0.05 *	0.05 *
INTERSECTION CAPACITY UTILIZATION:							0.69	0.69	0.05	0.05
LEVEL OF SERVICE:							B	B	A	A

SCENARIO 1: CUMULATIVE (A)
SCENARIO 2: CUMULATIVE+PROJECT (A+B)

NOTES:

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COURTYARD & TOWNPLACE SUITES HOTEL PROJECT - #15068 REF. #07PM

COUNT DATE: 08/27/2015
N/S STREET: KANAN ROAD
E/W STREET: CANWOOD STREET
TIME PERIOD: P.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) CUMULATIVE:	0	1666	385	237	1137	0	0	0	0	509	0	366
(B) PROJECT:	0	2	0	0	2	0	0	0	0	0	0	0

GEOMETRICS: NORTH BOUND T T R; SOUTH BOUND LL TTT; EAST BOUND; WEST BOUND L L R

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	2	3200	1666	1668	1666	1668	0.521 *	0.521 *	0.521	0.521
NBR	1	1600	385	385	385	385	0.241	0.241	0.241	0.241
SBL	2	2880	237	237	237	237	0.082 *	0.082 *	0.082	0.082
SBT	3	4800	1137	1139	1137	1139	0.237	0.237	0.237	0.237
SBR	0	0	0	0	0	0	-	-	-	-
EBL	0	0	0	0	0	0	- *	-	-	-
EBT	0	0	0	0	0	0	-	- *	-	-
EBR	0	0	0	0	0	0	-	-	-	-
WBL	2	2880	509	509	509	509	0.177 *	0.177 *	0.177	0.177
WBT	0	0	0	0	0	0	-	-	-	-
WBR	1	1600	248	248	366	366	0.155	0.155	0.229	0.229
						CLEARANCE INTERVAL:	0.05 *	0.05 *	0.05 *	0.05 *
						INTERSECTION CAPACITY UTILIZATION:	0.83	0.83	0.05	0.05
						LEVEL OF SERVICE:	D	D	A	A

SCENARIO 1: CUMULATIVE (A)
SCENARIO 2: CUMULATIVE+PROJECT (A+B)

NOTES:

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COURTYARD & TOWNPLACE SUITES HOTEL PROJECT - #15068

REF. #08AM

COUNT DATE: 03/06/2013

N/S STREET: KANAN ROAD

E/W STREET: CANWOOD STREET/U.S. HWY 101 NB RAMPS (Split-Phased)

TIME PERIOD: A.M. PEAK HOUR

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	60	711	289	0	1331	40	51	0	128	506	107	686
(B) PROJECT:	0	1	0	0	2	0	35	0	0	0	0	0
(C) NEAR TERM - ADDED:	4	87	50	0	69	0	0	0	7	35	1	11

GEOMETRICS:	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT R	TTT R	L R	L LT R R

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	60	60	64	64	0.038 *	0.038 *	0.040 *	0.040 *
NBT	2	3200	711	712	798	799	0.222	0.223	0.249	0.250
NBR	1	1600	36	36	69	71	0.023	0.023	0.043	0.044
SBL	0	0	0	0	0	0	-	-	-	-
SBT	3	4800	1331	1333	1400	1402	0.277 *	0.278 *	0.292 *	0.292 *
SBR	1	1600	40	40	40	40	0.025	0.025	0.025	0.025
EBL	1	1600	51	86	51	86	0.032	0.054	0.032	0.054
EBT	0	0	0	0	0	0	-	-	-	-
EBR	1	1600	128	128	135	135	0.080 *	0.080 *	0.084 *	0.084 *
WBL	0	0	506	506	541	541	-	-	-	-
WBT	2	2880	107	107	108	108	0.213 *	0.213 *	0.225 *	0.225 *
WBR	2	3200	686	686	697	697	0.214	0.214	0.218	0.218
						LOST TIME:	0.05 *	0.05 *	0.05 *	0.05 *
						INTERSECTION CAPACITY UTILIZATION:	0.66	0.66	0.69	0.69
						LEVEL OF SERVICE:	B	B	B	B

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: EXISTING+NEAR-TERM (A+C)
SCENARIO 4: EXISTING+PROJECT+NEAR-TERM (A+B+C)

NOTES: Northbound Right-turn Overlap with Westbound left-turn.

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COURTYARD & TOWNPLACE SUITES HOTEL PROJECT - #15068

REF. #08PM

COUNT DATE: 03/06/2013

N/S STREET: KANAN ROAD

E/W STREET: CANWOOD STREET/U.S. HWY 101 NB RAMPS (Split-Phased)

TIME PERIOD: P.M. PEAK HOUR

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	44	951	586	0	745	59	77	9	116	223	74	693
(B) PROJECT:	0	2	0	0	2	0	0	0	0	35	0	0
(C) NEAR TERM - ADDED:	5	64	81	0	120	0	0	0	8	31	1	12

GEOMETRICS:	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT R	TTT R	L R	L LT R R

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	44	44	49	49	0.028	0.028	0.031	0.031
NBT	2	3200	951	953	1015	1017	0.297 *	0.298 *	0.317 *	0.318 *
NBR	1	1600	240	240	315	315	0.150	0.150	0.197	0.197
SBL	0	0	0	0	0	0	-	-	-	-
SBT	3	4800	745	747	865	867	0.155	0.156	0.180	0.181
SBR	1	1600	59	59	59	59	0.037	0.037	0.037	0.037
EBL	1	1600	77	77	77	77	0.048 *	0.048 *	0.048 *	0.048 *
EBT	0	0	9	9	9	9	-	-	-	-
EBR	1	1600	116	116	124	124	0.073	0.073	0.078	0.078
WBL	0	0	223	258	254	289	-	-	-	-
WBT	2	2880	74	74	75	75	0.103	0.115	0.114	0.126
WBR	2	3200	693	693	705	705	0.217 *	0.217 *	0.220 *	0.220 *
						LOST TIME:	0.05 *	0.05 *	0.05 *	0.05 *
						INTERSECTION CAPACITY UTILIZATION:	0.61	0.61	0.64	0.64
						LEVEL OF SERVICE:	B	B	B	B

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: EXISTING+NEAR-TERM (A+C)
SCENARIO 4: EXISTING+PROJECT+NEAR-TERM (A+B+C)

NOTES: Northbound Right-turn Overlap with Westbound left-turn.

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COURTYARD & TOWNPLACE SUITES PROJECT - #15068

REF. #08AM

COUNT DATE: 03/06/2013
N/S STREET: KANAN ROAD
E/W STREET: CANWOOD STREET/U.S. HWY 101 NB RAMPS (Split-Phased)
TIME PERIOD: A.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) CUMULATIVE:	74	908	384	0	1608	46	59	10	149	619	124	802
(B) PROJECT:	0	1	25	0	2	0	0	0	0	35	0	0

GEOMETRICS: NORTH BOUND L TT R; SOUTH BOUND TTT R; EAST BOUND L R; WEST BOUND L LT R R

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	74	74	74	74	0.046 *	0.046 *	0.046 *	0.046 *
NBT	2	3200	908	909	908	909	0.284	0.284	0.284	0.284
NBR	1	1600	74	82	384	409	0.046	0.051	0.240	0.256
SBL	0	0	0	0	0	0	-	-	-	-
SBT	3	4800	1608	1610	1608	1610	0.335 *	0.335 *	0.335 *	0.335 *
SBR	1	1600	46	46	46	46	0.029	0.029	0.029	0.029
EBL	1	1600	59	59	59	59	0.037	0.037	0.037	0.037
EBT	0	0	10	10	10	10	-	-	-	-
EBR	1	1600	149	149	149	149	0.093 *	0.093 *	0.093 *	0.093 *
WBL	0	0	619	654	619	654	-	-	-	-
WBT	2	2880	124	124	124	124	0.258 *	0.270 *	0.258 *	0.270 *
WBR	2	3200	802	802	802	802	0.251	0.251	0.251	0.251
					LOST TIME:		0.05 *	0.05 *	0.05 *	0.05 *
					INTERSECTION CAPACITY UTILIZATION:		0.78	0.79	0.78	0.79
					LEVEL OF SERVICE:		C	C	C	C

SCENARIO 1: CUMULATIVE (A)
SCENARIO 2: CUMULATIVE+PROJECT (A+B)

NOTES: Northbound Right-turn Overlap with Westbound Left-turn.

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COURT PROJECT - #15068 REF. #08PM

COUNT DATE: 03/06/2013

N/S STREET: KANAN ROAD

E/W STREET: CANWOOD STREET/U.S. HWY 101 NB RAMPS (Split-Phased)

TIME PERIOD: P.M. PEAK HOUR

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) CUMULATIVE:	56	1161	734	0	980	68	89	5	135	288	86	812
(B) PROJECT:	0	2	33	0	2	0	0	0	0	35	0	0

GEOMETRICS: NORTH BOUND L TT R; SOUTH BOUND TTT R; EAST BOUND L R; WEST BOUND L LT R R

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	56	56	56	56	0.035	0.035	0.035	0.035
NBT	2	3200	1161	1163	1161	1163	0.363	0.363	0.363	0.363
NBR	1	1600	590	605	734	767	0.369 *	0.378 *	0.459 *	0.479 *
SBL	0	0	0	0	0	0	-	-	-	-
SBT	3	4800	980	982	980	982	0.204	0.205	0.204	0.205
SBR	1	1600	68	68	68	68	0.043	0.043	0.043	0.043
EBL	1	1600	89	89	89	89	0.056 *	0.056 *	0.056 *	0.056 *
EBT	0	0	5	5	5	5	-	-	-	-
EBR	1	1600	135	135	135	135	0.084	0.084	0.084	0.084
WBL	0	0	288	323	288	323	-	-	-	-
WBT	2	2880	86	86	86	86	0.130	0.142	0.130	0.142
WBR	2	3200	812	812	812	812	0.254 *	0.254 *	0.254 *	0.254 *
					LOST TIME:		0.05 *	0.05 *	0.05 *	0.05 *
					INTERSECTION CAPACITY UTILIZATION:		0.73	0.74	0.82	0.84
					LEVEL OF SERVICE:		C	C	D	D

SCENARIO 1: CUMULATIVE (A)
SCENARIO 2: CUMULATIVE+PROJECT (A+B)

NOTES: Northbound Right-turn Overlap with Westbound Left-turn.

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COURTYARD & TOWNPLACE SUITES HOTEL PROJECT - #15068 REF. #09AM

COUNT DATE: 03/06/2013
N/S STREET: KANAN ROAD
E/W STREET: ROADSIDE DRIVE/U.S. HIGHWAY 101 SB RAMPS (Split-Phased)
TIME PERIOD: A.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	0	510	20	135	800	1029	502	126	630	24	0	72
(B) PROJECT:	0	26	0	0	37	0	0	0	0	0	0	0
(C) NEAR TERM - ADDED:	0	86	0	1	25	87	43	30	49	0	0	28

GEOMETRICS:	NORTH BOUND TT TR	SOUTH BOUND L TT R	EAST BOUND L LTR R	WEST BOUND L R

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	3	4800	510	536	596	622	0.110	0.116	0.128	0.134
NBR	0	0	20	20	20	20	-	-	-	-
SBL	1	1600	135	135	136	136	0.084	0.084	0.085	0.085
SBT	2	3200	800	837	825	862	0.250 *	0.262 *	0.258 *	0.269 *
SBR	1	1600	1029	1029	1116	1116	0.643	0.643	0.698	0.698
EBL	0	0	502	502	545	545	-	-	-	-
EBT	3	4800	126	126	156	156	0.262 *	0.262 *	0.288 *	0.288 *
EBR	0	0	630	630	679	679	-	-	-	-
WBL	1	1600	24	24	24	24	0.015 *	0.015 *	0.015	0.015
WBT	0	0	0	0	0	0	-	-	-	-
WBR	1	1600	36	36	50	50	0.023	0.023	0.031 *	0.031 *
						LOST TIME:	0.05 *	0.05 *	0.05 *	0.05 *
						INTERSECTION CAPACITY UTILIZATION:	0.58	0.59	0.63	0.64
						LEVEL OF SERVICE:	A	A	B	B

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: EXISTING+NEAR-TERM (A+C)
SCENARIO 4: EXISTING+PROJECT+NEAR-TERM (A+B+C)

NOTES:

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COURTYARD & TOWNPLACE SUITES HOTEL PROJECT - #15068 REF. #09PM

COUNT DATE: 03/06/2013

N/S STREET: KANAN ROAD

E/W STREET: ROADSIDE DRIVE/U.S. HIGHWAY 101 SB RAMPS (Split-Phased)

TIME PERIOD: P.M. PEAK HOUR

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	0	748	48	150	608	330	533	220	681	21	0	281
(B) PROJECT:	0	35	0	0	37	0	0	0	0	0	0	0
(C) NEAR TERM - ADDED:	0	121	0	1	20	77	12	35	45	0	0	50

GEOMETRICS:	NORTH BOUND TT TR	SOUTH BOUND L TT R	EAST BOUND L LTR R	WEST BOUND L R

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	3	4800	748	783	869	904	0.166 *	0.173 *	0.191 *	0.198 *
NBR	0	0	48	48	48	48	-	-	-	-
SBL	1	1600	150	150	151	151	0.094 *	0.094 *	0.094 *	0.094 *
SBT	2	3200	608	645	628	665	0.190	0.202	0.196	0.208
SBR	1	1600	330	330	407	407	0.206	0.206	0.254	0.254
EBL	0	0	533	533	545	545	-	-	-	-
EBT	3	4800	220	220	255	255	0.299 *	0.299 *	0.318 *	0.318 *
EBR	0	0	681	681	726	726	-	-	-	-
WBL	1	1600	21	21	21	21	0.013	0.013	0.013	0.013
WBT	0	0	0	0	0	0	-	-	-	-
WBR	1	1600	141	141	166	166	0.088 *	0.088 *	0.104 *	0.104 *
					LOST TIME:		0.05 *	0.05 *	0.05 *	0.05 *
					INTERSECTION CAPACITY UTILIZATION:		0.70	0.70	0.76	0.76
					LEVEL OF SERVICE:		B	B	C	C

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: EXISTING+NEAR-TERM (A+C)
SCENARIO 4: EXISTING+PROJECT+NEAR-TERM (A+B+C)

NOTES:

INTERSECTION CAPACITY UTILIZATION WORKSHEET

CORNERSTONE MIXED-USE PROJECT - #13070 REF. #09AM

COUNT DATE: 03/06/2013

N/S STREET: KANAN ROAD

E/W STREET: ROADSIDE DRIVE/U.S. HIGHWAY 101 SB RAMPS (Split-Phased)

TIME PERIOD: A.M. PEAK HOUR

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) CUMULATIVE:	0	592	23	157	948	1274	583	146	732	28	0	112
(B) PROJECT:	0	26	0	0	37	0	0	0	0	0	0	0

GEOMETRICS:	NORTH BOUND T T TR	SOUTH BOUND L TT R	EAST BOUND L LTR R	WEST BOUND L R

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	3	4800	592	618	592	618	0.128	0.134	0.128	0.134
NBR	0	0	23	23	23	23	-	-	-	-
SBL	1	1600	157	157	157	157	0.098	0.098	0.098	0.098
SBT	2	3200	948	985	948	985	0.296 *	0.308 *	0.296	0.308
SBR	1	1600	1274	1274	1274	1274	0.796	0.796	0.796	0.796
EBL	0	0	583	583	583	583	-	-	-	-
EBT	3	4800	146	146	146	146	0.304 *	0.304 *	0.304	0.304
EBR	0	0	732	732	732	732	-	-	-	-
WBL	1	1600	28	28	28	28	0.018	0.018	0.018	0.018
WBT	0	0	0	0	0	0	-	-	-	-
WBR	1	1600	56	56	112	112	0.035 *	0.035 *	0.070	0.070
						LOST TIME:	0.05 *	0.05 *	0.05 *	0.05 *
						INTERSECTION CAPACITY UTILIZATION:	0.69	0.70	0.05	0.05
						LEVEL OF SERVICE:	B	B	A	A

SCENARIO 1: CUMULATIVE (A)
SCENARIO 2: CUMULATIVE+PROJECT (A+B)

NOTES:

INTERSECTION CAPACITY UTILIZATION WORKSHEET

CORNERSTONE MIXED-USE PROJECT - #13070

REF. #09PM

COUNT DATE: 03/06/2013

N/S STREET: KANAN ROAD

E/W STREET: ROADSIDE DRIVE/U.S. HIGHWAY 101 SB RAMPS (Split-Phased)

TIME PERIOD: P.M. PEAK HOUR

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) CUMULATIVE:	0	868	56	174	722	458	619	146	791	24	0	374
(B) PROJECT:	0	35	0	0	37	0	0	0	0	0	0	0

GEOMETRICS: NORTH BOUND T T TR; SOUTH BOUND LL TT R; EAST BOUND L LTR R; WEST BOUND L R

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	3	4800	868	903	868	903	0.193 *	0.200 *	0.193	0.200
NBR	0	0	56	56	56	56	-	-	-	-
SBL	1	1600	174	174	174	174	0.109 *	0.109 *	0.109	0.109
SBT	2	3200	722	759	722	759	0.226	0.237	0.226	0.237
SBR	1	1600	458	458	458	458	0.286	0.286	0.286	0.286
EBL	0	0	619	619	619	619	-	-	-	-
EBT	3	4800	146	146	146	146	0.324 *	0.324 *	0.324	0.324
EBR	0	0	791	791	791	791	-	-	-	-
WBL	1	1600	24	24	24	24	0.015	0.015	0.015	0.015
WBT	0	0	0	0	0	0	-	-	-	-
WBR	1	1600	187	187	374	374	0.117 *	0.117 *	0.234	0.234
						LOST TIME:	0.05 *	0.05 *	0.05 *	0.05 *
						INTERSECTION CAPACITY UTILIZATION:	0.79	0.80	0.05	0.05
						LEVEL OF SERVICE:	C	C	A	A

SCENARIO 1: CUMULATIVE (A)
SCENARIO 2: CUMULATIVE+PROJECT (A+B)

NOTES:

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COURTYARD & TOWNPLACE SUITES HOTEL PROJECT - #15068 REF. #10AM

COUNT DATE: 10/03/2013
N/S STREET: KANAN ROAD
E/W STREET: AGOURA ROAD
TIME PERIOD: A.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	48	609	16	97	1050	251	89	70	96	50	62	59
(B) PROJECT:	1	0	0	0	0	37	26	2	1	0	4	0
(C) NEAR TERM - ADDED:	13	8	11	60	10	64	42	30	9	6	33	38

GEOMETRICS:	NORTH BOUND L T TR	SOUTH BOUND L T R	EAST BOUND L TR	WEST BOUND L T R

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	48	49	61	62	0.030 *	0.031 *	0.038 *	0.039 *
NBT	2	3200	609	609	617	617	0.195	0.195	0.201	0.201
NBR	0	0	16	16	27	27	-	-	-	-
SBL	1	1600	97	97	157	157	0.061	0.061	0.098	0.098
SBT	1	1600	1050	1050	1060	1060	0.656 *	0.656 *	0.663 *	0.663 *
SBR	1	1600	251	288	315	352	0.157	0.180	0.197	0.220
EBL	1	1600	89	115	131	157	0.056	0.072	0.082	0.098 *
EBT	1	1600	70	72	100	102	0.104 *	0.106 *	0.128	0.130
EBR	0	0	96	97	105	106	-	-	-	-
WBL	1	1600	50	50	56	56	0.031 *	0.031 *	0.035	0.035
WBT	1	1600	62	66	95	99	0.039	0.041	0.059 *	0.062 *
WBR	1	1600	59	59	97	97	0.037	0.037	0.061	0.061
						CLEARANCE INTERVAL:	0.05 *	0.05 *	0.05 *	0.05 *
						INTERSECTION CAPACITY UTILIZATION:	0.87	0.87	0.89	0.91
						LEVEL OF SERVICE:	D	D	D	E

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: EXISTING+NEAR-TERM (A+C)
SCENARIO 4: EXISTING+PROJECT+NEAR-TERM (A+B+C)

NOTES: