BUILDING SHIELDING - Note: if first row of buildings is greater than 90%, calculate buildings as a sound barrier.							
Percent of first row occupied by buildings:	70	%	5	0	40	65	66
Number of additional rows:	3			0	3	3	5
Attenuation to subtract from Ldn or CNEL:	-9.5	dB					
TREE SHIELDING - Must be at least 100 feet wide, and dense enough that the roadway is not visible. If this adjustment is used, distance propagation as a hard site must be used also.							
Width of forest belt:	0	feet					
Attenuation to subtract from Ldn or CNEL:	0	dB					

Background for Table 4.9-6

Noise Attenuation South of U.S. 101 due to Structural Density

Roadway Segment	Project Area Condition	CNEL at closest property boundary (dBA)	dBA deduction for structural density	CNEL less structural density deduction (dBA)	CNEL at Agoura Road less structural density deduction and 500-foot distance attenuation (4.5 dBA)
U.S. 101 East of Kanan Road	Existing	77.7	4.5	73.2	68.7
	Existing plus Project	77.8	4.5	73.3	68.8
	2010 plus Project	78.7	9.5	69.2	64.7
	Due to Project Traffic	0.2	N/A	N/A	N/A
	Due to Cumulative Traffic Growth	0.9	N/A	N/A	N/A
U.S. 101 West of Kanan Road	Existing	77.8	4.5	73.3	68.8
	Existing plus Project	77.9	4.5	73.4	68.9
	2010 plus Project	78.7	9.5	69.2	64.7
	Due to Project Traffic	0.2	N/A	N/A	N/A
	Due to Cumulative Traffic Growth	0.9	N/A	N/A	N/A

Assumptions for dBA deductions:

1) 4.5 dBA deduction assumes 40 % structural coverage adjacent U.S. 101 with density equivalent to 2 rows of structures.
2) 9.5 dBA deduction assumes 70 % structural coverage adjacent U.S. 101 with density equivalent to 4 rows of structures

ROADWAY TRAFFIC NOISE

Project:	Agoura Village Specific Plan	Project No.	04-57370
Date:	24-Oct-05		

Roadway: Kanan Road North of Agoura Road

PROJECT DATA and ASSUMPTIONS

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO):	TNM
Distance to Receptor:	75 feet
Site Condition (Hard or Soft):	Soft
Upgrade longer than 1 mile:	0 %
Existing Total Traffic Volume (ADT):	20,000 vehicles
Ambient Growth Factor:	0.0%
Future Year :	2010
Total Project Volume (ADT):	9,900 vehicles
Total Cumulative Growth Volume (ADT):	7,000 vehicles
Source of Traffic Data: AVSP Traffic Study	

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	96.0%	99.0%	97.1%
Medium Truck	2.0%	0.5%	1.6%
Heavy Truck	2.0%	0.5%	1.4%

Source: Assumed given land use and road characteristics

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: Assumed average speed

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: Assumed average speed

ROADWAY TRAFFIC NOISE

Project: Agoura Village Specific Plan Project No. 04-57370
Date: 24-Oct-05

Roadway: Kanan Road North of Agoura Road

Vehicle Noise Emission Levels*: TNM

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 75 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	66.0 dBA	#N/A	30	88	189	407
Existing + Project	67.4 dBA	#N/A	50	108	233	502
Future with Ambient Growth	66.0 dBA	#N/A	30	88	189	407
Future with Ambient Growth and Project	67.4 dBA	#N/A	50	108	233	502
Future with Ambient Growth and Cumulative Projects	67.2 dBA	#N/A	39	105	227	489
Future with Ambient, Cumulative, and Project Growth	68.3 dBA	16	58	124	268	577
Change in Noise Levels						
Due to Project	1.4 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	1.2 dBA					
Due to All Future Growth	2.3 dBA					

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 75 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	66.5 dBA	#N/A	33	94	202	436
Existing + Project	67.9 dBA	15	54	116	251	540
Future with Ambient Growth	66.5 dBA	#N/A	33	94	202	436
Future with Ambient Growth and Project	67.9 dBA	15	54	116	251	540
Future with Ambient Growth and Cumulative Projects	67.7 dBA	#N/A	52	113	243	524
Future with Ambient, Cumulative, and Project Growth	68.8 dBA	18	62	134	288	620
Change in Noise Levels						
Due to Project	1.4 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	1.2 dBA					
Due to All Future Growth	2.3 dBA					

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project:	Agoura Village Specific Plan	Project No.	04-57370
Date:	24-Oct-05		

Roadway: Kanan Road between Cornell and Agoura

PROJECT DATA and ASSUMPTIONS

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO):	TNM
Distance to Receptor:	62.5 feet
Site Condition (Hard or Soft):	Soft
Upgrade longer than 1 mile:	0 %
Existing Total Traffic Volume (ADT):	14,000 vehicles
Ambient Growth Factor:	0.0%
Future Year :	2010
Total Project Volume (ADT):	2,700 vehicles
Total Cumulative Growth Volume (ADT):	4,000 vehicles
Source of Traffic Data: AVSP Traffic Study	

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	96.0%	99.0%	96.7%
Medium Truck	2.0%	0.5%	1.8%
Heavy Truck	2.0%	0.5%	1.6%

Source: Assumed given land use and road characteristics

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	45	45	45
Medium Truck	45	45	45
Heavy Truck	45	45	45

Source: Assumed average speed

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	45	45	45
Medium Truck	45	45	45
Heavy Truck	45	45	45

Source: Assumed average speed

ROADWAY TRAFFIC NOISE

Project: Agoura Village Specific Plan Project No. 04-57370
Date: 24-Oct-05

Roadway: Kanan Road between Cornell and Agoura

Vehicle Noise Emission Levels*: TNM

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 62.5 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	68.5 dBA	#N/A	45	107	231	499
Existing + Project	69.2 dBA	16	55	118	255	549
Future with Ambient Growth	68.5 dBA	#N/A	45	107	231	499
Future with Ambient Growth and Project	69.2 dBA	16	55	118	255	549
Future with Ambient Growth and Cumulative Projects	69.6 dBA	18	59	126	272	585
Future with Ambient, Cumulative, and Project Growth	70.1 dBA	20	63	136	293	632
Change in Noise Levels						
Due to Project	0.6 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	1.0 dBA					
Due to All Future Growth	1.5 dBA					

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 62.5 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	69.0 dBA	#N/A	54	116	249	537
Existing + Project	69.7 dBA	18	59	128	275	593
Future with Ambient Growth	69.0 dBA	#N/A	54	116	249	537
Future with Ambient Growth and Project	69.7 dBA	18	59	128	275	593
Future with Ambient Growth and Cumulative Projects	70.1 dBA	20	63	136	293	631
Future with Ambient, Cumulative, and Project Growth	70.6 dBA	23	68	147	317	682
Change in Noise Levels						
Due to Project	0.6 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	1.0 dBA					
Due to All Future Growth	1.6 dBA					

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project:	Agoura Village Specific Plan	Project No.	04-57370
Date:	24-Oct-05		

Roadway: Agoura Road West of Kanan Road to Reyes Adobe Road

PROJECT DATA and ASSUMPTIONS

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO):	TNM
Distance to Receptor:	62.5 feet
Site Condition (Hard or Soft):	Soft
Upgrade longer than 1 mile:	0 %
Existing Total Traffic Volume (ADT):	10,000 vehicles
Ambient Growth Factor:	0.0%
Future Year :	2010
Total Project Volume (ADT):	2,300 vehicles
Total Cumulative Growth Volume (ADT):	4,000 vehicles
Source of Traffic Data: AVSP Traffic Study	

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	96.0%	99.0%	96.8%
Medium Truck	2.0%	0.5%	1.7%
Heavy Truck	2.0%	0.5%	1.5%

Source: Assumed given land use and road characteristics

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	45	45	45
Medium Truck	45	45	45
Heavy Truck	45	45	45

Source: Assumed average speed

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	45	45	45
Medium Truck	45	45	45
Heavy Truck	45	45	45

Source: Assumed average speed

ROADWAY TRAFFIC NOISE

Project: Agoura Village Specific Plan Project No. 04-57370
Date: 24-Oct-05

Roadway: Agoura Road West of Kanan Road to Reyes Adobe Road

Vehicle Noise Emission Levels*: TNM

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 62.5 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	67.1 dBA	#N/A	32	86	185	398
Existing + Project	67.8 dBA	#N/A	38	96	207	447
Future with Ambient Growth	67.1 dBA	#N/A	32	86	185	398
Future with Ambient Growth and Project	67.8 dBA	#N/A	38	96	207	447
Future with Ambient Growth and Cumulative Projects	68.5 dBA	#N/A	44	106	229	493
Future with Ambient, Cumulative, and Project Growth	69.0 dBA	#N/A	54	116	249	537

Change in Noise Levels	
Due to Project	0.7 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	1.4 dBA
Due to All Future Growth	1.9 dBA

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 62.5 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	67.6 dBA	#N/A	36	92	199	429
Existing + Project	68.3 dBA	#N/A	42	104	224	482
Future with Ambient Growth	67.6 dBA	#N/A	36	92	199	429
Future with Ambient Growth and Project	68.3 dBA	#N/A	42	104	224	482
Future with Ambient Growth and Cumulative Projects	68.9 dBA	#N/A	53	115	247	532
Future with Ambient, Cumulative, and Project Growth	69.5 dBA	18	58	125	269	579

Change in Noise Levels	
Due to Project	0.8 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	1.4 dBA
Due to All Future Growth	2.0 dBA

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project:	Agoura Village Specific Plan	Project No.	04-57370
Date:	24-Oct-05		

Roadway: Agoura Road between Kanan Road and Cornell Road

PROJECT DATA and ASSUMPTIONS

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO):	TNM
Distance to Receptor:	62.5 feet
Site Condition (Hard or Soft):	Soft
Upgrade longer than 1 mile:	0 %
Existing Total Traffic Volume (ADT):	8,000 vehicles
Ambient Growth Factor:	0.0%
Future Year :	2010
Total Project Volume (ADT):	4,400 vehicles
Total Cumulative Growth Volume (ADT):	1,000 vehicles
Source of Traffic Data: AVSP Traffic Study	

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	96.0%	99.0%	97.1%
Medium Truck	2.0%	0.5%	1.5%
Heavy Truck	2.0%	0.5%	1.4%

Source: Assumed given land use and road characteristics

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	40	40	40
Medium Truck	40	40	40
Heavy Truck	40	40	40

Source: Assumed average speed

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	40	40	40
Medium Truck	40	40	40
Heavy Truck	40	40	40

Source: Assumed average speed

ROADWAY TRAFFIC NOISE

Project: Agoura Village Specific Plan Project No. 04-57370
Date: 24-Oct-05

Roadway: Agoura Road between Kanan Road and Cornell Road

Vehicle Noise Emission Levels*: TNM

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 62.5 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	64.7 dBA	#N/A	18	60	129	277
Existing + Project	66.3 dBA	#N/A	26	76	163	352
Future with Ambient Growth	64.7 dBA	#N/A	18	60	129	277
Future with Ambient Growth and Project	66.3 dBA	#N/A	26	76	163	352
Future with Ambient Growth and Cumulative Projects	65.2 dBA	#N/A	21	64	138	298
Future with Ambient, Cumulative, and Project Growth	66.6 dBA	#N/A	29	80	172	371
Change in Noise Levels						
Due to Project	1.6 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.5 dBA					
Due to All Future Growth	1.9 dBA					

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 62.5 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	65.2 dBA	#N/A	21	64	138	298
Existing + Project	66.8 dBA	#N/A	30	82	176	380
Future with Ambient Growth	65.2 dBA	#N/A	21	64	138	298
Future with Ambient Growth and Project	66.8 dBA	#N/A	30	82	176	380
Future with Ambient Growth and Cumulative Projects	65.6 dBA	#N/A	23	69	149	320
Future with Ambient, Cumulative, and Project Growth	67.1 dBA	#N/A	32	86	186	400
Change in Noise Levels						
Due to Project	1.6 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.5 dBA					
Due to All Future Growth	1.9 dBA					

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project:	Agoura Village Specific Plan	Project No.	04-57370
Date:	24-Oct-05		

Roadway: Agoura Road East of Cornell Road

PROJECT DATA and ASSUMPTIONS

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO):		TNM
Distance to Receptor:	62.5	feet
Site Condition (Hard or Soft):	Soft	
Upgrade longer than 1 mile:	0	%
Existing Total Traffic Volume (ADT):	8,000	vehicles
Ambient Growth Factor:	0.0%	
Future Year :	2010	
Total Project Volume (ADT):	1,500	vehicles
Total Cumulative Growth Volume (ADT):	1,000	vehicles

Source of Traffic Data: AVSP Traffic Study

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	96.0%	99.0%	96.6%
Medium Truck	2.0%	0.5%	1.8%
Heavy Truck	2.0%	0.5%	1.7%

Source: Assumed given land use and road characteristics

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	40	40	40
Medium Truck	40	40	40
Heavy Truck	40	40	40

Source: Assumed average speed

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	40	40	40
Medium Truck	40	40	40
Heavy Truck	40	40	40

Source: Assumed average speed

ROADWAY TRAFFIC NOISE

Project: Agoura Village Specific Plan Project No. 04-57370
Date: 24-Oct-05

Roadway: Agoura Road East of Cornell Road

Vehicle Noise Emission Levels*: TNM

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 62.5 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	64.7 dBA	#N/A	18	60	129	277
Existing + Project	65.3 dBA	#N/A	21	65	141	304
Future with Ambient Growth	64.7 dBA	#N/A	18	60	129	277
Future with Ambient Growth and Project	65.3 dBA	#N/A	21	65	141	304
Future with Ambient Growth and Cumulative Projects	65.2 dBA	#N/A	21	64	139	299
Future with Ambient, Cumulative, and Project Growth	65.7 dBA	#N/A	23	70	151	325

Change in Noise Levels	
Due to Project	0.6 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.5 dBA
Due to All Future Growth	1.0 dBA

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 62.5 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	65.2 dBA	#N/A	21	64	138	298
Existing + Project	65.8 dBA	#N/A	24	70	152	327
Future with Ambient Growth	65.2 dBA	#N/A	21	64	138	298
Future with Ambient Growth and Project	65.8 dBA	#N/A	24	70	152	327
Future with Ambient Growth and Cumulative Projects	65.7 dBA	#N/A	23	69	149	321
Future with Ambient, Cumulative, and Project Growth	66.2 dBA	#N/A	26	75	162	349

Change in Noise Levels	
Due to Project	0.6 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.5 dBA
Due to All Future Growth	1.0 dBA

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project:	Agoura Village Specific Plan	Project No.	04-57370
Date:	24-Oct-05		

Roadway: Cornell Road between Agoura Road and Kanan Road

PROJECT DATA and ASSUMPTIONS

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO):	TNM
Distance to Receptor:	62.5 feet
Site Condition (Hard or Soft):	Soft
Upgrade longer than 1 mile:	0 %
Existing Total Traffic Volume (ADT):	2,000 vehicles
Ambient Growth Factor:	0.0%
Future Year :	2010
Total Project Volume (ADT):	1,000 vehicles
Total Cumulative Growth Volume (ADT):	0 vehicles
Source of Traffic Data: AVSP Traffic Study	

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	96.0%	99.0%	97.0%
Medium Truck	2.0%	0.5%	1.5%
Heavy Truck	2.0%	0.5%	1.5%

Source: Assumed given land use and road characteristics

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	40	40	40
Medium Truck	40	40	40
Heavy Truck	40	40	40

Source: Assumed average speed

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	40	40	40
Medium Truck	40	40	40
Heavy Truck	40	40	40

Source: Assumed average speed

ROADWAY TRAFFIC NOISE

Project: Agoura Village Specific Plan Project No. 04-57370
Date: 24-Oct-05

Roadway: Cornell Road between Agoura Road and Kanan Road

Vehicle Noise Emission Levels*: TNM

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 62.5 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	58.7 dBA	#N/A	#N/A	#N/A	51	110
Existing + Project	60.1 dBA	#N/A	#N/A	20	64	137
Future with Ambient Growth	58.7 dBA	#N/A	#N/A	#N/A	51	110
Future with Ambient Growth and Project	60.1 dBA	#N/A	#N/A	20	64	137
Future with Ambient Growth and Cumulative Projects	58.7 dBA	#N/A	#N/A	#N/A	51	110
Future with Ambient, Cumulative, and Project Growth	60.1 dBA	#N/A	#N/A	20	64	137

Change in Noise Levels	
Due to Project	1.4 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.0 dBA
Due to All Future Growth	1.4 dBA

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 62.5 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	59.2 dBA	#N/A	#N/A	16	55	118
Existing + Project	60.6 dBA	#N/A	#N/A	23	69	148
Future with Ambient Growth	59.2 dBA	#N/A	#N/A	16	55	118
Future with Ambient Growth and Project	60.6 dBA	#N/A	#N/A	23	69	148
Future with Ambient Growth and Cumulative Projects	59.2 dBA	#N/A	#N/A	16	55	118
Future with Ambient, Cumulative, and Project Growth	60.6 dBA	#N/A	#N/A	23	69	148

Change in Noise Levels	
Due to Project	1.5 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.0 dBA
Due to All Future Growth	1.5 dBA

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project:	Agoura Village Specific Plan	Project No.	04-57370
Date:	24-Oct-05		

Roadway: Roadside Drive East of Kanan Road

PROJECT DATA and ASSUMPTIONS

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO):	TNM
Distance to Receptor:	62.5 feet
Site Condition (Hard or Soft):	Soft
Upgrade longer than 1 mile:	0 %
Existing Total Traffic Volume (ADT):	7,000 vehicles
Ambient Growth Factor:	0.0%
Future Year :	2010
Total Project Volume (ADT):	2,000 vehicles
Total Cumulative Growth Volume (ADT):	0 vehicles

Source of Traffic Data: AVSP Traffic Study

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	96.0%	99.0%	96.7%
Medium Truck	2.0%	0.5%	1.7%
Heavy Truck	2.0%	0.5%	1.7%

Source: Assumed given land use and road characteristics

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	45	45	45
Medium Truck	45	45	45
Heavy Truck	45	45	45

Source: Assumed average speed

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	45	45	45
Medium Truck	45	45	45
Heavy Truck	45	45	45

Source: Assumed average speed

ROADWAY TRAFFIC NOISE

Project: Agoura Village Specific Plan Project No. 04-57370
Date: 24-Oct-05

Roadway: Roadside Drive East of Kanan Road

Vehicle Noise Emission Levels*: TNM

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 62.5 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	65.5 dBA	#N/A	22	68	146	314
Existing + Project	66.4 dBA	#N/A	27	78	168	361
Future with Ambient Growth	65.5 dBA	#N/A	22	68	146	314
Future with Ambient Growth and Project	66.4 dBA	#N/A	27	78	168	361
Future with Ambient Growth and Cumulative Projects	65.5 dBA	#N/A	22	68	146	314
Future with Ambient, Cumulative, and Project Growth	66.4 dBA	#N/A	27	78	168	361
Change in Noise Levels						
Due to Project	0.9 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.9 dBA					

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 62.5 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	66.0 dBA	#N/A	25	73	157	338
Existing + Project	66.9 dBA	#N/A	31	84	181	390
Future with Ambient Growth	66.0 dBA	#N/A	25	73	157	338
Future with Ambient Growth and Project	66.9 dBA	#N/A	31	84	181	390
Future with Ambient Growth and Cumulative Projects	66.0 dBA	#N/A	25	73	157	338
Future with Ambient, Cumulative, and Project Growth	66.9 dBA	#N/A	31	84	181	390
Change in Noise Levels						
Due to Project	0.9 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.9 dBA					

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

SOUND BARRIER LOSS ESTIMATION*

Scenario: - Agoura Village Specific Plan - Structural Density 2 Rows

DATA	INPUT
Barrier Top Elevation, feet	10
Source Ground Elevation, feet	0
Height of Source above Ground, feet:	0
Observer Elevation at ground or floor	0
Distance from source to barrier, feet:	156
Distance from barrier to observer, feet:	44

BARRIER EFFECT RESULT

Infinite Barrier Attenuation:	-9.2 dBA
Is Observer at Ground Level (yes or no):	yes
Adjustment for Loss of Ground Attenuation:	0.0 dBA
Infinite Barrier Insertion Loss:	-9.2 dBA
Finite Barrier Adjustment	
Enter angle subtended by barrier :	180 degrees
Enter Noise Level Without Barrier:	78.7 dBA
Enter Reference Distance for Noise Level:	187 feet
Noise level including insertion loss of Barrier:	69.2 dBA
Noise Level of barrier gaps:	0.0 dBA
SUMMED AVERAGE LEVEL:	69.2 dBA

* Assumes a sound wavelength of 2 feet (about 550 Hz).
Methodology Source: Harris, C.M. (1979), Handbook of Noise Control, 2nd. Ed.

Background for MM N-2(b)-Sound wall attenuation

Appendix F

Traffic Study and
Traffic Technical Appendix

TECHNICAL APPENDIX

CONTENTS:

ROADWAY AND INTERSECTION LEVEL OF SERVICE DEFINITIONS/DISCUSSION

U.S. 101/KANAN ROAD INTERCHANGE FUTURE GEOMETRY

U.S. 101/REYES ADOBE ROAD INTERCHANGE FUTURE GEOMETRY

KANAN ROAD/AGOURA ROAD ROUNDABOUT GEOMETRY

CUMULATIVE PROJECTS LOCATION MAP AND TRIP GENERATION TABLE

ADT VOLUMES

- Existing ADT Volumes
- Cumulative ADT Volumes

INTERSECTION PEAK HOUR TURNING VOLUMES

- Existing and Cumulative A.M. and P.M. Peak Hour Intersection Turning Volumes

INTERSECTION PEAK HOUR LEVEL OF SERVICE CALCULATION WORKSHEETS

- Existing Levels of Service
- Cumulative and Cumulative + Agoura Village Specific Plan Levels of Service

ROADWAY AND INTERSECTION LEVEL OF SERVICE DEFINITIONS/DISCUSSION

Signalized Intersection Level of Service Definitions

LOS	Delay[a]	V/C Ratio	Definition
A	< 10.0	< 0.60	Progression is extremely favorable. Most vehicles arrive during the green phase. Many vehicles do not stop at all.
B	10.1 - 20.0	0.61 - 0.70	Good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.
C	20.1 - 35.0	0.71 - 0.80	Only fair progression, longer cycle lengths, or both, result in higher cycle lengths. Cycle lengths may fail to serve queued vehicles, and overflow occurs. Number of vehicles stopped is significant, though many still pass through intersection without stopping.
D	35.1 - 55.0	0.81 - 0.90	Congestion becomes more noticeable. Unfavorable progression, long cycle lengths and high v/c ratios result in longer delays. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	55.1 - 80.0	0.91 - 1.00	High delay values indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are frequent
F	> 80.0	> 1.00	Considered unacceptable for most drivers, this level occurs when arrival flow rates exceed the capacity of lane groups, resulting in many individual cycle failures. Poor progression and long cycle lengths may also contribute to high delay levels.

[a] Average control delay per vehicle in seconds.

Unsignalized Intersection Level of Service Definitions

The HCM[1] uses *control delay* to determine the level of service at unsignalized intersections. Control delay is the difference between the travel time actually experienced at the control device and the travel time that would occur in the absence of the traffic control device. Control delay includes deceleration from free flow speed, queue move-up time, stopped delay and acceleration back to free flow speed.

LOS	Control Delay Seconds per Vehicle
A	< 10.0
B	10.1 - 15.0
C	15.1 - 25.0
D	25.1 - 35.0
E	35.1 - 50.0
F	> 50.0

[1] Highway Capacity Manual, National Research Board, 2000

ENGINEERING ROADWAY DESIGN CAPACITIES

TYPE OF ROADWAY	# OF LANES	LOS A		LOS B		LOS C		LOS D		LOS E	
		Low	High	Low	High	Low	High	Low	High	Low	High
Arterial	2 Lanes	8,100	12,000	9,400	14,000	10,800	16,000	12,100	18,000	13,500	20,000
Arterial	4 Lanes	16,100	23,900	18,900	27,900	21,600	31,900	24,300	35,900	27,000	39,900
Major	2 Lanes	6,500	9,600	7,500	11,200	8,600	12,800	9,700	14,400	10,800	16,000
Major	4 Lanes	12,900	19,200	15,100	22,300	17,200	25,500	19,400	28,700	21,600	31,900
Collector	- -	4,600	7,100	5,400	8,200	6,200	9,400	6,900	10,600	7,700	11,800

The roadway capacities listed above are "rule of thumb" figures only. Some factors which affect these capacities are intersections (numbers and configuration), degrees of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, level of truck and bus traffic and level of pedestrian and bicycle traffic.

ASSOCIATED TRANSPORTATION ENGINEERS
100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805) 687-4418

U.S. 101/KANAN ROAD INTERCHANGE FUTURE GEOMETRY

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
07	LA	101	55.4/56.8	81	

REGISTERED CIVIL ENGINEER (Date) 12-20-04

PLANS APPROVAL DATE

CITY OF AGOURA HILLS
30001 LADYFACE COURT
AGOURA HILLS, CA 91301

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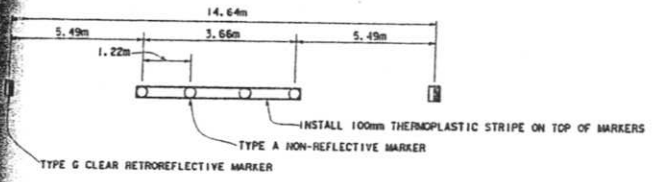
NOTES :

1. ALL PAVEMENT MARKINGS ARE THERMOPLASTIC UNLESS OTHERWISE SHOWN ON PLANS.
2. EDGE LINE OFFSET 0.6m FROM CURB FACE UNLESS NOTED.
3. ALL LANES 3.6m WIDE UNLESS NOTED.
4. ALL DELINEATORS CLASS 1. TYPE F OR G UNLESS NOTED.

DETAIL 13 (MOD)

(NO SCALE)



DETAIL 14 (MOD)

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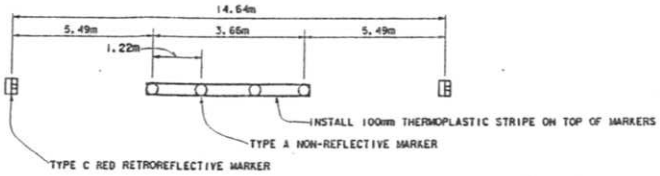

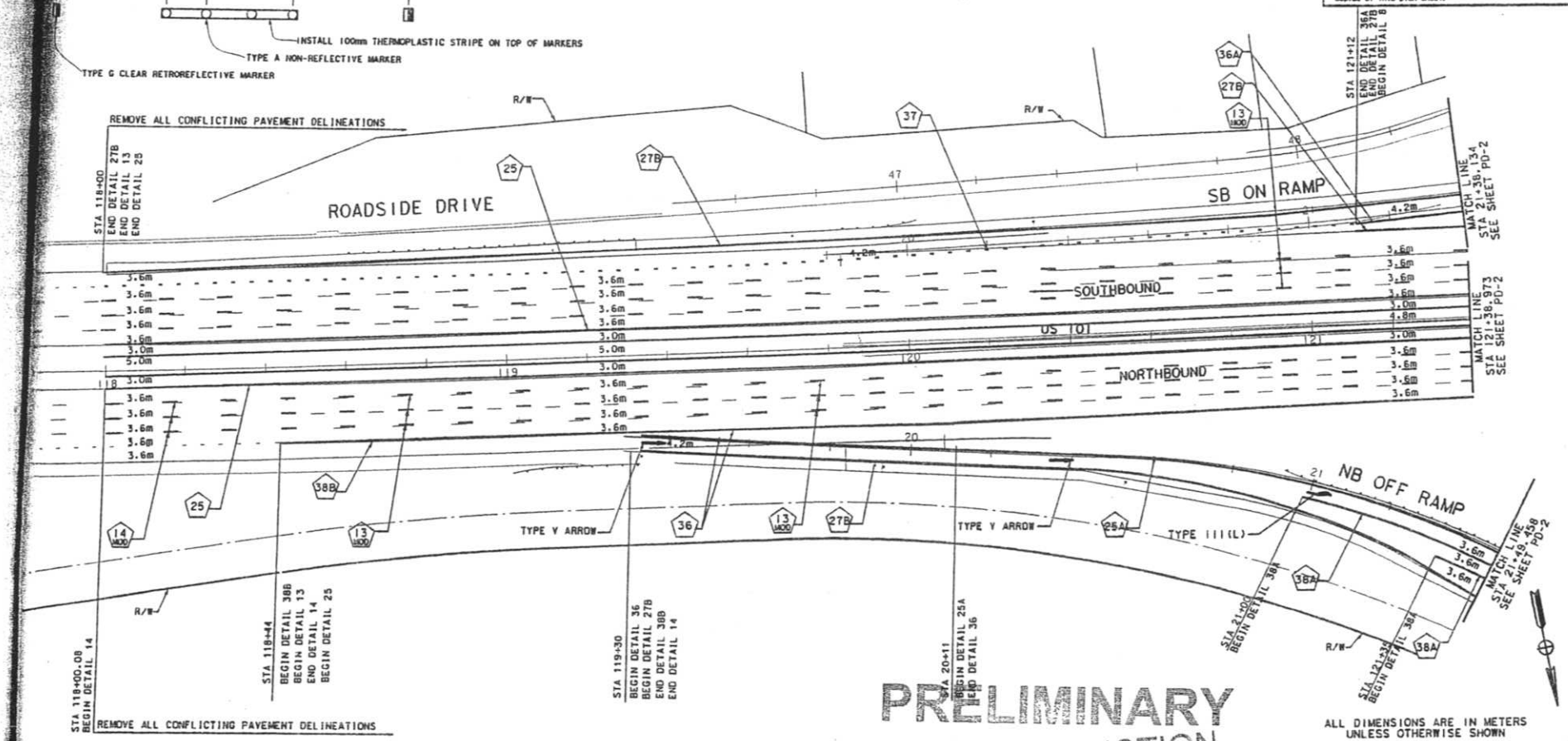

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APR 27 2005

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PAVEMENT DELINEATION

SCALE: 1:500

LEGEND

⬠ TRAFFIC LINE DETAIL NO.

THIS PLAN ACCURATE FOR PAVEMENT DELINEATION WORK ONLY

PD-1

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	101	55.4/56.8	82	

REGISTERED CIVIL ENGINEER (Date)

PLANS APPROVAL DATE

CITY OF AGOURA HILLS
30001 LADYFACE COURT
AGOURA HILLS, CA 91301

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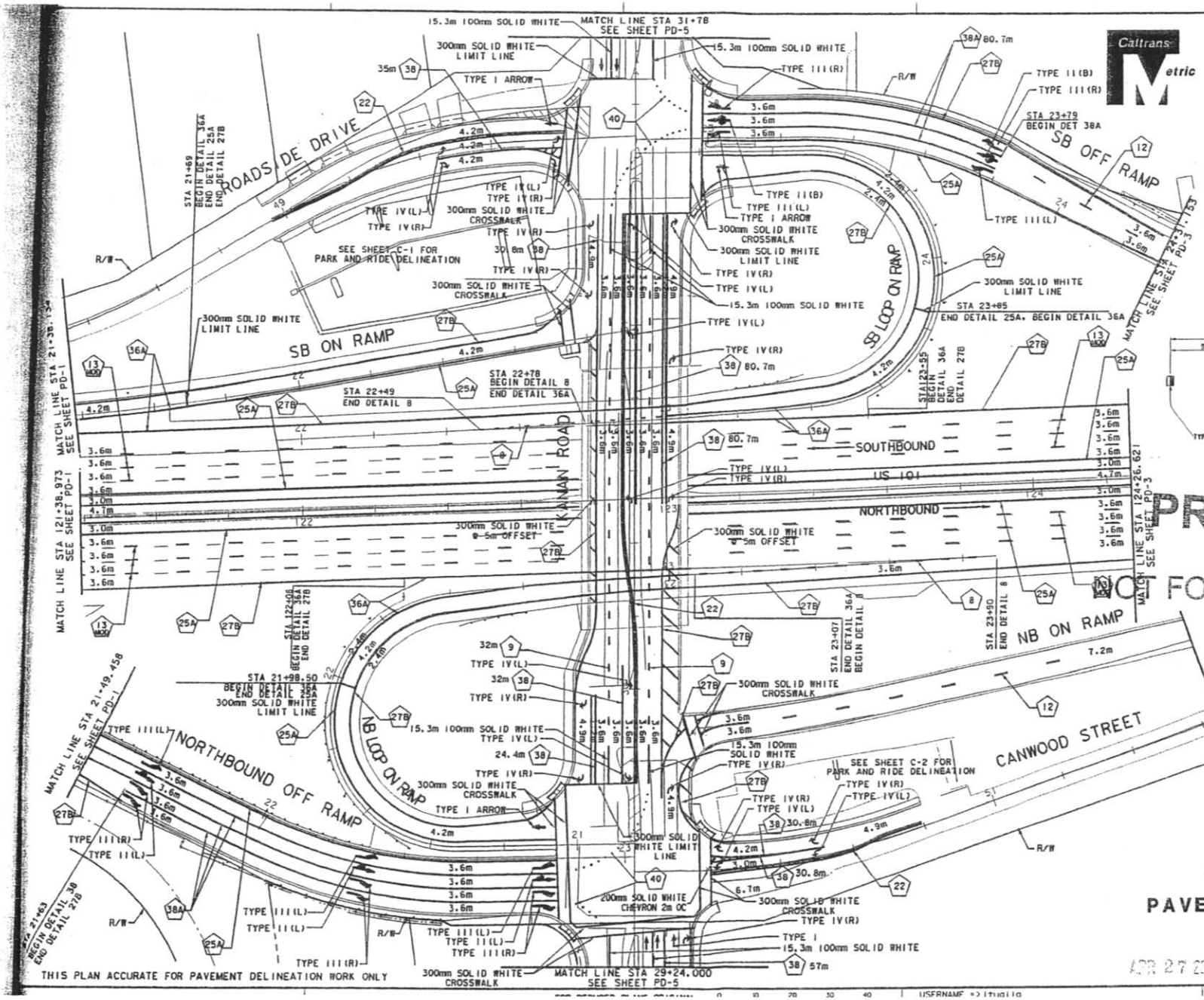

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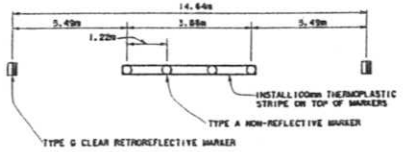

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PAVEMENT DELINEATION

SCALE: 1:500

APR 27 2005

PD-2

USERNAME => ltuglia

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
07	LA	101	55.4/56.8	93	

REGISTERED CIVIL ENGINEER (Date) 12-20-04

PLANS APPROVAL DATE

CITY OF AGOURA HILLS
30001 LADYFACE COURT
AGOURA HILLS, CA 91301

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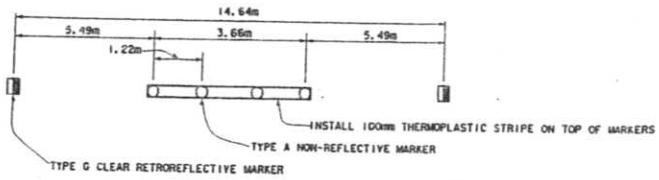

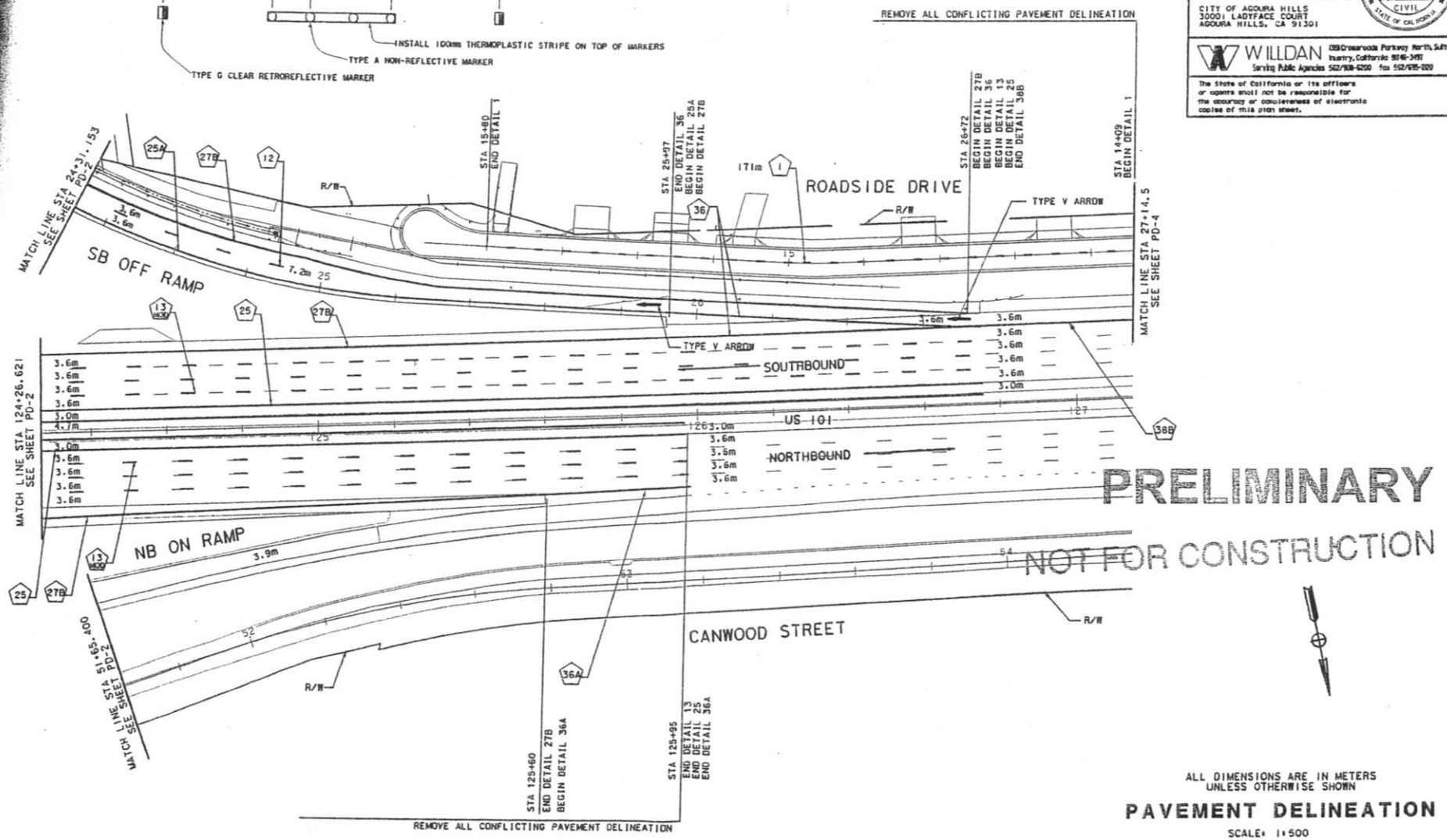

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PAVEMENT DELINEATION

SCALE: 1:500

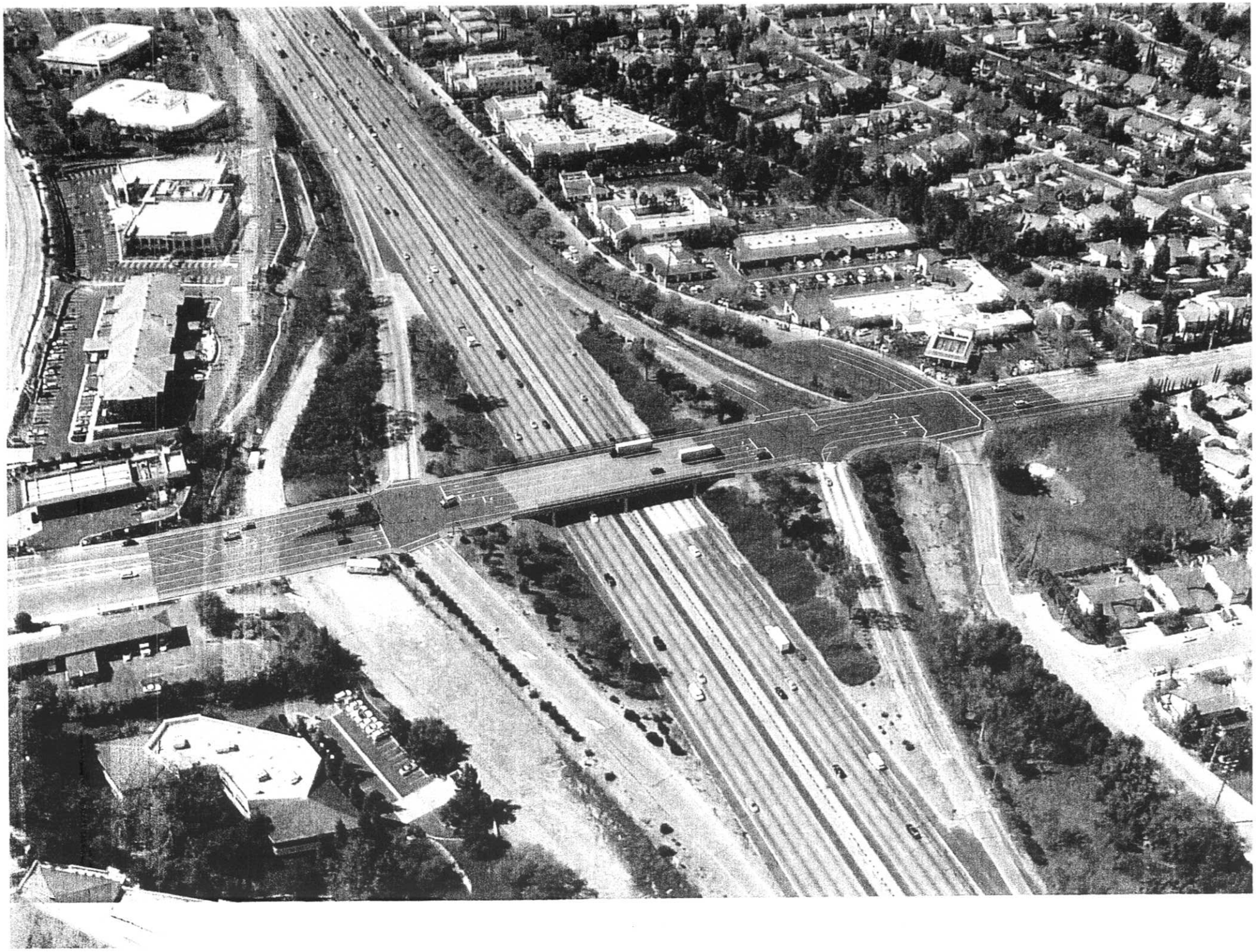
THIS PLAN ACCURATE FOR PAVEMENT DELINEATION WORK ONLY

APR 27 2005

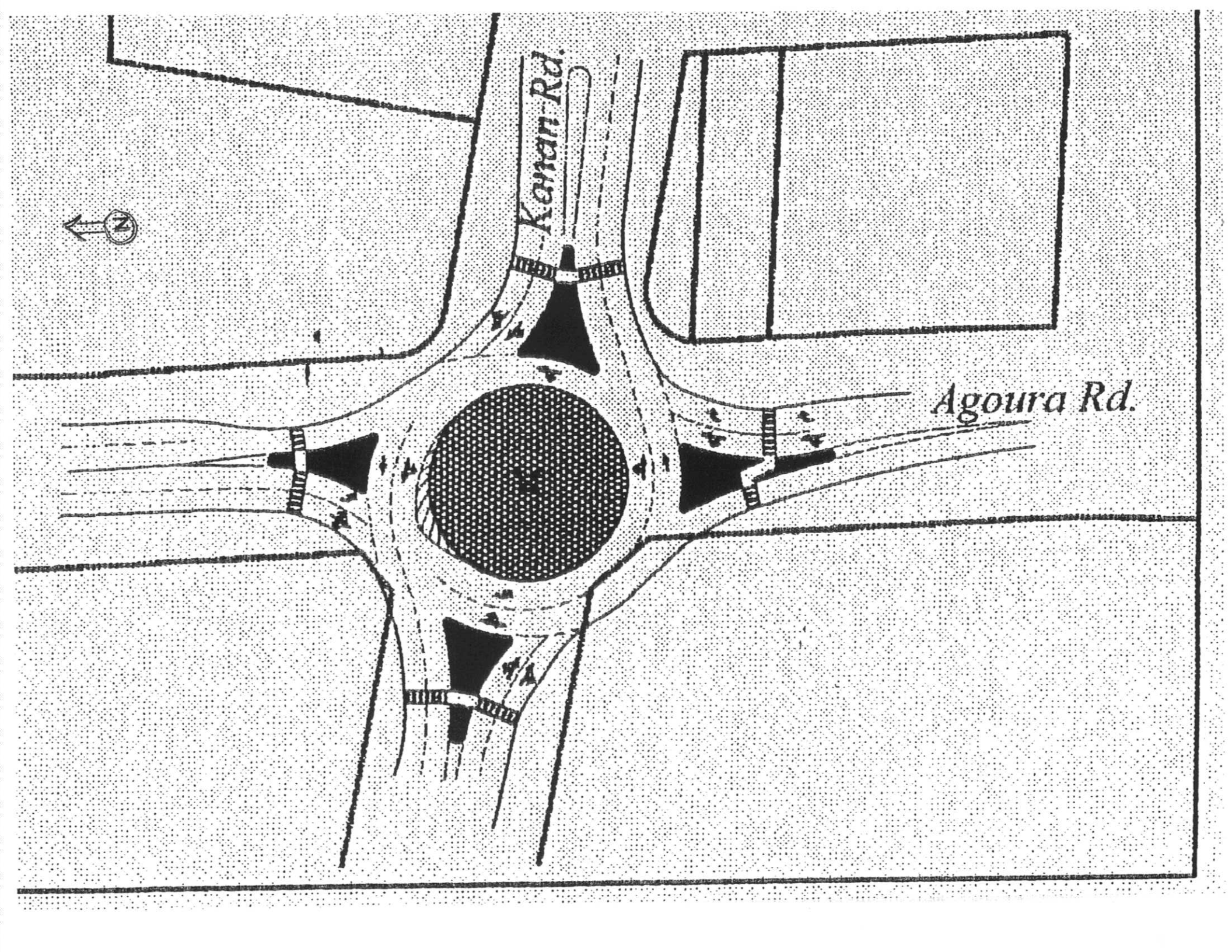
PD-3

FOR REDUCED PLANS ORIGINAL 0 10 20 30 40 USERNAME => ltugalla

U.S. 101/REYES ADOBE ROAD INTERCHANGE FUTURE GEOMETRY



KANAN ROAD/AGOURA ROAD ROUNDABOUT GEOMETRY


Kanan Rd.
Agoura Rd.
N

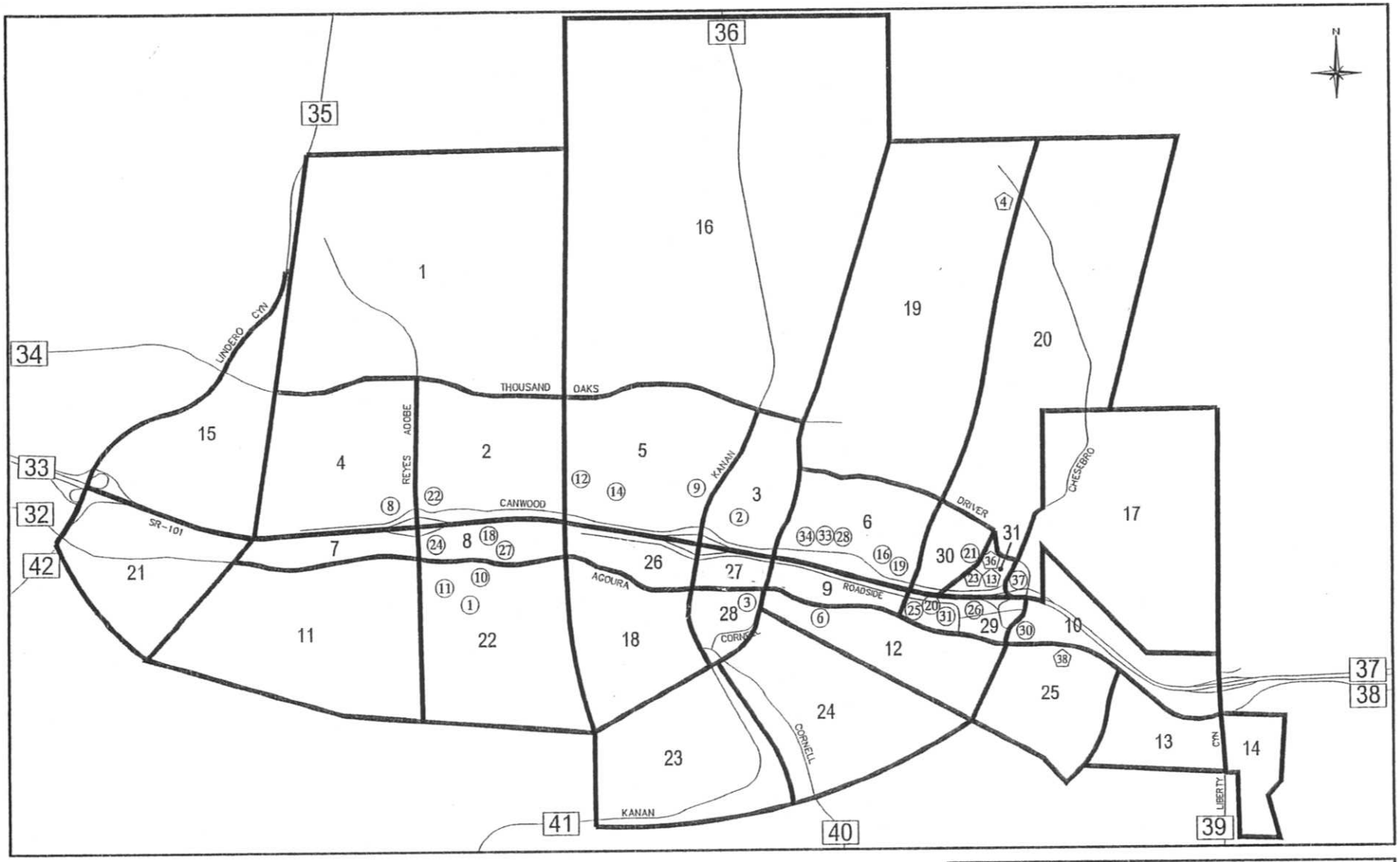
CUMULATIVE PROJECTS LOCATION MAP AND TRIP GENERATION TABLE

Table 1

Cumulative Development Summary

Map No.*	TAZ No.*	Project Proponent/Name	Land Use	Size	Status
1	22	Ball Propertied (Centerpointe)	Office	61,040 SF	Approved/Construction Pending
2	3	J.H. Snyder Co	Office Restaurant Apartments	40,000 SF 19,000 SF 336 DU	Approved/Under Construction
3	28	Adobe Cantina	Restaurant	1,142 SF Add.	Under Review
4	19	Palo Camado Ranch	Single Family	8 DU	Approved/Under Construction
6	12	Burgundy Creek Bistro	Restaurant/Reception Hall Office	11,000 SF 11,000 SF	Under Review
8	4	Chabad of the Conejo	Classrooms/Office for Church	6,442 SF	Approved/Construction Pending
9	5	Silagi-Canwood Corporate Center	General Office	22,896 SF	Approved/Under Construction
10	22	Temple Beth Haverim	Synagogue	31,000 SF	Approved/Construction Pending
11	22	Scheu Development	General Office	81,000 SF	Under Review
12	5	LA County Fire Department Sta.#89	Fire Station/Training Facility	12,500 SF	Approved/Under Construction
13	31	Schneider	Condominium	4 DU	Approved/Construction Pending
14	5	Silagi Development	General Office	49,000 SF	Approved/Under Construction
16	6	Agoura Business Center	Warehouse/Manufacturing/Office	19,810 SF	Under Review
18	8	Development Partners	General Office	31,160 SF	Approved/Under Construction
19	6	Adler Realty	Furniture Store	118,162 SF	Approved/Under Construction
20	29	Levy, Moshe	General Office	20,830 SF	Approved/Under Construction
21	30	Wickman-Agoura Furniture Center	Furniture Store	38,760 SF	Approved/Under Construction
22	2	Del Rahim	Auto Detailing Service	10,333 SF	Under Review
23	31	Minder	Condominium	19 DU	Approved/Construction Pending
24	8	Reyes Adobe Partners, L.P.	Furniture Store	14,500 SF	Approved/Under Construction
25	29	Leader Carpets	Retail	14,080 SF	Approved/Under Construction
26	29	So. Cal. Food Services for Wendy's	Drive-Thru Fast Food	3,200 SF	Approved/Construction Pending
27	8	Realty Bancorp Equities	Commercial	76,750 SF	Approved/Construction Pending
28	6	Stockton for Levy	Furniture Store General Office	10,000 SF 6,700 SF	Approved/Construction Pending
30	10	Alesco Development	Office	67 Units	Under Review
31	29	BBA Properties LLC for Michael Browers	Office	9,000 SF	Approved/Construction Pending
32	26	Zaghi	Warehouse/Manufacturing	11,636 SF	Under Review
33	6	HBF Holdings	Hotel/Homewood Suites	125 Rooms	Approved/Construction Pending
34	6	Heathcote for Buckley	Commercial/Medical	14,075 SF	Under Review
36	31	Stockton	Apartments	4 DU	Approved/Construction Pending
37	17	Chesebro Properties, LLC	Office	8,000 SF	Approved/Under Construction
38	25	Riopharm	Single Family	28 DU	Under Review

* See project location and traffic analysis zone (TAZ) delineations in Figure 1.



Legend

x	Zone Number
yy	Cordons
xx	Non-Residential Development
zz	Residential Development

Figure 1

AGOURA HILLS TRAFFIC ANALYSIS ZONES

Table 3 (cont.)

AGOURA HILLS ZONAL LAND USE AND TRIP GENERATION (CUMULATIVE)

Zone	Land Use Type	Units	-- AM Peak Hour -- In	Out	Total	-- PM Peak Hour -- In	Out	Total	ADT
19	1. Single Family	8.00 DU	2	4	6	5	3	8	77
	SUB-TOTAL		2	4	6	5	3	8	77
22	8. General Office	61.04 TSF	113	15	128	21	102	123	908
	8. General Office	81.00 TSF	141	19	160	26	127	153	1129
	17. Synagogue	31.00 TSF	4	0	4	24	28	52	330
	SUB-TOTAL		258	34	292	71	257	328	2367
25	1. Single Family	28.00 DU	5	16	21	18	10	28	268
	SUB-TOTAL		5	16	21	18	10	28	268
29	8. General Office	20.83 TSF	50	7	57	9	45	54	398
	10. Furniture Store	14.08 TSF	2	1	3	3	4	7	71
	7. Drive-thru Restaurant	3.20 TSF	81	78	159	56	51	107	1588
	8. General Office	9.00 TSF	26	4	30	5	23	28	209
	SUB-TOTAL		159	90	249	73	123	196	2266
30	10. Furniture Store	38.76 TSF	5	2	7	8	10	18	196
	SUB-TOTAL		5	2	7	8	10	18	196
31	2. Townhouses/Condominium	19.00 DU	1	7	8	7	3	10	111
	3. Apartments	4.00 DU	0	2	2	2	1	3	27
	2. Townhouses/Condominium	4.00 DU	0	1	1	1	1	2	23
	SUB-TOTAL		1	10	11	10	5	15	161
	total		1,255	546	1,801	993	1,523	2,516	23,376

Table 3

AGOURA HILLS ZONAL LAND USE AND TRIP GENERATION (CUMULATIVE)

Zone	Land Use Type	Units	-- AM Peak Hour -- In	Out	Total	-- PM Peak Hour -- In	Out	Total	ADT
2	15. Automated Car Wash	10.33 TSF	0	0	0	60	60	120	146
	SUB-TOTAL		0	0	0	60	60	120	146
3	3. Apartments	336.00 DU	34	138	172	134	77	211	2258
	5. Sit-Down Restaurant	19.00 TSF	92	85	177	124	82	206	2476
	8. General Office	40.00 TSF	82	11	93	15	74	89	657
	SUB-TOTAL		208	234	442	273	233	506	5391
4	17. Synagogue	6.44 TSF	1	0	1	5	6	11	69
	SUB-TOTAL		1	0	1	5	6	11	69
5	8. General Office	22.90 TSF	53	7	60	10	48	58	428
	8. General Office	49.00 TSF	96	13	109	18	86	104	767
	14. Fire Station	12.50 TSF	0	0	0	0	0	0	13
	SUB-TOTAL		149	20	169	28	134	162	1208
6	10. Furniture Store	118.16 TSF	14	6	20	25	30	55	598
	10. Furniture Store	10.00 TSF	1	1	2	2	3	5	51
	8. General Office	6.70 TSF	21	3	24	4	19	23	166
	12. Hotel/Homewood Suites	125.00 RMS	40	20	60	29	40	69	780
	13. Medical-Dental Service	14.08 TSF	28	7	35	14	38	52	509
	11. Warehouse/Manufactoring	19.81 TSF	8	1	9	2	7	9	66
	SUB-TOTAL		112	38	150	76	137	213	2170
8	8. General Office	31.16 TSF	68	9	77	12	61	73	542
	10. Furniture Store	14.50 TSF	2	1	3	3	4	7	73
	4. Shopping Center	76.75 TSF	81	52	133	254	275	529	5750
	SUB-TOTAL		151	62	213	269	340	609	6365
10	8. General Office	67.00 TSF	122	17	139	22	109	131	976
	SUB-TOTAL		122	17	139	22	109	131	976
12.	6. Quality Restaurant	11.00 TSF	5	4	9	55	27	82	989
	8. General Office	17.50 TSF	43	6	49	8	39	47	348
	SUB-TOTAL		240	64	304	179	299	478	4499
17	8. General Office	8.00 TSF	24	3	27	4	21	25	191
	SUB-TOTAL		24	3	27	4	21	25	191
18	2. Townhouses/Condominium	93.00 DU	7	34	41	33	17	50	545

Table 3 (cont.)

ADT AND PEAK HOUR TRIP RATE SUMMARY

Land Use Type	Units	-- AM Peak Hour -- In	Out	Total	-- PM Peak Hour -- In	Out	Total	ADT
1. Single Family	DU	0.19	0.56	0.75	0.65	0.36	1.01	9.57
2. Townhouses/Condominium	DU	0.07	0.37	0.44	0.36	0.18	0.54	5.86
3. Apartments	DU	0.10	0.41	0.51	0.40	0.23	0.63	6.72
5. Sit-Down Restaurant	TSF	4.82	4.45	9.27	6.52	4.34	10.86	130.34
6. Quality Restaurant	TSF	0.42	0.39	0.81	5.02	2.47	7.49	89.95
7. Drive-thru Restaurant	TSF	25.31	24.38	49.69	17.50	15.94	33.44	496.25
9. Tire Retail	TSF	1.82	1.07	2.89	1.78	2.37	4.15	24.87
10. Furniture Store	TSF	0.12	0.05	0.17	0.21	0.25	0.46	5.06
11. Warehouse/Manufactoring	TSF	0.40	0.07	0.47	0.09	0.37	0.46	3.34
12. Hotel/Homewood Suites	RMS	0.32	0.16	0.48	0.23	0.32	0.55	6.24
13. Medical-Dental Service	TSF	1.96	0.52	2.48	1.00	2.72	3.72	36.13
14. Fire Station	TSF	0.00	0.00	0.00	0.00	0.00	0.00	1.00
15. Automated Car Wash	TSF	0.00	0.00	0.00	5.82	5.82	11.64	14.12
16. Hotel	RMS	0.39	0.28	0.67	0.34	0.36	0.70	8.92
17. Synagogue	TSF	0.14	0.00	0.14	0.79	0.90	1.69	10.64
18. Senior Housing	TSF	0.08	0.12	0.20	0.16	0.10	0.26	3.71

Table 3 (cont.)

ADT AND PEAK HOUR TRIP GENERATION EQUATION SUMMARY

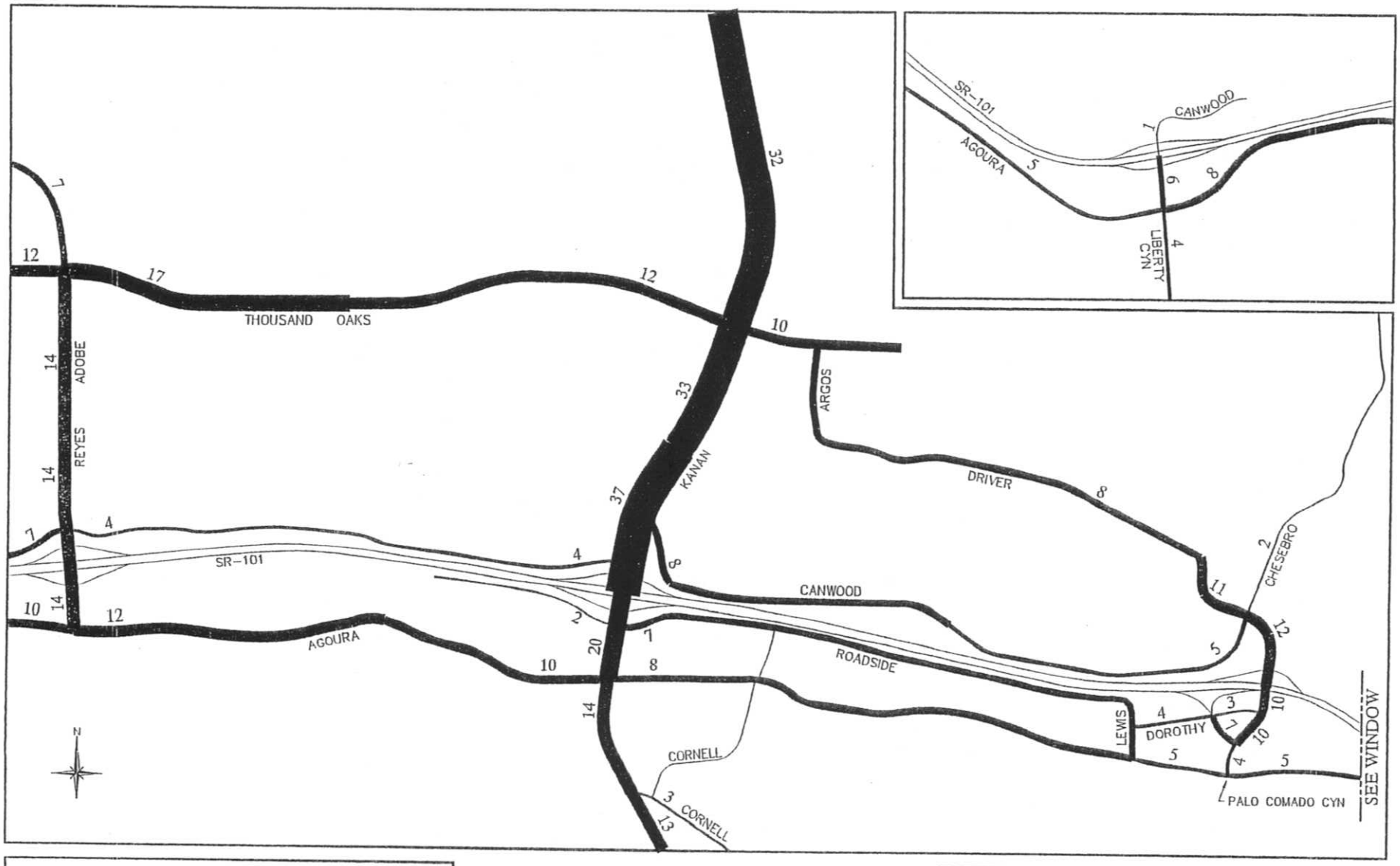
EQUATION FORM: LN(T)=A*LN(X)+B
WHERE: X=LAND USE AMOUNT & T=DAILY TRIPS

				-- AM Peak Hour --			-- PM Peak Hour --		
		- Coefficients -		Pk/ADT			Pk/ADT		
Land Use Type	Units	A	B	Ratio	In	Out	Ratio	In	Out
4. Shopping Center	TSF	0.643	5.866	0.023	61%	39%	0.092	48%	52%
8. General Office	TSF	0.768	3.654	0.142	88%	12%	0.135	17%	83%

ADT VOLUMES

- Existing ADT Volumes
- Cumulative ADT Volumes

Existing ADT Volumes



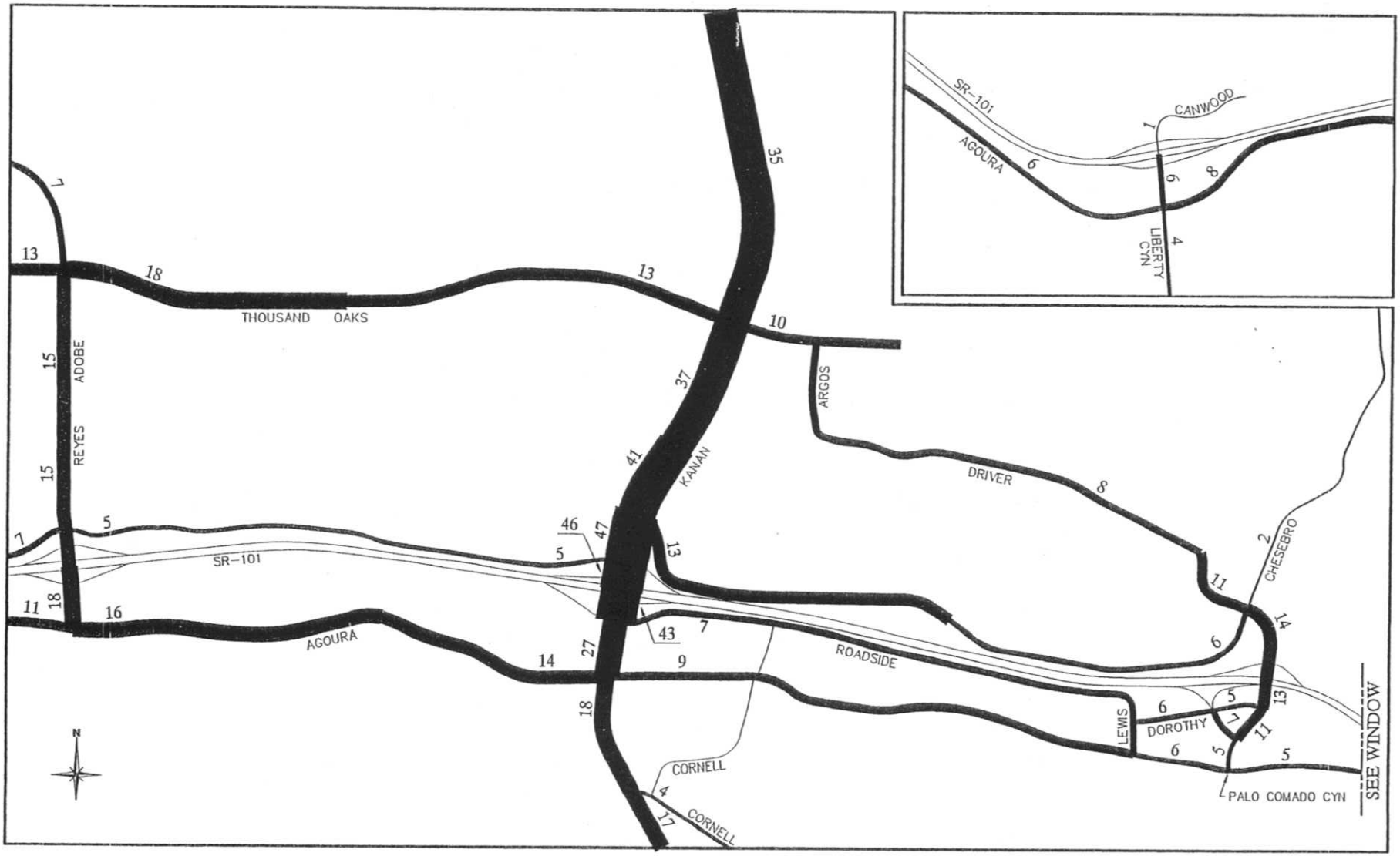
Legend

5 10 20 ADT Volumes (000s)

Figure B-1

EXISTING (2004) ADT VOLUMES (000s)
- EXISTING BASE NETWORK

Cumulative ADT Volumes



Legend

5 10 20 ADT Volumes (000s)

Figure 4

EXISTING PLUS CUMULATIVE ADT VOLUMES (000s) - WITHOUT PROJECT

INTERSECTION PEAK HOUR TURNING VOLUMES

- Existing and Cumulative A.M. and P.M. Peak Hour Intersection Turning Volumes

Existing & Cumulative Volumes Correct From Traffic Model

Table 7

Agoura Village Project
Peak Hour Turning Movement Volumes

AM PEAK HOUR TURN MOVEMENT VOLUMES													
Location	**Description**	**SBL**	**SBT**	**SBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**
1. Reyes Adobe & Thousand Oaks	Existing	100	290	40	360	330	150	90	180	120	30	170	130
	AV Project	0	0	0	0	0	0	23	0	0	0	0	16
	Cum. Remainder	100	290	40	360	351	150	103	180	120	30	196	188
	Total Cumulative	100	290	40	360	351	150	126	180	120	30	196	204
2. Reyes Adobe & Canwood	Existing	30	730	40	20	10	20	180	300	80	20	30	180
	AV Project	0	16	0	0	0	0	0	23	0	0	0	0
	Cum. Remainder	44	774	40	24	10	22	180	311	133	20	30	180
	Total Cumulative	44	790	40	24	10	22	180	334	133	20	30	180
3. Reyes Adobe & SR-101 NB	Existing	0	590	340	320	0	180	90	380	0	0	0	0
	AV Project	0	16	0	0	0	0	20	23	0	0	0	0
	Cum. Remainder	0	634	344	320	0	182	113	442	0	0	0	0
	Total Cumulative	0	650	344	320	0	182	133	465	0	0	0	0
4. Reyes Adobe & SR-101 SB	Existing	430	480	0	0	0	0	0	190	120	280	0	300
	AV Project	0	16	0	0	0	0	0	43	0	0	0	0
	Cum. Remainder	430	524	0	0	0	0	0	224	135	331	0	413
	Total Cumulative	430	540	0	0	0	0	0	267	135	331	0	413
5. Reyes Adobe & Agoura Rd	Existing	390	0	410	0	180	170	0	0	0	120	130	0
	AV Project	16	0	0	0	20	43	0	0	0	0	0	0
	Cum. Remainder	547	0	410	0	186	219	0	0	0	120	162	0
	Total Cumulative	563	0	410	0	206	262	0	0	0	120	162	0
6. Kanan Rd & Thousand Oaks	Existing	110	1240	100	190	100	90	110	720	90	90	70	120
	AV Project	0	38	0	0	0	0	0	19	0	0	0	0
	Cum. Remainder	112	1409	100	192	100	90	131	817	91	90	70	146
	Total Cumulative	112	1447	100	192	100	90	131	836	91	90	70	146
7. Kanan Rd & US-101 NB Off/Canwood	Existing	0	1860	180	520	20	630	20	600	200	70	0	200
	AV Project	0	52	0	168	0	0	6	32	90	0	0	0
	Cum. Remainder	0	2155	193	689	79	760	31	764	233	71	0	206
	Total Cumulative	0	2207	193	857	79	760	37	796	323	71	0	206
8. Kanan Rd & US-101 NB ON	Existing	0	2040	540	0	0	0	0	620	200	0	0	0
	AV Project	0	220	0	0	0	0	0	128	0	0	0	0
	Cum. Remainder	0	2422	628	0	0	0	0	828	200	0	0	0
	Total Cumulative	0	2642	628	0	0	0	0	956	200	0	0	0
9. Kanan Rd & US-101 SB ON	Existing	0	840	1200	0	0	0	0	820	200	0	0	0
	AV Project	0	220	0	0	0	0	0	128	108	0	0	0
	Cum. Remainder	0	1222	1200	0	0	0	0	1028	291	0	0	0
	Total Cumulative	0	1442	1200	0	0	0	0	1156	399	0	0	0
10. Kanan Rd & Agoura Rd	Existing	110	700	220	50	60	100	50	420	20	90	90	90
	AV Project	199	141	150	7	34	138	3	42	10	45	11	2
	Cum. Remainder	143	767	402	52	70	109	75	572	26	117	91	95
	Total Cumulative	342	908	552	59	104	247	78	614	36	162	102	97
11. Chesebro & Driver	Existing	40	0	20	220	160	30	10	0	120	10	320	10
	AV Project	0	0	0	0	0	2	0	0	0	0	0	0
	Cum. Remainder	43	0	20	266	166	53	10	1	191	10	326	10
	Total Cumulative	43	0	20	266	166	55	10	1	191	10	326	10

Existing & Cumulative Volumes Corrected From Traffic Model

new 6/6/05

Table 7 (cont.)

Agoura Village Project
Peak Hour Turning Movement Volumes

AM PEAK HOUR TURN MOVEMENT VOLUMES													
Location	**Description**	**SBL**	**SBT**	**SBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**
12. Palo Comado Cyn & 101 NB	Existing	0	500	120	70	0	310	30	160	0	0	0	0
	AV Project	0	0	0	97	0	0	0	2	0	0	0	0
	Cum. Remainder	0	575	125	177	0	367	75	179	0	0	0	0
	Total Cumulative	0	575	125	274	0	367	75	181	0	0	0	0
13. Palo Comado Cyn & Chesebro	Existing	0	140	360	0	0	0	20	80	0	120	0	20
	AV Project	0	99	0	0	0	0	0	0	0	0	0	0
	Cum. Remainder	0	165	360	0	0	0	20	89	0	120	0	23
	Total Cumulative	0	264	360	0	0	0	20	89	0	120	0	23
14. Palo Comado Cyn & Agoura Rd	Existing	50	0	120	0	120	60	0	0	0	40	80	0
	AV Project	0	0	99	0	11	0	0	0	0	1	5	0
	Cum. Remainder	55	0	144	0	130	69	0	0	0	40	82	0
	Total Cumulative	55	0	243	0	141	69	0	0	0	41	87	0
15. Liberty Canyon & US-101 NB	Existing	0	50	30	110	0	50	120	50	0	0	0	0
	AV Project	0	0	0	0	0	0	0	0	0	0	0	0
	Cum. Remainder	0	50	30	138	0	50	126	50	0	0	0	0
	Total Cumulative	0	50	30	138	0	50	126	50	0	0	0	0
16. Liberty Canyon & US-101 SB	Existing	120	40	0	0	0	0	0	110	170	60	0	270
	AV Project	0	0	0	0	0	0	0	0	0	0	0	1
	Cum. Remainder	120	68	0	0	0	0	0	116	179	60	0	273
	Total Cumulative	120	68	0	0	0	0	0	116	179	60	0	274
17. Liberty Canyon & Agoura Rd	Existing	170	80	60	10	70	30	20	210	60	30	110	20
	AV Project	1	0	0	0	9	0	0	0	0	0	3	0
	Cum. Remainder	173	80	88	10	81	36	22	210	60	39	113	20
	Total Cumulative	174	80	88	10	90	36	22	210	60	39	116	20
19. SR-101 SB & Dorothy	Existing	50	130	70	20	10	40	90	330	30	90	60	70
	AV Project	0	0	0	0	0	0	0	0	0	25	0	3
	Cum. Remainder	50	130	70	20	10	40	90	330	127	90	60	202
	Total Cumulative	50	130	70	20	10	40	90	330	127	115	60	205
21. Kanan Rd & Canwood E	Existing	50	1820	0	220	0	50	0	940	360	0	0	0
	AV Project	0	38	0	14	0	0	0	19	13	0	0	0
	Cum. Remainder	97	1970	0	378	0	87	0	1022	573	0	0	0
	Total Cumulative	97	2008	0	392	0	87	0	1041	586	0	0	0
22. Kanan Rd & US-101 SB Off	Existing	240	600	1200	0	0	40	0	560	20	420	0	490
	AV Project	3	217	0	0	0	12	0	225	0	0	17	273
	Cum. Remainder	240	848	1334	0	0	41	0	747	20	531	1	524
	Total Cumulative	243	1065	1334	0	0	53	0	972	20	531	18	797
23. Kanan Rd & Cornell Way	Existing	190	650	0	10	0	100	0	400	10	0	0	0
	AV Project	10	14	0	5	0	16	0	24	15	0	0	0
	Cum. Remainder	199	715	0	13	0	122	0	561	18	0	0	0
	Total Cumulative	209	729	0	18	0	138	0	585	33	0	0	0
24. Kanan Rd & Project Access	Existing	0	0	0	0	0	0	0	0	0	0	0	0
	AV Project	47	5	99	11	2	0	15	12	13	43	1	8
	Cum. Remainder	0	74	0	0	0	0	0	183	0	0	0	0
	Total Cumulative	47	79	99	11	2	0	15	195	13	43	1	8

Existing & Cumulative Volumes Corrected From Traffic Model

Table 7 (cont.)

Agoura Village Project
Peak Hour Turning Movement Volumes

New 6/6/05

PM PEAK HOUR TURN MOVEMENT VOLUMES													
Location	**Description**	**SBL**	**SBT**	**SBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**
1. Reyes Adobe & Thousand Oaks	Existing	60	90	20	230	360	60	170	160	380	40	470	100
	AV Project	0	0	0	0	0	0	96	0	0	0	0	26
	Cum. Remainder	60	90	20	230	390	60	258	160	381	40	496	140
	Total Cumulative	60	90	20	230	390	60	354	160	381	40	496	166
2. Reyes Adobe & Canwood	Existing	30	330	90	60	30	70	230	590	130	50	30	280
	AV Project	0	26	0	5	0	0	0	96	6	0	0	0
	Cum. Remainder	37	367	90	151	30	89	230	662	184	50	30	280
	Total Cumulative	37	393	90	156	30	89	230	758	190	50	30	280
3. Reyes Adobe & SR-101 NB	Existing	0	320	340	90	0	400	280	550	0	0	0	0
	AV Project	0	31	0	0	0	0	90	102	0	0	0	0
	Cum. Remainder	0	390	398	90	0	429	433	648	0	0	0	0
	Total Cumulative	0	421	398	90	0	429	523	750	0	0	0	0
4. Reyes Adobe & SR-101 SB	Existing	230	180	0	0	0	0	0	310	830	310	0	140
	AV Project	4	27	0	0	0	0	0	192	0	0	0	0
	Cum. Remainder	258	222	0	0	0	0	0	535	931	335	0	222
	Total Cumulative	262	249	0	0	0	0	0	727	931	335	0	222
5. Reyes Adobe & Agoura Rd	Existing	230	0	120	0	230	470	0	0	0	390	230	0
	AV Project	27	0	0	0	77	192	0	0	0	0	0	0
	Cum. Remainder	351	0	123	0	274	795	0	0	0	390	252	0
	Total Cumulative	378	0	123	0	351	987	0	0	0	390	252	0
6. Kanan Rd & Thousand Oaks	Existing	120	920	150	130	170	120	290	1290	290	300	240	170
	AV Project	0	58	0	1	0	0	0	74	1	0	0	0
	Cum. Remainder	120	1042	150	132	170	123	320	1458	293	301	240	196
	Total Cumulative	120	1100	150	133	170	123	320	1532	294	301	240	196
7. Kanan Rd & US-101 NB Off/Canwood	Existing	0	1450	190	170	60	780	70	940	260	100	0	130
	AV Project	0	85	0	315	0	0	6	108	372	0	0	10
	Cum. Remainder	0	1748	195	347	69	952	74	1144	299	115	0	188
	Total Cumulative	0	1833	195	662	69	952	80	1252	671	115	0	198
8. Kanan Rd & US-101 NB ON	Existing	0	1180	570	0	0	0	0	1000	260	0	0	0
	AV Project	0	410	0	0	0	0	0	486	0	0	0	0
	Cum. Remainder	0	1589	694	0	0	0	0	1247	260	0	0	0
	Total Cumulative	0	1999	694	0	0	0	0	1733	260	0	0	0
9. Kanan Rd & US-101 SB ON	Existing	0	620	560	0	0	0	0	1260	300	0	0	0
	AV Project	0	410	0	0	0	0	0	486	429	0	0	0
	Cum. Remainder	0	1029	560	0	0	0	0	1507	439	0	0	0
	Total Cumulative	0	1439	560	0	0	0	0	1993	868	0	0	0
10. Kanan Rd & Agoura Rd	Existing	150	490	130	70	140	220	50	650	20	150	120	30
	AV Project	318	237	282	29	104	492	8	167	27	199	39	16
	Cum. Remainder	183	651	262	75	161	252	71	740	23	304	130	64
	Total Cumulative	501	888	544	104	265	744	79	907	50	503	169	80
11. Chesebro & Driver	Existing	60	10	20	160	380	30	10	10	290	20	230	10
	AV Project	3	0	0	0	0	0	0	0	0	0	0	0
	Cum. Remainder	78	11	20	200	391	34	10	10	394	20	238	11
	Total Cumulative	81	11	20	200	391	34	10	10	394	20	238	11

Existing & Cumulative volumes Correct from traffic model

Table 7 (cont.)

new 6/6/05

Agoura Village Project
Peak Hour Turning Movement Volumes

PM PEAK HOUR TURN MOVEMENT VOLUMES													
Location	Description	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR
12. Palo Comado Cyn & 101 NB	Existing	0	420	190	160	0	430	160	170	0	0	0	0
	AV Project	0	3	0	121	0	0	0	0	0	0	0	0
	Cum. Remainder	0	535	205	211	0	467	250	188	0	0	0	0
	Total Cumulative	0	538	205	332	0	467	250	188	0	0	0	0
13. Palo Comado Cyn & Chesebro	Existing	0	200	380	0	0	0	30	170	0	190	0	40
	AV Project	0	132	0	0	0	0	0	1	0	0	0	0
	Cum. Remainder	0	234	380	0	0	0	30	175	0	190	0	47
	Total Cumulative	0	366	380	0	0	0	30	176	0	190	0	47
14. Palo Comado Cyn & Agoura Rd	Existing	100	0	150	0	170	80	0	0	0	100	160	0
	AV Project	0	0	133	0	16	0	0	0	0	1	15	0
	Cum. Remainder	112	0	180	0	175	84	0	0	0	101	165	0
	Total Cumulative	112	0	313	0	191	84	0	0	0	102	180	0
15. Liberty Canyon & US-101 NB	Existing	0	10	0	110	0	0	300	10	0	0	0	0
	AV Project	0	0	0	0	0	0	0	0	0	0	0	0
	Cum. Remainder	0	10	0	121	0	0	304	10	0	0	0	0
	Total Cumulative	0	10	0	121	0	0	304	10	0	0	0	0
16. Liberty Canyon & US-101 SB	Existing	10	110	0	0	0	0	0	160	90	150	0	340
	AV Project	0	0	0	0	0	0	0	0	0	0	0	10
	Cum. Remainder	10	121	0	0	0	0	0	164	116	150	0	352
	Total Cumulative	10	121	0	0	0	0	0	164	116	150	0	362
17. Liberty Canyon & Agoura Rd	Existing	330	90	30	40	170	140	20	60	30	50	220	40
	AV Project	10	0	0	0	16	0	0	0	0	0	8	0
	Cum. Remainder	342	90	41	40	176	144	20	60	30	76	229	41
	Total Cumulative	352	90	41	40	192	144	20	60	30	76	237	41
19. SR-101 SB & Dorothy	Existing	40	80	70	20	70	20	50	310	70	100	60	60
	AV Project	0	0	0	0	0	0	0	0	0	132	0	1
	Cum. Remainder	40	80	70	20	70	20	50	310	258	100	60	116
	Total Cumulative	40	80	70	20	70	20	50	310	258	232	60	117
21. Kanan Rd & Canwood E	Existing	60	1310	0	330	0	180	0	1590	230	0	0	0
	AV Project	0	59	0	26	0	0	0	75	33	0	0	0
	Cum. Remainder	105	1415	0	528	0	231	0	1740	471	0	0	0
	Total Cumulative	105	1474	0	554	0	231	0	1815	504	0	0	0
22. Kanan Rd & US-101 SB Off	Existing	270	350	560	0	0	90	0	920	40	550	0	470
	AV Project	10	401	0	0	0	57	0	858	0	0	47	436
	Cum. Remainder	270	609	710	0	0	91	0	1196	40	658	1	537
	Total Cumulative	280	1010	710	0	0	148	0	2054	40	658	48	973
23. Kanan Rd & Cornell Way	Existing	100	490	0	0	0	120	0	570	20	0	0	0
	AV Project	30	56	0	22	0	28	0	48	14	0	0	0
	Cum. Remainder	127	663	0	9	0	137	0	668	26	0	0	0
	Total Cumulative	157	719	0	31	0	165	0	716	40	0	0	0
24. Kanan Rd & Project Access	Existing	0	0	0	0	0	0	0	0	0	0	0	0
	AV Project	103	27	151	29	6	0	21	29	26	173	8	30
	Cum. Remainder	0	199	1	0	0	0	0	115	0	-1	0	1
	Total Cumulative	103	226	152	29	6	0	21	144	26	172	8	31

INTERSECTION PEAK HOUR LEVEL OF SERVICE CALCULATION WORKSHEETS

- Existing Levels of Service
- Cumulative and Cumulative + Agoura Village Specific Plan Levels of Service

Existing Levels of Service

Reference 1 -	Reyes Adobe Rd/Thousand Oak Blvd
Reference 2 -	Reyes Adobe Rd/Canwood St
Reference 3 -	Reyes Adobe Rd/U.S. 101 NB Ramps
Reference 4 -	Reyes Adobe Rd/U.S. 101 SB Ramps
Reference 5 -	Reyes Adobe Rd/Agoura Rd
Reference 6 -	Kanan Rd/Thousand Oak Blvd
Reference 7 -	Kanan Rd/Canwood St (E)
Reference 8 -	Kanan Rd/U.S. 101 NB
Reference 9 -	Kanan Rd/U.S. 101 SB
Reference 10 -	Kanan Rd/Agoura Rd
Reference 11 -	Kanan Rd/Cornell Dr
Reference 12 -	Cornell Dr/Agoura Rd
Reference 13 -	Chesebro Rd/Driver Ave
Reference 14 -	Palo Camado Cyn Rd/U.S. 101 NB
Reference 15 -	Dorothy Dr/U.S. 101 SB Ramps
Reference 16 -	Palo Camado Cyn Rd/Chesebro Rd
Reference 17 -	Chesebro Rd/Agoura Rd

AGOURA VILLAGE SPECIFIC PLAN #05014 **#01-AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: ***REYES ADOBE RD***

E/W STREET: ***THOUSAND OAKS BLVD***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	90	180	120	100	290	40	30	170	130	360	330	150

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L T TR	L T TR	L T TR	L T TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	1	1600	90		0.06 *					
NBT	2	3200	180		0.09					
NBR	0	0	120		0.00					
SBL	1	1600	100		0.06					
SBT	2	3200	290		0.10 *					
SBR	0	0	40		0.00					
EBL	1	1600	30		0.02					
EBT	2	3200	170		0.05 *					
EBR *(a)*	1	1600	130		0.08					
WBL	1	1600	360		0.23 *					
WBT	2	3200	330		0.10					
WBR *(a)*	1	1600	150		0.09					
					0.05 *					
			INTERSECTION CAPACITY UTILIZATION:		**0.49**					
			LEVEL OF SERVICE:		**A**					

NOTES:

(a) *wide lane + bike lane/unrestricted RT*

06/14/05

AGOURA VILLAGE SPECIFIC PLAN #05014 **#01-PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: ***REYES ADOBE RD***

E/W STREET: ***THOUSAND OAKS BLVD***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	160	380	60	90	20	40	470	100	230	360	60

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L T TR	L T TR	L T TR	L T TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	1	1600	170		0.11					
NBT	2	3200	160		0.17 *					
NBR	0	0	380		0.00					
SBL	1	1600	60		0.04 *					
SBT	2	3200	90		0.03					
SBR	0	0	20		0.00					
EBL	1	1600	40		0.03					
EBT	2	3200	470		0.15 *					
EBR *(a)*	1	1600	100		0.06					
WBL	1	1600	230		0.14 *					
WBT	2	3200	360		0.11					
WBR *(a)*	1	1600	60		0.04					
					0.05 *					
			INTERSECTION CAPACITY UTILIZATION:		**0.55**					
			LEVEL OF SERVICE:		**A**					

NOTES:

(a) wide lane + bike lane/unrestricted RT

06/14/05

AGOURA VILLAGE SPECIFIC PLAN #05014 **#02-AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: ***REYES ADOBE RD***

E/W STREET: ***CANWOOD ST***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	180	300	80	30	730	40	20	30	180	20	10	20

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L TR	L T TR	LT R	LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	1	1600	180		0.11 *					
NBT	1	1600	300		0.24					
NBR	0	0	80		0.00					
SBL	1	1600	30		0.02					
SBT	2	3200	730		0.24 *					
SBR	0	0	40		0.00					
EBL	0	0	20		0.00					
EBT	1	1600	30		0.03 *					
EBR *(a)*	1	1600	180		0.11					
WBL	0	0	20		0.00					
WBT	1	1600	10		0.03 *					
WBR	0	0	20		0.00					
					0.05 *					
			INTERSECTION CAPACITY UTILIZATION:		**0.46**					
			LEVEL OF SERVICE:		**A**					

NOTES:

(a) *NOT CRITICAL DUE TO RTOR*

06/14/05

AGOURA VILLAGE SPECIFIC PLAN #05014 **#02-PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: ***REYES ADOBE RD***

E/W STREET: ***CANWOOD ST***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	230	590	130	30	330	90	50	30	280	60	30	70

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L TR	L T TR	LT R	LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	1	1600	230		0.14					
NBT	1	1600	590		0.45 *					
NBR	0	0	130		0.00					
SBL	1	1600	30		0.02 *					
SBT	2	3200	330		0.13					
SBR	0	0	90		0.00					
EBL	0	0	50		0.00					
EBT	1	1600	30		0.05 *					
EBR *(a)*	1	1600	280		0.18					
WBL	0	0	60		0.00					
WBT	1	1600	30		0.10 *					
WBR	0	0	70		0.00					
					0.05 *					
			INTERSECTION CAPACITY UTILIZATION:		**0.67**					
			LEVEL OF SERVICE:		**B**					

NOTES:

(a) *NOT CRITICAL DUE TO RTOR*

06/14/05

AGOURA VILLAGE SPECIFIC PLAN #05014 **#03-AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: ***REYES ADOBE RD***

E/W STREET: ***U.S. 101 NORTHBOUND RAMPS***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	90	380	0	0	590	340	0	0	0	320	0	180

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L T	T R		LT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	1	1600	90		0.06 *					
NBT	1	1600	380		0.24					
NBR	0	0	0		0.00					
SBL	0	0	0		0.00					
SBT	1	1600	590		0.37 *					
SBR	1	1600	340		0.21					
EBL	0	0	0		0.00					
EBT	0	0	0		0.00					
EBR	0	0	0		0.00					
WBL	1	1600	320		0.20 *					
WBT	0	0	0		0.00					
WBR	1	1600	180		0.11					
					0.05 *					
			INTERSECTION CAPACITY UTILIZATION:		**0.68**					
			LEVEL OF SERVICE:		**B**					

NOTES:

06/07/05

AGOURA VILLAGE SPECIFIC PLAN #05014 **#03-PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: ***REYES ADOBE RD***

E/W STREET: ***U.S. 101 NORTHBOUND RAMPS***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	280	550	0	0	320	340	0	0	0	90	0	400

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L T	T R		LT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	1	1600	280		0.18 *					
NBT	1	1600	550		0.34					
NBR	0	0	0		0.00					
SBL	0	0	0		0.00					
SBT	1	1600	320		0.20 *					
SBR	1	1600	340		0.21					
EBL	0	0	0		0.00					
EBT	0	0	0		0.00					
EBR	0	0	0		0.00					
WBL	1	1600	90		0.06					
WBT	0	0	0		0.00					
WBR *(a)*	1	1600	336		0.21 *					
					0.05 *					
			INTERSECTION CAPACITY UTILIZATION:		**0.64**					
			LEVEL OF SERVICE:		**B**					

NOTES:

(a) 16% EX/20% EX+PR RTOR

06/07/05

AGOURA VILLAGE SPECIFIC PLAN #05014 **#04-AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: ***REYES ADOBE RD***

E/W STREET: ***U.S. 101 SOUTHBOUND RAMPS***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	190	120	430	480	0	280	0	300	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	T R	L T	LT R	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1					
NBL	0	0	0		0.00					
NBT	1	1600	190		0.12 *					
NBR	1	1600	120		0.08					
SBL	1	1600	430		0.27 *					
SBT	1	1600	480		0.30					
SBR	0	0	0		0.00					
EBL	1	1600	280		0.18 *					
EBT	0	0	0		0.00					
EBR	1	1600	300		0.19					
WBL	0	0	0		0.00					
WBT	0	0	0		0.00					
WBR	0	0	0		0.00					
					0.05 *					
			INTERSECTION CAPACITY UTILIZATION:		**0.62**					
			LEVEL OF SERVICE:		**B**					

NOTES:

06/07/05

AGOURA VILLAGE SPECIFIC PLAN #05014 **#04-PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: ***REYES ADOBE RD***

E/W STREET: ***U.S. 101 SOUTHBOUND RAMPS***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	310	830	230	180	0	310	0	140	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	T R	L T	LT R	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	0	0	0		0.00					
NBT	1	1600	310		0.19					
NBR *(a)*	1	1600	581		0.36 *					
SBL	1	1600	230		0.14 *					
SBT	1	1600	180		0.11					
SBR	0	0	0		0.00					
EBL	1	1600	310		0.19 *					
EBT	0	0	0		0.00					
EBR	1	1600	140		0.09					
WBL	0	0	0		0.00					
WBT	0	0	0		0.00					
WBR	0	0	0		0.00					
					0.05 *					
			INTERSECTION CAPACITY UTILIZATION:		**0.74**					
			LEVEL OF SERVICE:		**C**					

NOTES:

(a) *30% RTOR*

06/07/05

AGOURA VILLAGE SPECIFIC PLAN #05014 **#05-AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: ***REYES ADOBE RD***

E/W STREET: ***AGOURA RD***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	0	0	390	0	410	120	130	0	0	180	170

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	0	0	0		0.00					
NBT	0	0	0		0.00					
NBR	0	0	0		0.00					
SBL	1	1600	390		0.24 *					
SBT	0	0	0		0.00					
SBR *(a)*	1	1600	287		0.18					
EBL	1	1600	120		0.08 *					
EBT	1	1600	130		0.08					
EBR	0	0	0		0.00					
WBL	0	0	0		0.00					
WBT	1	1600	180		0.11 *					
WBR *(b)*	1	1600	170		0.11					
					0.05 *					
			INTERSECTION CAPACITY UTILIZATION:		**0.48**					
			LEVEL OF SERVICE:		**A**					

NOTES:

(a) 30% RTOR

(b) *DE FACTO RIGHT-TURN LANE*

06/07/05

AGOURA VILLAGE SPECIFIC PLAN #05014 **#05-PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: ***REYES ADOBE RD***

E/W STREET: ***AGOURA RD***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	0	0	230	0	120	390	230	0	0	230	470

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	0	0	0		0.00					
NBT	0	0	0		0.00					
NBR	0	0	0		0.00					
SBL	1	1600	230		0.14 *					
SBT	0	0	0		0.00					
SBR	1	1600	120		0.08					
EBL	1	1600	390		0.24 *					
EBT	1	1600	230		0.14					
EBR	0	0	0		0.00					
WBL	0	0	0		0.00					
WBT	1	1600	230		0.14					
WBR *(b)*	1	1600	287		0.18 *					
					0.05 *					
			INTERSECTION CAPACITY UTILIZATION:		**0.61**					
			LEVEL OF SERVICE:		**B**					

NOTES:

(b) *DE FACTO RIGHT-TURN LANE/39% RTOR*

06/07/05

AGOURA VILLAGE SPECIFIC PLAN #05014 **#06-AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: ***KANAN ROAD***

E/W STREET: ***THOUSAND OAKS BOULEVARD***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	110	720	90	110	1240	100	90	70	120	190	100	90

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L TT R	L TT R	LL T TR	L T TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	1	1600	110		0.07 *					
NBT	2	3200	720		0.23					
NBR (a)	1	1600	90		0.06					
SBL	1	1600	110		0.07					
SBT	2	3200	1240		0.39 *					
SBR (a)	1	1600	100		0.06					
EBL	2	3200	90		0.03					
EBT	2	3200	70		0.04 *					
EBR *(b)*	0	0	60		0.00					
WBL	1	1600	190		0.12 *					
WBT	2	3200	100		0.03					
WBR (a)	1	1600	90		0.06					
					0.05 *					
			INTERSECTION CAPACITY UTILIZATION:		**0.67**					
			LEVEL OF SERVICE:		**B**					

NOTES:

(a) WIDE LANE AND/OR BIKE LANE/UNRESTRICTED RT

(b) WIDE LANE AND BIKE LANE/50% RTOR

06/14/05

AGOURA VILLAGE SPECIFIC PLAN #05014 **#06-PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: ***KANAN ROAD***

E/W STREET: ***THOUSAND OAKS BOULEVARD***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	290	1290	290	120	920	150	300	240	170	130	170	120

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L TT R	L TT R	LL T TR	L T TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	1	1600	290		0.18					
NBT	2	3200	1290		0.40 *					
NBR (a)	1	1600	290		0.18					
SBL	1	1600	120		0.08 *					
SBT	2	3200	920		0.29					
SBR (a)	1	1600	150		0.09					
EBL	2	3200	300		0.09					
EBT	2	3200	240		0.10 *					
EBR *(b)*	0	0	85		0.00					
WBL	1	1600	130		0.08 *					
WBT	2	3200	170		0.05					
WBR (a)	1	1600	120		0.08					
					0.05 *					
			INTERSECTION CAPACITY UTILIZATION:		**0.71**					
			LEVEL OF SERVICE:		**C**					

NOTES:

(a) WIDE LANE AND/OR BIKE LANE/UNRESTRICTED RT

(b) WIDE LANE AND BIKE LANE/50% RTOR

06/14/05

AGOURA VILLAGE SPECIFIC PLAN #05014 **#07-AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: ***KANAN ROAD***

E/W STREET: ***CANWOOD ST (E)***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	940	360	50	1820	0	0	0	0	220	0	50

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
FUTURE GEOMETRICS	TT R	L TTT		LL R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	0	0	0		0.00					
NBT	2	3200	940		0.29					
NBR	1	1600	360		0.23					
SBL	1	1600	50		0.03					
SBT	3	4800	1820		0.38 *					
SBR	0	0	0		0.00					
EBL	0	0	0		0.00					
EBT	0	0	0		0.00					
EBR	0	0	0		0.00					
WBL	2	3200	220		0.07 *					
WBT	0	0	0		0.00					
WBR	1	1600	50		0.03					
					0.05 *					
			INTERSECTION CAPACITY UTILIZATION:		**0.50**					
			LEVEL OF SERVICE:		**A**					

NOTES:

06/14/05

AGOURA VILLAGE SPECIFIC PLAN #05014 **#07-PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: ***KANAN ROAD***

E/W STREET: ***CANWOOD ST (E)***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	1590	230	60	1310	0	0	0	0	330	0	180

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
FUTURE GEOMETRICS	TT R	L TTT		LL R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1					
NBL	0	0	0		0.00					
NBT	2	3200	1590		0.50 *					
NBR	1	1600	230		0.14					
SBL	1	1600	60		0.04 *					
SBT	3	4800	1310		0.27					
SBR	0	0	0		0.00					
EBL	0	0	0		0.00					
EBT	0	0	0		0.00					
EBR	0	0	0		0.00					
WBL	2	3200	330		0.10 *					
WBT	0	0	0		0.00					
WBR *(a)*	1	1600	180		0.11					
					0.05 *					
				INTERSECTION CAPACITY UTILIZATION:	**0.69**					
				LEVEL OF SERVICE:	**B**					

NOTES:

(a) NOT CRITICAL DUE TO RTOR

06/14/05

AGOURA VILLAGE SPECIFIC PLAN #05014 **REFERENCE: #08-AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: ***KANAN ROAD***

E/W STREET: ***U.S. 101 NB RAMPS/~~CANWOOD STREET~~***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	20	600	200	0	1860	180	70	0	200	520	20	630

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L TT	TTT R	L R	L LTR R

TRAFFIC SCENARIOS

SCENARIO 1: CUMULATIVE (A)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	1	1600	20		0.01 *					
NBT	2	3200	600		0.25					
NBR	0	0	200		0.00					
SBL	0	0	0		0.00					
SBT	3	4800	1860		0.39 *					
SBR	1	1600	180		0.11					
EBL	1	1600	70		0.04					
EBT	0	0	0		0.00					
EBR	1	1600	200		0.13 *					
WBL	0	0	520		0.00					
WBT	3	4800	20		0.24 *					
WBR	0	0	630		0.00					
					0.05 *					
			INTERSECTION CAPACITY UTILIZATION:		**0.82**					
			LEVEL OF SERVICE:		**D**					

NOTES:

06/07/05

AGOURA VILLAGE SPECIFIC PLAN #05014 **REFERENCE: #08-PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: ***KANAN ROAD***

E/W STREET: ***U.S. 101 NB RAMPS/~~CANWOOD STREET~~***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	70	940	260	0	1450	190	100	0	130	170	60	780

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L TT	TTT R	L R	L LTR R

TRAFFIC SCENARIOS

SCENARIO 1: CUMULATIVE (A)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	1	1600	70		0.04 *					
NBT	2	3200	940		0.38					
NBR	0	0	260		0.00					
SBL	0	0	0		0.00					
SBT	3	4800	1450		0.30 *					
SBR	1	1600	190		0.12					
EBL	1	1600	100		0.06 *					
EBT	0	0	0		0.00					
EBR	1	1600	130		0.08					
WBL	1	1600	170		0.11					
WBT	2	3200	60		0.26 *					
WBR	0	0	780		0.00					
					0.05 *					
			INTERSECTION CAPACITY UTILIZATION:		**0.71**					
			LEVEL OF SERVICE:		**C**					

NOTES:

06/07/05

AGOURA VILLAGE SPECIFIC PLAN #05014 **REFERENCE #09-AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: ***KANAN ROAD***

E/W STREET: ***U.S. 101 SB RAMPS/~~ROADSIDE DRIVE~~***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	560	200	1200	840	0	420	0	490	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	TT R	LL TT	L LTR R	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	0	0	0		0.00					
NBT	2	3200	560		0.18 *					
NBR	1	1600	200		0.13					
SBL	2	3200	1200		0.38 *					
SBT	2	3200	840		0.26					
SBR	0	0	0		0.00					
EBL	0	0	420		0.00					
EBT	3	4800	0		0.19 *					
EBR	0	0	490		0.00					
WBL	0	0	0		0.00					
WBT	0	0	0		0.00					
WBR	0	0	0		0.00					
					0.05 *					
			INTERSECTION CAPACITY UTILIZATION:		**0.80**					
			LEVEL OF SERVICE:		**C**					

NOTES:

06/07/05

AGOURA VILLAGE SPECIFIC PLAN #05014 **REFERENCE #09-PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: ***KANAN ROAD***

E/W STREET: ***U.S. 101 SB RAMPS/~~ROADSIDE DRIVE~~***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	920	300	560	620	0	550	0	470	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	TT R	LL TT	L LTR R	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	0	0	0		0.00					
NBT	2	3200	920		0.29 *					
NBR	1	1600	300		0.19					
SBL	2	3200	560		0.18 *					
SBT	2	3200	620		0.19					
SBR	0	0	0		0.00					
EBL	0	0	550		0.00					
EBT	3	4800	0		0.21 *					
EBR	0	0	470		0.00					
WBL	0	0	0		0.00					
WBT	0	0	0		0.00					
WBR	0	0	0		0.00					
					0.05 *					
			INTERSECTION CAPACITY UTILIZATION:		**0.73**					
			LEVEL OF SERVICE:		**C**					

NOTES:

06/07/05

AGOURA VILLAGE SPECIFIC PLAN #05014 **REFERENCE #09PM-CUM_GP-MIT**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.*** ***MITIGATED GEOMETRY***

TIME PERIOD: ***P.M. PEAK HOUR*** ***NB TT TR***

N/S STREET: ***KANAN ROAD*** ***SB LL TT R***

E/W STREET: ***U.S. 101 SB RAMPS/ROADSIDE DRIVE*** ***2 RECEIVING LANES ON ROADSIDE DRIVE***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES		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	0	1196	40	270	609	710	658	1	537	0	0	91
(B)	PROJECT	0	511	6	35	228	0	0	48	191	8	0	129

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
MITIGATED GEOMETRICS	TT TR	LL TT R	L LTR R	L R

TRAFFIC SCENARIOS

SCENARIO 1: CUMULATIVE (A)

SCENARIO 2: CUMULATIVE+PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	0	0	0	0	0.00	0.00				
NBT	3	4800	1196	1707	0.26 *	0.37 *				
NBR	0	0	40	46	0.00	0.00				
SBL	2	3200	270	305	0.08 *	0.10 *				
SBT	2	3200	609	837	0.19	0.26				
SBR *(a)*	1	1600	710	710	0.44	0.44				
EBL	0	0	658	658	0.00	0.00				
EBT	2	3200	1	49	0.21 *	0.22 *				
EBR *(b)*	1	1600	107	146	0.07	0.09				
WBL	1	1600	0	8	0.00	0.01				
WBT	0	0	0	0	0.00	0.00				
WBR *(c)*	1	1600	27	66	0.02 *	0.04 *				
					0.05 *	**0.05 ***				
				INTERSECTION CAPACITY UTILIZATION:	**0.62**	**0.78**				
				LEVEL OF SERVICE:	**B**	**C**				

NOTES:

(a) *FREE RIGHT TURN LANE*

(b) *ACTS AS SEPARATE MOVEMENT DUE TO RTOR (80% RTOR)*

(c) *70% R.T.O.R. (SB LT OVERLAP)*

01/21/06

AGOURA VILLAGE SPECIFIC PLAN #05014 **#10-AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: ***KANAN ROAD***

E/W STREET: ***AGOURA ROAD***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	50	420	20	110	700	220	90	90	90	50	60	100

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	1	1600	50		0.03 *					
NBT	2	3200	420		0.14					
NBR	0	0	20		0.00					
SBL	1	1600	110		0.07					
SBT	1	1600	700		0.44 *					
SBR	1	1600	220		0.14					
EBL	1	1600	90		0.06					
EBT	1	1600	90		0.11 *					
EBR	0	0	90		0.00					
WBL	1	1600	50		0.03 *					
WBT	1	1600	60		0.04					
WBR	1	1600	100		0.06					
					0.05 *					
			INTERSECTION CAPACITY UTILIZATION:		**0.66**					
			LEVEL OF SERVICE:		**B**					

NOTES:

06/07/05

AGOURA VILLAGE SPECIFIC PLAN #05014 **#10-PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: ***KANAN ROAD***

E/W STREET: ***AGOURA ROAD***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	50	650	20	150	490	130	150	120	30	70	140	220

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	1	1600	50		0.03 *					
NBT	2	3200	650		0.21					
NBR	0	0	20		0.00					
SBL	1	1600	150		0.09					
SBT	1	1600	490		0.31 *					
SBR	1	1600	130		0.08					
EBL	1	1600	150		0.09 *					
EBT	1	1600	120		0.09					
EBR	0	0	30		0.00					
WBL	1	1600	70		0.04					
WBT	1	1600	140		0.09 *					
WBR	1	1600	220		0.14					
					0.05 *					
			INTERSECTION CAPACITY UTILIZATION:		**0.57**					
			LEVEL OF SERVICE:		A					

NOTES:

06/07/05

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	11_EX_AM	Intersection	KANAN RD/CORNELL RD
Agency/Co.	ATE - D.L.	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	5/17/2005	Analysis Year	EXISTING
Analysis Time Period	A.M. PEAK HOUR		
Project Description	AVSP #05014		
East/West Street:	CORNELL RD	North/South Street:	KANAN RD
Intersection Orientation:	North-South	Study Period (hrs):	1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	400	10	190	650	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	400	10	190	650	0
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	1	1	1	0
Configuration		T	R	L	T	
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	10	0	100	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	10	0	100	0	0	0
Percent Heavy Vehicles	4	4	4	4	0	4
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (vph)		190	10		100			
C (m) (vph)		1138	122		646			
v/c		0.17	0.08		0.15			
95% queue length		0.60	0.27		0.55			
Control Delay		8.8	37.1		11.6			
LOS		A	E		B			
Approach Delay	--	--	13.9					
Approach LOS	--	--	B					

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AWD = 10.7 sec/veh LOS B

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	11_EX_PM	Intersection	KANAN RD/CORNELL RD
Agency/Co.	ATE - D.L.	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	5/17/2005	Analysis Year	EXISTING
Analysis Time Period	P.M. PEAK HOUR		

Project Description: AVSP #05014

East/West Street: CORNELL RD | North/South Street: KANAN RD

Intersection Orientation: North-South | Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	570	20	100	490	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	570	20	100	490	0
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	1	1	1	0
Configuration		T	R	L	T	
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	120	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	120	0	0	0
Percent Heavy Vehicles	4	4	4	4	0	4
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (vph)		100	0		120			
C (m) (vph)		976	167		517			
v/c		0.10	0.00		0.23			
95% queue length		0.34	0.00		0.90			
Control Delay		9.1	26.6		14.1			
LOS		A	D		B			
Approach Delay	--	--	14.1					
Approach LOS	--	--	B					

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Version 4.1d

AWD = 11.7 sec/veh LOS B

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	12_EX_AM	Intersection	AGOURA RD/CORNELL RD
Agency/Co.	ATE - D.L.	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	5/17/2005	Analysis Year	EXISTING
Analysis Time Period	A.M. PEAK HOUR		

Project ID AVSP #05014

East/West Street: AGOURA ROAD | North/South Street: CORNELL ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	23	173	11	16	139	1
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	20	8	22	3	7	28
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate	207		156		50		38	
% Heavy Vehicles	4		4		4		4	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.1		0.4		0.1	
Prop. Right-Turns	0.1		0.0		0.4		0.7	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	4.34		4.34		4.34		4.34	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.18		0.14		0.04		0.03	
hd, final value	4.34		4.34		4.34		4.34	
x, final value	0.25		0.19		0.06		0.05	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	2.3		2.3		2.3		2.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	457		406		300		288	
Delay	8.78		8.46		7.98		7.65	
LOS	A		A		A		A	
Approach: Delay	8.78		8.46		7.98		7.65	
LOS	A		A		A		A	
Intersection Delay	8.49							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	12_EX_PM	Intersection	AGOURA RD/CORNELL RD
Agency/Co.	ATE - D.L.	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	5/17/2005	Analysis Year	EXISTING
Analysis Time Period	P.M. PEAK HOUR		

Project ID AVSP #05014

East/West Street: AGOURA ROAD | North/South Street: CORNELL ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	34	227	17	50	217	11
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	19	12	84	3	7	19
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate	278		278		115		29	
% Heavy Vehicles	4		4		4		4	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.2		0.2		0.1	
Prop. Right-Turns	0.1		0.0		0.7		0.7	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	4.67		4.67		4.67		4.67	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.25		0.25		0.10		0.03	
hd, final value	4.67		4.67		4.67		4.67	
x, final value	0.36		0.36		0.16		0.04	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	2.7		2.7		2.7		2.7	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	528		528		365		279	
Delay	10.30		10.35		8.84		8.33	
LOS	B		B		A		A	
Approach: Delay	10.30		10.35		8.84		8.33	
LOS	B		B		A		A	
Intersection Delay	10.00-							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	13_EX_AM	Intersection	DRIVER AVE/CHESEBRO RD
Agency/Co.	ATE - D.L.	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	5/17/2005	Analysis Year	EXISTING
Analysis Time Period	A.M. PEAK HOUR		

Project ID AVSP #05014

East/West Street: DRIVER AVE - PAL CAM. CYN | North/South Street: CHESEBRO RD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	10	320	10	220	160	30
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	10	0	120	40	0	20
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		L	TR	LT	R	LTR	
PHF	1.00		1.00	1.00	1.00	1.00	1.00	
Flow Rate	340		220	190	10	120	60	
% Heavy Vehicles	4		4	4	4	4	4	
No. Lanes	1		2		2		1	
Geometry Group	4b		5		5		4b	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		1.0	0.0	1.0	0.0	0.7	
Prop. Right-Turns	0.0		0.0	0.2	0.0	1.0	0.3	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	5.69		5.69	5.69	5.69	5.69	5.69	

Departure Headway and Service Time

hd, initial value	3.20		3.20	3.20	3.20	3.20	3.20	
x, initial	0.30		0.20	0.17	0.01	0.11	0.05	
hd, final value	5.69		5.69	5.69	5.69	5.69	5.69	
x, final value	0.54		0.37	0.29	0.02	0.20	0.11	
Move-up time, m	2.3		2.3		2.3		2.3	
Service Time	3.4		3.4		3.4		3.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	590		470	440	260	370	310	
Delay	14.96		12.40	10.41	10.01	10.11	10.26	
LOS	B		B	B	B	B	B	
Approach: Delay	14.96		11.48		10.11		10.26	
LOS	B		B		B		B	
Intersection Delay	12.47							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	13_EX_PM
Agency/Co.	ATE - D.L.
Date Performed	5/17/2005
Analysis Time Period	P.M. PEAK HOUR

Site Information

Intersection	DRIVER AVE/CHESEBRO RD
Jurisdiction	CITY OF AGOURA HILLS
Analysis Year	EXISTING

Project ID AVSP #05014

East/West Street: DRIVER AVE - PAL CAM. CYN

North/South Street: CHESEBRO RD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	20	230	10	160	380	30
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	10	10	290	60	10	20
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		L	TR	LT	R	LTR	
PHF	1.00		1.00	1.00	1.00	1.00	1.00	
Flow Rate	260		160	410	20	290	90	
% Heavy Vehicles	4		4	4	4	4	4	
No. Lanes	1		2		2		1	
Geometry Group	4b		5		5		4b	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		1.0	0.0	0.5	0.0	0.7	
Prop. Right-Turns	0.0		0.0	0.1	0.0	1.0	0.2	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	6.89		6.89	6.89	6.89	6.89	6.89	

Departure Headway and Service Time

hd, initial value	3.20		3.20	3.20	3.20	3.20	3.20	
x, initial	0.23		0.14	0.36	0.02	0.26	0.08	
hd, final value	6.89		6.89	6.89	6.89	6.89	6.89	
x, final value	0.50		0.31	0.73	0.04	0.52	0.19	
Move-up time, m	2.3		2.3		2.3		2.3	
Service Time	4.6		4.6		4.6		4.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	499		410	551	270	523	340	
Delay	16.35		12.78	25.83	10.49	16.27	12.32	
LOS	C		B	D	B	C	B	
Approach: Delay	16.35		22.17		15.90		12.32	
LOS	C		C		C		B	
Intersection Delay	18.64							
Intersection LOS	C							

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	14_EX_AM	Intersection	U.S. 101 WB/PALO COMADO CYN
Agency/Co.	ATE - D.L.	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	5/17/2005	Analysis Year	EXISTING
Analysis Time Period	A.M. PEAK HOUR		

Project Description	AVSP #05014
East/West Street: U.S. 101 WB RAMPS	North/South Street: PALO COMADO CYN
Intersection Orientation: North-South	Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	30	160	0	0	500	120
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	30	160	0	0	500	120
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	1
Configuration	LT				T	R
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	70	0	310	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	70	0	310	0	0	0
Percent Heavy Vehicles	4	4	4	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	1	0	0	0	0
Configuration	L		TR			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT		L		TR			
v (vph)	30		70		310			
C (m) (vph)	970		350		880			
v/c	0.03		0.20		0.35			
95% queue length	0.10		0.75		1.62			
Control Delay	8.8		17.9		11.3			
LOS	A		C		B			
Approach Delay	--	--	12.5					
Approach LOS	--	--	B					

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AWD = 12.2 LOS B

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	14_EX_PM	Intersection	U.S. 101 WB/PALO COMADO CYN
Agency/Co.	ATE - D.L.	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	5/17/2005	Analysis Year	EXISTING
Analysis Time Period	P.M. PEAK HOUR		

Project Description	AVSP #05014		
East/West Street:	U.S. 101 WB RAMPS	North/South Street:	PALO COMADO CYN
Intersection Orientation:	North-South	Study Period (hrs):	1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	160	170	0	0	420	190
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	160	170	0	0	420	190
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	1
Configuration	LT				T	R
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	160	0	430	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	160	0	430	0	0	0
Percent Heavy Vehicles	4	4	4	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	1	0	0	0	0
Configuration	L		TR			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT		L		TR			
v (vph)	160		160		430			
C (m) (vph)	979		222		869			
v/c	0.16		0.72		0.49			
95% queue length	0.59		6.41		2.90			
Control Delay	9.4		60.1		13.2			
LOS	A		F		B			
Approach Delay	--	--	25.9					
Approach LOS	--	--	D					

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AWD = 22.4 LOS =

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	15_EX_AM
Agency/Co.	ATE - D.L.
Date Performed	5/17/2005
Analysis Time Period	A.M. PEAK HOUR

Site Information

Intersection	U.S. 101 SB RAMPS/DOROTHY DR
Jurisdiction	CITY OF AGOURA HILLS
Analysis Year	EXISTING

Project ID AVSP #05014

East/West Street: U.S. 101 SB RAMPS

North/South Street: DOROTHY DRIVE

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	90	60	70	20	10	40
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	90	330	30	50	130	70
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LT	
PHF	1.00		1.00		1.00		1.00	
Flow Rate	220		70		450		180	
% Heavy Vehicles	4		4		4		4	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.4		0.3		0.2		0.3	
Prop. Right-Turns	0.3		0.6		0.1		0.0	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	5.68		5.68		5.68		5.68	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.20		0.06		0.40		0.16	
hd, final value	5.68		5.68		5.68		5.68	
x, final value	0.35		0.11		0.64		0.28	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	3.7		3.7		3.7		3.7	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	470		320		682		430	
Delay	11.70		9.58		17.20		10.73	
LOS	B		A		C		B	
Approach: Delay	11.70		9.58		17.20		10.73	
LOS	B		A		C		B	
Intersection Delay	14.04							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	15_EX_PM	Intersection	U.S. 101 SB RAMPS/DOROTHY DR
Agency/Co.	ATE - D.L.	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	5/17/2005	Analysis Year	EXISTING
Analysis Time Period	P.M. PEAK HOUR		

Project ID AVSP #05014

East/West Street: U.S. 101 SB RAMPS | North/South Street: DOROTHY DRIVE

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	100	60	60	20	70	20
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	50	310	70	40	80	70
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LT	R
PHF	1.00		1.00		1.00		1.00	1.00
Flow Rate	220		110		430		120	70
% Heavy Vehicles	4		4		4		4	0
No. Lanes	1		1		1		2	
Geometry Group	2		2		4a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.2		0.1		0.3	0.0
Prop. Right-Turns	0.3		0.2		0.2		0.0	1.0
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	5.80		5.80		5.80		5.80	5.80

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	3.20
x, initial	0.20		0.10		0.38		0.11	0.06
hd, final value	5.80		5.80		5.80		5.80	5.80
x, final value	0.35		0.18		0.64		0.21	0.10
Move-up time, m	2.0		2.0		2.0		2.3	
Service Time	3.8		3.8		3.8		3.8	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	470		360		654		370	320
Delay	11.98		10.41		17.57		10.75	8.73
LOS	B		B		C		B	A
Approach: Delay	11.98		10.41		17.57		10.01	
LOS	B		B		C		B	
Intersection Delay	13.93							
Intersection LOS	B							

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	16_EX_AM	Intersection	PALO COMADO CYN/CHESEBRO RD
Agency/Co.	ATE - D.L.	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	5/17/2005	Analysis Year	EXISTING
Analysis Time Period	A.M. PEAK HOUR		

Project Description: AVSP #05014

East/West Street: CHESBRO | North/South Street: PALO COMADO CYN/CHESEBRO RD

Intersection Orientation: North-South | Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	20	80	0	0	140	360
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	20	80	0	0	140	360
Percent Heavy Vehicles	4	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	1
Configuration	LT				T	R
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	120	0	20
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	0	120	0	20
Percent Heavy Vehicles	4	4	4	4	0	4
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	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (vph)	20						140	
C (m) (vph)	1054						733	
v/c	0.02						0.19	
95% queue length	0.06						0.71	
Control Delay	8.5						11.1	
LOS	A						B	
Approach Delay	--	--				11.1		
Approach LOS	--	--				B		

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AWD = 10.8 sec/veh LOS B

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	16_EX_PM	Intersection	PALO COMADO CYN/CHESEBRO RD
Agency/Co.	ATE - D.L.	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	5/17/2005	Analysis Year	EXISTING
Analysis Time Period	P.M. PEAK HOUR		

Project Description AVSP #05014

East/West Street: CHESBRO | North/South Street: PALO COMADO CYN/CHESEBRO RD

Intersection Orientation: North-South | Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	30	170	0	0	200	380
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	30	170	0	0	200	380
Percent Heavy Vehicles	4	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	1
Configuration	LT				T	R
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	190	0	40
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	0	190	0	40
Percent Heavy Vehicles	4	4	4	4	0	4
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	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (vph)	30						230	
C (m) (vph)	984						594	
v/c	0.03						0.39	
95% queue length	0.09						1.88	
Control Delay	8.8						14.9	
LOS	A						B	
Approach Delay	--	--				14.9		
Approach LOS	--	--				B		

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AWD = 14.2 sec/veh LOS B

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	17_EX_AM	Intersection	AGOURA RD/CHESEBRO RD
Agency/Co.	ATE - D.L.	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	5/17/2005	Analysis Year	EXISTING
Analysis Time Period	A.M. PEAK HOUR		

Project ID AVSP #05014

East/West Street: AGOURA ROAD | North/South Street: CHESEBRO RD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	40	80	5	5	120	60
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	5	5	5	50	5	120
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LT	R	LTR		L	TR
PHF	1.00		1.00	1.00	1.00		1.00	1.00
Flow Rate	125		125	60	15		50	125
% Heavy Vehicles	4		4	4	4		4	0
No. Lanes	1		2		1		2	
Geometry Group	4b		5		4b		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.3		0.0	0.0	0.3		1.0	0.0
Prop. Right-Turns	0.0		0.0	1.0	0.3		0.0	1.0
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.5	0.5	0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	5.30		5.30	5.30	5.30		5.30	5.30

Departure Headway and Service Time

hd, initial value	3.20		3.20	3.20	3.20		3.20	3.20
x, initial	0.11		0.11	0.05	0.01		0.04	0.11
hd, final value	5.30		5.30	5.30	5.30		5.30	5.30
x, final value	0.18		0.18	0.07	0.02		0.08	0.16
Move-up time, m	2.3		2.3		2.3		2.3	
Service Time	3.0		3.0		3.0		3.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	375		375	310	265		300	375
Delay	9.20		9.04	7.54	8.28		9.09	8.21
LOS	A		A	A	A		A	A
Approach: Delay	9.20		8.56		8.28		8.46	
LOS	A		A		A		A	
Intersection Delay	8.68							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	17_EX_PM
Agency/Co.	ATE - D.L.
Date Performed	5/17/2005
Analysis Time Period	P.M. PEAK HOUR

Site Information

Intersection	AGOURA RD/CHESEBRO RD
Jurisdiction	CITY OF AGOURA HILLS
Analysis Year	EXISTING

Project ID AVSP #05014

East/West Street: AGOURA ROAD

North/South Street: CHESEBRO RD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	100	160	5	5	170	80
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	5	5	5	100	5	150
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LT	R	LTR		L	TR
PHF	1.00		1.00	1.00	1.00		1.00	1.00
Flow Rate	265		175	80	15		100	155
% Heavy Vehicles	4		4	4	4		4	0
No. Lanes	1		2		1		2	
Geometry Group	4b		5		4b		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.4		0.0	0.0	0.3		1.0	0.0
Prop. Right-Turns	0.0		0.0	1.0	0.3		0.0	1.0
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.5	0.5	0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	5.72		5.72	5.72	5.72		5.72	5.72

Departure Headway and Service Time

hd, initial value	3.20		3.20	3.20	3.20		3.20	3.20
x, initial	0.24		0.16	0.07	0.01		0.09	0.14
hd, final value	5.72		5.72	5.72	5.72		5.72	5.72
x, final value	0.42		0.28	0.11	0.03		0.18	0.23
Move-up time, m	2.3		2.3		2.3		2.3	
Service Time	3.4		3.4		3.4		3.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	515		425	330	265		350	405
Delay	12.56		10.55	8.28	9.15		10.62	9.46
LOS	B		B	A	A		B	A
Approach: Delay	12.56		9.84		9.15		9.91	
LOS	B		A		A		A	
Intersection Delay	10.76							
Intersection LOS	B							

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Cumulative and Cumulative + Agoura Village Specific Plan Levels of Service

Reference 1 -	Reyes Adobe Rd/Thousand Oak Blvd
Reference 2 -	Reyes Adobe Rd/Canwood St
Reference 3 -	Reyes Adobe Rd/U.S. 101 NB Ramps
Reference 4 -	Reyes Adobe Rd/U.S. 101 SB Ramps
Reference 5 -	Reyes Adobe Rd/Agoura Rd
Reference 6 -	Kanan Rd/Thousand Oak Blvd
Reference 7 -	Kanan Rd/Canwood St (E)
Reference 8 -	Kanan Rd/U.S. 101 NB - Canwood Street
Reference 9 -	Kanan Rd/U.S. 101 SB - Roadside Drive
Reference 10 -	Kanan Rd/Agoura Rd
Reference 11 -	Kanan Rd/Cornell Dr
Reference 12 -	Cornell Dr/Agoura Rd
Reference 13 -	Chesebro Rd/Driver Ave
Reference 14 -	Palo Camado Cyn Rd/U.S. 101 NB
Reference 15 -	Dorothy Dr/U.S. 101 SB Ramps
Reference 16 -	Palo Camado Cyn Rd/Chesebro Rd
Reference 17 -	Chesebro Rd/Agoura Rd

AGOURA VILLAGE SPECIFIC PLAN #05014 **REFERENCE# 01AM-CUM-AV**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *N.A.*

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: ***REYES ADOBE RD***

E/W STREET: ***THOUSAND OAKS BLVD***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	103	180	120	100	290	40	30	196	188	360	351	150
(B) PROJECT	9	6	1	0	10	0	0	0	16	2	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND L T TR	SOUTH BOUND L T TR	EAST BOUND L T TR	WEST BOUND L T TR

TRAFFIC SCENARIOS

SCENARIO 1: CUMULATIVE (A)

SCENARIO 2: CUMULATIVE+PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	1	1600	103	112	0.06 *	0.07 *				
NBT	2	3200	180	186	0.09	0.10				
NBR	0	0	120	121	0.00	0.00				
SBL	1	1600	100	100	0.06	0.06				
SBT	2	3200	290	300	0.10 *	0.11 *				
SBR	0	0	40	40	0.00	0.00				
EBL	1	1600	30	30	0.02	0.02				
EBT	2	3200	196	196	0.06 *	0.06 *				
EBR *(a)*	1	1600	188	204	0.12	0.13				
WBL	1	1600	360	362	0.23 *	0.23 *				
WBT	2	3200	351	351	0.11	0.11				
WBR *(a)*	1	1600	150	150	0.09	0.09				
					0.05 *	**0.05 ***				
			INTERSECTION CAPACITY UTILIZATION:		**0.50**	**0.52**				
			LEVEL OF SERVICE:		A	A				

NOTES:

(a) *WIDE LANE+BIKE LANE/UNRESTRICTED RT*

10/16/05

AGOURA VILLAGE SPECIFIC PLAN #05014

REFERENCE #01PM-CUM-AV

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: ***REYES ADOBE RD***

E/W STREET: ***THOUSAND OAKS BLVD***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	258	160	381	60	90	20	40	496	140	230	390	60
(B) PROJECT	28	18	8	0	14	0	0	0	21	7	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L T TR	L T TR	L T TR	L T TR

TRAFFIC SCENARIOS

SCENARIO 1: CUMULATIVE (A)

SCENARIO 2: CUMULATIVE+PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	1	1600	258	286	0.16	0.18 *				
NBT	2	3200	160	178	0.17 *	0.18				
NBR	0	0	381	389	0.00	0.00				
SBL	1	1600	60	60	0.04 *	0.04				
SBT	2	3200	90	104	0.03	0.04 *				
SBR	0	0	20	20	0.00	0.00				
EBL	1	1600	40	40	0.03	0.03				
EBT	2	3200	496	496	0.16 *	0.16 *				
EBR (a)	1	1600	140	161	0.09	0.10				
WBL	1	1600	230	237	0.14 *	0.15 *				
WBT	2	3200	390	390	0.12	0.12				
WBR (a)	1	1600	60	60	0.04	0.04				
					0.05 *	**0.05 ***				
				INTERSECTION CAPACITY UTILIZATION:	**0.56**	**0.58**				
				LEVEL OF SERVICE:	**A**	**A**				

NOTES:

(a) WIDE LANE+BIKE LANE/UNRESTRICTED RT

10/18/05

AGOURA VILLAGE SPECIFIC PLAN #05014

REFERENCE# 02AM-CUM-AV

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: ***REYES ADOBE RD***

E/W STREET: ***CANWOOD ST***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	180	311	133	44	774	40	20	30	180	24	10	22
(B) PROJECT	0	15	0	0	29	0	0	0	1	2	0	1

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TR	L T TR	LT R	LTR

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	1	1600	180	180	0.11 *	0.11 *				
NBT	1	1600	311	326	0.28	0.29				
NBR	0	0	133	133	0.00	0.00				
SBL	1	1600	44	44	0.03	0.03				
SBT	2	3200	774	803	0.25 *	0.26 *				
SBR	0	0	40	40	0.00	0.00				
EBL	0	0	20	20	0.00	0.00				
EBT	1	1600	30	30	0.03 *	0.03 *				
EBR *(a)*	1	1600	180	181	0.11	0.11				
WBL	0	0	24	26	0.00	0.00				
WBT	1	1600	10	10	0.04 *	0.04 *				
WBR	0	0	22	23	0.00	0.00				
					0.05 *	**0.05 ***				
				INTERSECTION CAPACITY UTILIZATION:	**0.48**	**0.49**				
				LEVEL OF SERVICE:	A	A				

NOTES:

(a) *NOR CRITICAL DUE TO RTOR*

10/17/05

AGOURA VILLAGE SPECIFIC PLAN #05014 **REFERENCE# 02PM-CUM-AV**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: ***REYES ADOBE***

E/W STREET: ***CANWOOD STREET***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	230	662	184	37	367	90	50	30	280	151	30	89
(B) PROJECT	5	49	6	0	40	0	0	0	3	0	0	3

GEOMETRICS

FUTURE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TR	L T TR	LT R	LTR

TRAFFIC SCENARIOS

SCENARIO 1: CUMULATIVE (A)

SCENARIO 2: CUMULATIVE+PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	1	1600	230	235	0.14	0.15				
NBT	1	1600	662	711	0.53 *	0.56 *				
NBR	0	0	184	190	0.00	0.00				
SBL	1	1600	37	37	0.02 *	0.02 *				
SBT	2	3200	367	407	0.14	0.16				
SBR	0	0	90	90	0.00	0.00				
EBL	0	0	50	50	0.00	0.00				
EBT	1	1600	30	30	0.05 *	0.05 *				
EBR *(a)*	1	1600	280	283	0.18	0.18				
WBL	0	0	151	151	0.00	0.00				
WBT	1	1600	30	30	0.17 *	0.17 *				
WBR	0	0	89	92	0.00	0.00				
					0.05	**0.05**				
				INTERSECTION CAPACITY UTILIZATION:	**0.82**	**0.85**				
				LEVEL OF SERVICE:	**D**	**D**				

NOTES:

(a) *NOT CRITICAL DUE TO RTOR*

10/18/05

AGOURA VILLAGE SPECIFIC PLAN #05014

REFERENCE# 02PM-CUM-AV-MIT

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: ***REYES ADOBE***

E/W STREET: ***CANWOOD STREET***

CONTROL TYPE: SIGNAL

MITIGATED INTERSECTION

U.S. 101/REYES ADOBE RD INTERCHANGE WIDENING

NB LL T TR

TRAFFIC VOLUME SUMMARY

VOLUMES	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	230	662	184	37	367	90	50	30	280	151	30	89
(B) PROJECT	5	42	6	0	40	0	0	0	3	3	0	0

GEOMETRICS

FUTURE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LL T TR	L T TR	L TR	LTR

TRAFFIC SCENARIOS

SCENARIO 1: CUMULATIVE (A)

SCENARIO 2: CUMULATIVE+PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	2	3200	230	235	0.07	0.07				
NBT	2	3200	662	704	0.26 *	0.28 *				
NBR	0	0	184	190	0.00	0.00				
SBL	1	1600	37	37	0.02 *	0.02 *				
SBT	2	3200	367	407	0.14	0.16				
SBR	0	0	90	90	0.00	0.00				
EBL	0	0	50	50	0.00	0.00				
EBT	1	1600	30	30	0.05 *	0.05 *				
EBR *(a)*	1	1600	280	283	0.18	0.18				
WBL	0	0	151	154	0.00	0.00				
WBT	1	1600	30	30	0.17 *	0.17 *				
WBR	0	0	89	89	0.00	0.00				
					0.05	**0.05**				
				INTERSECTION CAPACITY UTILIZATION:	**0.55**	**0.57**				
				LEVEL OF SERVICE:	A	A				

NOTES:

(a) *NOT CRITICAL DUE TO RTOR*

10/19/05

AGOURA VILLAGE SPECIFIC PLAN #05014

REFERENCE# 03AM-CUM-AV

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: ***REYES ADOBE RD***

E/W STREET: ***U.S. 101 NORTHBOUND RAMPS***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	113	442	0	0	634	344	0	0	0	320	0	182
(B) PROJECT	8	12	0	0	31	0	0	0	0	0	0	3

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L T	T R		LT R

TRAFFIC SCENARIOS

SCENARIO 1: CUMULATIVE (A)

SCENARIO 2: CUMULATIVE+PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	1	1600	113	121	0.07 *	0.08 *				
NBT	1	1600	442	454	0.28	0.28				
NBR	0	0	0	0	0.00	0.00				
SBL	0	0	0	0	0.00	0.00				
SBT	1	1600	634	665	0.40 *	0.42 *				
SBR	1	1600	344	344	0.22	0.22				
EBL	0	0	0	0	0.00	0.00				
EBT	0	0	0	0	0.00	0.00				
EBR	0	0	0	0	0.00	0.00				
WBL	1	1600	320	320	0.20 *	0.20 *				
WBT	0	0	0	0	0.00	0.00				
WBR	1	1600	182	185	0.11	0.12				
					0.05 *	**0.05 ***				
			INTERSECTION CAPACITY UTILIZATION:		**0.72**	**0.75**				
			LEVEL OF SERVICE:		**C**	**C**				

NOTES:

10/18/05

AGOURA VILLAGE SPECIFIC PLAN #05014

REFERENCE# 03PM-CUM-AV

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *N.A.*

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: ***REYES ADOBE***

E/W STREET: ***U.S. 101 NB***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	433	648	0	0	390	398	0	0	0	90	0	429
(B) PROJECT	42	46	0	0	46	0	0	0	0	0	0	13

GEOMETRICS

FUTURE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L T	T R		LT R

TRAFFIC SCENARIOS

SCENARIO 1: CUMULATIVE (A)

SCENARIO 2: CUMULATIVE+PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	1	1600	433	475	0.27 *	0.30 *				
NBT	1	1600	648	694	0.41	0.43				
NBR	0	0	0	0	0.00	0.00				
SBL	0	0	0	0	0.00	0.00				
SBT	1	1600	390	436	0.24 *	0.27 *				
SBR	1	1600	398	398	0.25	0.25				
EBL	0	1600	0	0	0.00	0.00				
EBT	0	0	0	0	0.00	0.00				
EBR	0	0	0	0	0.00	0.00				
WBL	1	1600	90	90	0.06	0.06				
WBT	0	0	0	0	0.00	0.00				
WBR *(a)*	1	1600	257	265	0.16 *	0.17 *				
					0.05	**0.05**				
			INTERSECTION CAPACITY UTILIZATION:		**0.72**	**0.79**				
			LEVEL OF SERVICE:		**C**	**C**				

NOTES:

(a) *40% RTOR*

10/18/05

AGOURA VILLAGE SPECIFIC PLAN #05014 **REFERENCE# 04AM-CUM-AV**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: ***REYES ADOBE RD***

E/W STREET: ***U.S. 101 SOUTHBOUND RAMPS***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	0	224	135	430	524	0	331	0	413	0	0	0
(B) PROJECT	0	20	0	9	22	0	0	0	20	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	T R	L T	LT R	

TRAFFIC SCENARIOS

SCENARIO 1: CUMULATIVE (A)

SCENARIO 2: CUMULATIVE+PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	0	0	0	0	0.00	0.00				
NBT	1	1600	224	244	0.14 *	0.15 *				
NBR	1	1600	135	135	0.08	0.08				
SBL	1	1600	430	439	0.27 *	0.27 *				
SBT	1	1600	524	546	0.33	0.34				
SBR	0	0	0	0	0.00	0.00				
EBL	1	1600	331	331	0.21 *	0.21 *				
EBT	0	0	0	0	0.00	0.00				
EBR	1	1600	413	433	0.26	0.27				
WBL	0	0	0	0	0.00	0.00				
WBT	0	0	0	0	0.00	0.00				
WBR	0	0	0	0	0.00	0.00				
					0.05 *	**0.05 ***				
				INTERSECTION CAPACITY UTILIZATION:	**0.67**	**0.68**				
				LEVEL OF SERVICE:	**B**	**B**				

NOTES:

10/17/05

AGOURA VILLAGE SPECIFIC PLAN #05014 **REFERENCE# 04PM-CUM-AV**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *N.A.*

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: ***REYES ADOBE***

E/W STREET: ***U.S. 101 SB***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	0	535	931	258	222	0	335	0	222	0	0	0
(B) PROJECT	0	88	0	9	37	0	0	0	25	0	0	0

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1: CUMULATIVE (A)

SCENARIO 2: CUMULATIVE+PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	0	0	0	0	0.00	0.00				
NBT	1	1600	535	623	0.33	0.39 *				
NBR *(a)*	1	1600	605	605	0.38 *	0.38				
SBL	1	1600	258	267	0.16 *	0.17 *				
SBT	1	1600	222	259	0.14	0.16				
SBR	0	0	0	0	0.00	0.00				
EBL	1	1600	335	335	0.21 *	0.21 *				
EBT	0	0	0	0	0.00	0.00				
EBR	1	1600	222	247	0.14	0.15				
WBL	0	0	0	0	0.00	0.00				
WBT	0	0	0	0	0.00	0.00				
WBR	0	0	0	0	0.00	0.00				
					0.05	**0.05**				
			INTERSECTION CAPACITY UTILIZATION:		**0.80**	**0.82**				
			LEVEL OF SERVICE:		**C**	**D**				

NOTES:

(a) *35% RTOR*

10/18/05

AGOURA VILLAGE SPECIFIC PLAN #05014

REFERENCE# 04PM-CUM-AV-MIT

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: ***REYES ADOBE***

E/W STREET: ***U.S. 101 SB***

CONTROL TYPE: SIGNAL

MITIGATED INTERSECTION

U.S. 101/REYES ADOBE RD INTERCHANGE WIDENING

NB TT R/SB LL TT

TRAFFIC VOLUME SUMMARY

VOLUMES	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	0	535	931	258	222	0	335	0	222	0	0	0
(B) PROJECT	0	88	0	9	37	0	0	0	25	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
FUTURE GEOMETRICS	TT R	LL TT	L TR	

TRAFFIC SCENARIOS

SCENARIO 1: CUMULATIVE (A)

SCENARIO 2: CUMULATIVE+PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	0	0	0	0	0.00	0.00				
NBT	2	3200	535	623	0.17	0.20				
NBR *(a)*	1	1600	605	605	0.38 *	0.38 *				
SBL	2	3200	258	267	0.08 *	0.08 *				
SBT	2	3200	222	259	0.07	0.08				
SBR	0	0	0	0	0.00	0.00				
EBL	1	1600	335	335	0.21 *	0.21 *				
EBT	0	0	0	0	0.00	0.00				
EBR	1	1600	222	247	0.14	0.15				
WBL	0	0	0	0	0.00	0.00				
WBT	0	0	0	0	0.00	0.00				
WBR	0	0	0	0	0.00	0.00				
					0.05	**0.05**				
			INTERSECTION CAPACITY UTILIZATION:		**0.72**	**0.72**				
			LEVEL OF SERVICE:		**C**	**C**				

NOTES:

(a) *35% RTOR*

10/19/05

AGOURA VILLAGE SPECIFIC PLAN #05014 **REFERENCE# 05AM-CUM-AV**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: ***REYES ADOBE RD***

E/W STREET: ***AGOURA RD***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	0	0	0	547	0	410	120	162	0	0	186	219
(B) PROJECT	0	0	0	42	0	0	0	20	0	0	11	20

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1: CUMULATIVE (A)

SCENARIO 2: CUMULATIVE+PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	0	0	0	0	0.00	0.00				
NBT	0	0	0	0	0.00	0.00				
NBR	0	0	0	0	0.00	0.00				
SBL	1	1600	547	589	0.34 *	0.37 *				
SBT	0	0	0	0	0.00	0.00				
SBR *(a)*	1	1600	320	320	0.20	0.20				
EBL	1	1600	120	120	0.08 *	0.08 *				
EBT	1	1600	162	182	0.10	0.11				
EBR	0	0	0	0	0.00	0.00				
WBL	0	0	0	0	0.00	0.00				
WBT	1	1600	186	197	0.12 *	0.12 *				
WBR *(b)*	1	1600	219	239	0.14	0.15				
					0.05 *	**0.05 ***				
				INTERSECTION CAPACITY UTILIZATION:	**0.59**	**0.62**				
				LEVEL OF SERVICE:	**A**	**B**				

NOTES:

(a) 22% RTOR

(b) *DE FACTO RIGHT-TURN LANE/NOT CRITICAL DUE TO RTOR*

10/17/05

AGOURA VILLAGE SPECIFIC PLAN #05014 **REFERENCE# 05PM-CUM-AV**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: ***REYES ADOBE***

E/W STREET: ***AGOURA ROAD***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	0	0	0	351	0	123	390	252	0	0	274	795
(B) PROJECT	0	0	0	62	0	0	0	27	0	0	37	88

GEOMETRICS

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

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	0	0	0	0	0.00	0.00				
NBT	0	0	0	0	0.00	0.00				
NBR	0	0	0	0	0.00	0.00				
SBL	1	1600	351	413	0.22 *	0.26 *				
SBT	0	0	0	0	0.00	0.00				
SBR	1	1600	123	123	0.08	0.08				
EBL	1	1600	390	390	0.24 *	0.24 *				
EBT	1	1600	252	279	0.16	0.17				
EBR	0	0	0	0	0.00	0.00				
WBL	0	0	0	0	0.00	0.00				
WBT	2	1600	274	311	0.17	0.19				
WBR *(a)*	0	1600	445	547	0.28 *	0.34 *				
					0.05	**0.05**				
				INTERSECTION CAPACITY UTILIZATION:	**0.79**	**0.89**				
				LEVEL OF SERVICE:	**C**	**D**				

NOTES:

(a) De facto RT lane. Volume reduced for overlap.

10/18/05

AGOURA VILLAGE SPECIFIC PLAN #05014

REFERENCE# 05PM-CUM-AV-MIT

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: ***REYES ADOBE***

E/W STREET: ***AGOURA ROAD***

CONTROL TYPE: SIGNAL

MITIGATED INTERSECTION

SB LL R/WB TR R

TRAFFIC VOLUME SUMMARY

VOLUMES	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	0	0	0	351	0	123	390	252	0	0	274	795
(B) PROJECT	0	0	0	62	0	0	0	27	0	0	37	88

GEOMETRICS

FUTURE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
		LL R	L T	TR R

TRAFFIC SCENARIOS

SCENARIO 1: CUMULATIVE (A)

SCENARIO 2: CUMULATIVE+PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	0	0	0	0	0.00	0.00				
NBT	0	0	0	0	0.00	0.00				
NBR	0	0	0	0	0.00	0.00				
SBL	2	3200	351	413	0.11 *	0.13 *				
SBT	0	0	0	0	0.00	0.00				
SBR	1	1600	123	123	0.08	0.08				
EBL	1	1600	390	390	0.24 *	0.24 *				
EBT	1	1600	252	279	0.16	0.17				
EBR	0	0	0	0	0.00	0.00				
WBL	0	0	0	0	0.00	0.00				
WBT	2	3200	274	311	0.30 *	0.33 *				
WBR *(a)*	0	0	684	759	0.00	0.00				
					0.05	**0.05**				
				INTERSECTION CAPACITY UTILIZATION:	**0.70**	**0.75**				
				LEVEL OF SERVICE:	**B**	**C**				

NOTES:

(a) *14% RTOR*

10/19/05

AGOURA VILLAGE SPECIFIC PLAN #05014 **REFERENCE# 06AM-CUM-AV**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: ***KANAN ROAD***

E/W STREET: ***THOUSAND OAKS BLVD***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	131	817	91	112	1409	100	90	70	146	192	100	92
(B) PROJECT	15	15	2	0	27	0	0	0	9	4	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT R	L TT R	LL T TR	L T TR

TRAFFIC SCENARIOS

SCENARIO 1: CUMULATIVE (A)

SCENARIO 2: CUMULATIVE+PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	1	1600	131	146	0.08 *	0.09 *				
NBT	2	3200	817	832	0.26	0.26				
NBR (a)	1	1600	91	93	0.06	0.06				
SBL	1	1600	112	112	0.07	0.07				
SBT	2	3200	1409	1436	0.44 *	0.45 *				
SBR (a)	1	1600	100	100	0.06	0.06				
EBL	2	3200	90	90	0.03	0.03				
EBT	2	3200	70	70	0.05 *	0.05 *				
EBR *(b)*	0	0	73	78	0.00	0.00				
WBL	1	1600	192	196	0.12 *	0.12 *				
WBT	2	3200	100	100	0.03	0.03				
WBR (a)	1	1600	92	92	0.06	0.06				
					0.05 *	**0.05 ***				
				INTERSECTION CAPACITY UTILIZATION:	**0.74**	**0.76**				
				LEVEL OF SERVICE:	**C**	**C**				

NOTES:

(a) WIDE LANE AND/OR BIKE LANE/UNRESTRICTED RT

(b) WIDE LANE AND BIKE LANE/50% RTOR

10/17/05

AGOURA VILLAGE SPECIFIC PLAN #05014 **REFERENCE# 06PM-CUM-AV**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *N.A.*

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: ***KANAN ROAD***

E/W STREET: ***THOUSAND OAKS BLVD***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	320	1458	293	120	1042	150	301	240	196	132	170	123
(B) PROJECT	18	47	5	0	36	0	0	0	15	5	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT R	L TT R	LL T TR	L T TR

TRAFFIC SCENARIOS

SCENARIO 1: CUMULATIVE (A)

SCENARIO 2: CUMULATIVE+PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	1	1600	320	338	0.20	0.21				
NBT	2	3200	1458	1505	0.46 *	0.47 *				
NBR (a)	1	1600	293	298	0.18	0.19				
SBL	1	1600	120	120	0.08 *	0.08 *				
SBT	2	3200	1042	1078	0.33	0.34				
SBR (a)	1	1600	150	150	0.09	0.09				
EBL	2	3200	301	301	0.09	0.09				
EBT	2	3200	240	240	0.11 *	0.11 *				
EBR *(b)*	0	0	98	106	0.00	0.00				
WBL	1	1600	132	137	0.08 *	0.09 *				
WBT	2	3200	170	170	0.05	0.05				
WBR (a)	1	1600	123	123	0.08	0.08				
					0.05 *	**0.05 ***				
				INTERSECTION CAPACITY UTILIZATION:	**0.78**	**0.80**				
				LEVEL OF SERVICE:	**C**	**C**				

NOTES:

(a) WIDE LANE AND/OR BIKE LANE/UNRESTRICTED RT

(b) WIDE LANE AND BIKE LANE/50% RTOR

10/16/05

AGOURA VILLAGE SPECIFIC PLAN #05014

REFERENCE #07AM-CUM-AV

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: ***KANAN ROAD***

E/W STREET: ***CANWOOD STREET (E)***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	0	1022	573	97	1970	0	0	0	0	378	0	87
(B) PROJECT	0	26	4	0	44	0	0	0	0	5	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
FUTURE GEOMETRICS	TT R	L TTT		LL R

TRAFFIC SCENARIOS

SCENARIO 1: CUMULATIVE (A)

SCENARIO 2: CUMULATIVE+PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	0	0	0	0	0.00	0.00				
NBT	2	3200	1022	1048	0.32	0.33				
NBR	1	1600	573	577	0.36	0.36				
SBL	1	1600	97	97	0.06	0.06				
SBT	3	4800	1970	2014	0.41 *	0.42 *				
SBR	0	0	0	0	0.00	0.00				
EBL	0	0	0	0	0.00	0.00				
EBT	0	0	0	0	0.00	0.00				
EBR	0	0	0	0	0.00	0.00				
WBL	2	3200	378	383	0.12 *	0.12 *				
WBT	0	0	0	0	0.00	0.00				
WBR	1	1600	87	87	0.05	0.05				
					0.05 *	**0.05 ***				
				INTERSECTION CAPACITY UTILIZATION:	**0.58**	**0.59**				
				LEVEL OF SERVICE:	A	A				

NOTES:

10/17/05

AGOURA VILLAGE SPECIFIC PLAN #05014 **REFERENCE #07PM-CUM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: ***KANAN ROAD***

E/W STREET: ***CANWOOD STREET (E)***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	0	1740	471	105	1415	0	0	0	0	528	0	231
(B) PROJECT	0	70	6	0	56	0	0	0	0	6	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
FUTURE GEOMETRICS	TT R	L TTT		LL R

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	0	0	0	0	0.00	0.00				
NBT	2	3200	1740	1810	0.54 *	0.57 *				
NBR	1	1600	471	477	0.29	0.30				
SBL	1	1600	105	105	0.07 *	0.07 *				
SBT	3	4800	1415	1471	0.30	0.31				
SBR	0	0	0	0	0.00	0.00				
EBL	0	0	0	0	0.00	0.00				
EBT	0	0	0	0	0.00	0.00				
EBR	0	0	0	0	0.00	0.00				
WBL	2	3200	528	534	0.17 *	0.17 *				
WBT	0	0	0	0	0.00	0.00				
WBR	1	1600	231	231	0.14	0.14				
					0.05 *	**0.05 ***				
				INTERSECTION CAPACITY UTILIZATION:	**0.83**	**0.86**				
				LEVEL OF SERVICE:	**D**	**D**				

NOTES:

10/16/05

AGOURA VILLAGE SPECIFIC PLAN #05014

REFERENCE #07PM-CUM-MIT

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: ***KANAN ROAD***

E/W STREET: ***CANWOOD STREET (E)***

CONTROL TYPE: SIGNAL

MITIGATED INTERSECTION

NB TT TR

TRAFFIC VOLUME SUMMARY

VOLUMES	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	0	1740	471	105	1415	0	0	0	0	528	0	231
(B) PROJECT	0	70	6	0	56	0	0	0	0	6	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
FUTURE GEOMETRICS	TT TR	L TTT		LL R

TRAFFIC SCENARIOS

SCENARIO 1: CUMULATIVE (A)

SCENARIO 2: CUMULATIVE+PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	0	0	0	0	0.00	0.00				
NBT	3	4800	1740	1810	0.46 *	0.48 *				
NBR	0	0	471	477	0.00	0.00				
SBL	1	1600	105	105	0.07 *	0.07 *				
SBT	3	4800	1415	1471	0.30	0.31				
SBR	0	0	0	0	0.00	0.00				
EBL	0	0	0	0	0.00	0.00				
EBT	0	0	0	0	0.00	0.00				
EBR	0	0	0	0	0.00	0.00				
WBL	2	3200	528	534	0.17 *	0.17 *				
WBT	0	0	0	0	0.00	0.00				
WBR	1	1600	231	231	0.14	0.14				
					0.05 *	**0.05 ***				
				INTERSECTION CAPACITY UTILIZATION:	**0.75**	**0.77**				
				LEVEL OF SERVICE:	**C**	**C**				

NOTES:

10/19/05

AGOURA VILLAGE SPECIFIC PLAN #05014 **REFERENCE #08AM-CUM-AV**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *N.A.*

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: ***KANAN ROAD***

E/W STREET: ***U.S. 101 NB RAMPS/CANWOOD STREET***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	31	764	233	0	2155	193	71	0	206	689	79	760
(B) PROJECT	2	30	99	0	49	0	0	0	5	140	0	0

GEOMETRICS

FUTURE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT R	TTT R	L R	L LT RR

TRAFFIC SCENARIOS

SCENARIO 1: CUMULATIVE (A)

SCENARIO 2: CUMULATIVE+PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	1	1600	31	33	0.02 *	0.02 *				
NBT	2	3200	764	794	0.24	0.25				
NBR *(a)*	1	1600	233	332	0.15	0.21				
SBL	0	0	0	0	0.00	0.00				
SBT	3	4800	2155	2204	0.45 *	0.46 *				
SBR	1	1600	193	193	0.12	0.12				
EBL	1	1600	71	71	0.04	0.04				
EBT	0	0	0	0	0.00	0.00				
EBR *(b)*	1	1600	169	173	0.11 *	0.11 *				
WBL	0	0	689	829	0.00	0.00				
WBT	2	3200	79	79	0.24 *	0.28 *				
WBR	2	3200	760	760	0.24	0.24				
					0.05 *	**0.05 ***				
				INTERSECTION CAPACITY UTILIZATION:	**0.87**	**0.92**				
				LEVEL OF SERVICE:	**D**	**E**				

NOTES:

(a) *FREE RIGHT TURN LANE*

(b) *18% R.T.O.R.*

10/18/05

AGOURA VILLAGE SPECIFIC PLAN #05014 **REFERENCE #08AM-CUM-AV-MIT**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *N.A.*

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: ***KANAN ROAD***

E/W STREET: ***U.S. 101 NB RAMPS/CANWOOD ST (SPLIT-PHASED)***

CONTROL TYPE: SIGNAL

MITIGATED INTERSECTION
SB TTTT R/EB L LR R

TRAFFIC VOLUME SUMMARY

VOLUMES	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	31	764	233	0	2155	193	71	0	206	689	79	760
(B) PROJECT	2	30	99	0	49	0	0	0	5	140	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
FUTURE GEOMETRICS	L TT R	TTT TR	L LR R	L LT RR

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	1	1600	31	33	0.02 *	0.02 *				
NBT	2	3200	764	794	0.24	0.25				
NBR *(a)*	1	1600	233	332	0.15	0.21				
SBL	0	0	0	0	0.00	0.00				
SBT	4	6400	2155	2204	0.37 *	0.38 *				
SBR	0	0	193	193	0.00	0.00				
EBL	0	0	71	71	0.00	0.00				
EBT	3	4800	0	0	0.05 *	0.05 *				
EBR *(b)*	0	0	175	179	0.00	0.00				
WBL	0	0	689	829	0.00	0.00				
WBT	2	3200	79	79	0.24 *	0.28 *				
WBR	2	3200	760	760	0.24	0.24				
					0.05 *	**0.05** *				
				INTERSECTION CAPACITY UTILIZATION:	**0.73**	**0.78**				
				LEVEL OF SERVICE:	**C**	**C**				

NOTES:

(a) *FREE RIGHT TURN LANE*
(b) *15% RTOR*

10/19/05

AGOURA VILLAGE SPECIFIC PLAN #05014 **REFERENCE #08PM-CUM-AV**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *N.A.*

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: ***KANAN ROAD***

E/W STREET: ***U.S. 101 NB RAMPS/CANWOOD STREET***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	74	1144	299	0	1748	195	115	0	188	347	69	952
(B) PROJECT	10	76	303	0	62	0	0	0	8	193	0	0

GEOMETRICS

FUTURE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT R	TTT R	L R	L LT RR

TRAFFIC SCENARIOS

SCENARIO 1: CUMULATIVE (A)

SCENARIO 2: CUMULATIVE+PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	1	1600	74	84	0.05 *	0.05 *				
NBT	2	3200	1144	1220	0.36	0.38				
NBR (a)	1	1600	299	602	0.19	0.38				
SBL	0	0	0	0	0.00	0.00				
SBT	3	4800	1748	1810	0.36 *	0.38 *				
SBR	1	1600	195	195	0.12	0.12				
EBL	1	1600	115	115	0.07 *	0.07 *				
EBT	0	0	0	0	0.00	0.00				
EBR (b)	1	1600	113	118	0.07	0.07				
WBL	0	0	347	540	0.00	0.00				
WBT	2	3200	69	69	0.13	0.19				
WBR	2	3200	952	952	0.30 *	0.30 *				
					0.05 *	**0.05 ***				
				INTERSECTION CAPACITY UTILIZATION:	**0.83**	**0.85**				
				LEVEL OF SERVICE:	**D**	**D**				

NOTES:

(a) FREE RIGHT TURN LANE

(b) 40% R.T.O.R.

10/19/05

AGOURA VILLAGE SPECIFIC PLAN #05014 **REFERENCE #08PM-CUM-AV-MIT**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *N.A.*

TIME PERIOD: *P.M. PEAK HOUR* ***MITIGATED INTERSECTION***

N/S STREET: *KANAN ROAD* ***SB TTTT R/EB L LR R***

E/W STREET: *U.S. 101 NB RAMPS/CANWOOD ST (SPLIT-PHASED)*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	74	1144	299	0	1748	195	115	0	188	347	69	952
(B) PROJECT	10	76	303	0	62	0	0	0	8	193	0	0

GEOMETRICS

FUTURE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT R	TTT TR	L LR R	L LT RR

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	1	1600	74	84	0.05	0.05				
NBT	2	3200	1144	1220	0.36 *	0.38 *				
NBR (a)	1	1600	299	602	0.19	0.38				
SBL	0	0	0	0	0.00	0.00				
SBT	4	6400	1748	1810	0.30	0.31				
SBR	0	0	195	195	0.00	0.00				
EBL	0	0	115	115	0.00	0.00				
EBT	3	4800	0	0	0.05 *	0.05 *				
EBR (b)	0	0	113	118	0.00	0.00				
WBL	0	0	347	540	0.00	0.00				
WBT	2	3200	69	69	0.13	0.19				
WBR	2	3200	952	952	0.30 *	0.30 *				
					0.05 *	**0.05 ***				
				INTERSECTION CAPACITY UTILIZATION:	**0.76**	**0.78**				
				LEVEL OF SERVICE:	**C**	**C**				

NOTES:

(a) FREE RIGHT TURN LANE

(b) 40% R.T.O.R.

10/19/05

AGOURA VILLAGE SPECIFIC PLAN #05014 **REFERENCE #09AM-CUM-AV**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: ***KANAN ROAD***

E/W STREET: ***U.S. 101 SB RAMPS/ROADSIDE DRIVE***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	0	747	20	240	848	1334	531	1	524	0	0	41
(B) PROJECT	0	179	1	25	169	0	0	36	152	1	0	37

GEOMETRICS

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

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	0	0	0	0	0.00	0.00				
NBT	2	3200	747	926	0.24 *	0.30 *				
NBR	0	0	20	21	0.00	0.00				
SBL	1	1600	240	265	0.15 *	0.17 *				
SBT	2	3200	848	1017	0.27	0.32				
SBR *(a)*	1	1600	1334	1334	0.83	0.83				
EBL	0	0	531	531	0.00	0.00				
EBT	3	4800	1	37	0.17 *	0.20 *				
EBR *(b)*	0	0	293	379	0.00	0.00				
WBL	1	1600	0	1	0.00	0.00				
WBT	0	0	0	0	0.00	0.00				
WBR *(c)*	1	1600	41	78	0.03	0.05				
					0.05 *	**0.05 ***				
				INTERSECTION CAPACITY UTILIZATION:	**0.61**	**0.72**				
				LEVEL OF SERVICE:	**B**	**C**				

NOTES:

(a) *FREE RIGHT TURN LANE*
(b) *44% RTOR*
(c) *NOT CRITICAL DUE TO RTOR*

10/18/05

AGOURA VILLAGE SPECIFIC PLAN #05014 **REFERENCE #09PM-CUM-AV**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *N.A.*

TIME PERIOD: ***P.M. PEAK HOUR*** ***REVISED TRIP GENERATION AND DISTRIBUTION***

N/S STREET: ***KANAN ROAD***

E/W STREET: ***U.S. 101 SB RAMPS/ROADSIDE DRIVE***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	0	1196	40	270	609	710	658	1	537	0	0	91
(B) PROJECT	0	511	6	35	228	0	0	48	191	8	0	129

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1: CUMULATIVE (A)

SCENARIO 2: CUMULATIVE+PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	0	0	0	0	0.00	0.00				
NBT	2	3200	1196	1707	0.39 *	0.55 *				
NBR	0	0	40	46	0.00	0.00				
SBL	1	1600	270	305	0.17 *	0.19 *				
SBT	2	3200	609	837	0.19	0.26				
SBR *(a)*	1	1600	710	710	0.44	0.44				
EBL	0	0	658	658	0.00	0.00				
EBT	2	3200	1	49	0.21 *	0.22 *				
EBR *(b)*	1	1600	107	146	0.07	0.09				
WBL	1	1600	0	8	0.00 *	0.01 *				
WBT	0	0	0	0	0.00	0.00				
WBR *(c)*	1	1600	91	220	0.06	0.14				
					0.05 *	**0.05** *				
				INTERSECTION CAPACITY UTILIZATION:	**0.82**	**1.02**				
				LEVEL OF SERVICE:	**D**	**F**				

NOTES:

(a) *FREE RIGHT TURN LANE*

(b) *ACTS AS SEPARATE MOVEMENT DUR TO RTOR (80% RTOR)*

(c) *NOT CRITICAL DUE R.T.O.R. (SB LT OVERLAP)*

10/18/05

AGOURA VILLAGE SPECIFIC PLAN #05014

REFERENCE #09PM-CUM-AV-MIT

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: ***KANAN ROAD***

E/W STREET: ***U.S. 101 SB RAMPS/ROADSIDE DRIVE***

CONTROL TYPE: SIGNAL

REVISED TRIP GENERATION AND DISTRIBUTION

MITIAGTED GEOMETRY

NB TT TR

TRAFFIC VOLUME SUMMARY

VOLUMES	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	0	1196	40	270	609	710	658	1	537	0	0	91
(B) PROJECT	0	511	6	35	228	0	0	48	191	8	0	129

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1: CUMULATIVE (A)

SCENARIO 2: CUMULATIVE+PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	0	0	0	0	0.00	0.00				
NBT	3	4800	1196	1707	0.26 *	0.37 *				
NBR	0	0	40	46	0.00	0.00				
SBL	1	1600	270	305	0.17 *	0.19 *				
SBT	2	3200	609	837	0.19	0.26				
SBR *(a)*	1	1600	710	710	0.44	0.44				
EBL	0	0	658	658	0.00	0.00				
EBT	2	3200	1	49	0.21 *	0.22 *				
EBR *(b)*	1	1600	107	146	0.07	0.09				
WBL	1	1600	0	8	0.00 *	0.01 *				
WBT	0	0	0	0	0.00	0.00				
WBR *(c)*	1	1600	91	220	0.06	0.14				
					0.05 *	**0.05** *				
				INTERSECTION CAPACITY UTILIZATION:	**0.69**	**0.84**				
				LEVEL OF SERVICE:	**B**	**D**				

NOTES:

(a) *FREE RIGHT TURN LANE*

(b) *ACTS AS SEPARATE MOVEMENT DUR TO RTOR (80% RTOR)*

(c) *NOT CRITICAL DUE R.T.O.R. (SB LT OVERLAP)*

10/19/05

AGOURA VILLAGE SPECIFIC PLAN #05014 **REFERENCE# 10AM_CUM_AV**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: ***KANAN ROAD***

E/W STREET: ***AGOURA ROAD***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	26	572	26	143	767	402	117	91	95	52	70	109

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1: CUMULATIVE (A)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	1	1600	26		0.02 *					
NBT	2	3200	572		0.19					
NBR	0	0	26		0.00					
SBL	1	1600	143		0.09					
SBT	1	1600	767		0.48 *					
SBR	1	1600	402		0.25					
EBL	1	1600	117		0.07					
EBT	1	1600	91		0.12 *					
EBR	0	0	95		0.00					
WBL	1	1600	52		0.03 *					
WBT	1	1600	70		0.04					
WBR	1	1600	109		0.07					
					0.05 *					
			INTERSECTION CAPACITY UTILIZATION:		**0.70**					
			LEVEL OF SERVICE:		**B**					

NOTES:

06/08/05

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*****************************************************************************
*                                                                           *
*  18:10:05            KANAN ROAD/AGOURA ROAD CUMöPR A.M.                65 *
*                                                                           *
*****************************************************************************
*                                                 *                         *
* E     (m)    8.40   9.50   8.40   8.40          * TIME PERIOD    min     90 *
* L'    (m)   35.00  45.00  00.00  30.00          * TIME SLICE     min     15 *
* V     (m)    5.00   5.00   8.40   4.50          * RESULTS PERIOD min  15 75 *
* RAD   (m)   50.00  20.00  20.00  20.00          * TIME COST     $/hr  15.00 *
* PHI   (d)   20.00  25.00  20.00  20.00          * FLOW PERIOD    min  15 75 *
* DIA   (m)   50.00  50.00  50.00  50.00          * FLOW TYPE  pcu/veh    VEH *
* GRAD SEP       0      0      0      0           * FLOW PEAK am/op/pm     AM *
*                                                 *                         *
*****************************************************************************
* LEG NAME *PCU *FLOWS (1st exit 2nd etc...U)*FLOF*CL*  FLOW RATIO   *FLOW TIME*
*          *    *                             *    *  *              *        *
*kanan nb  *1.04*   29  617   35  0           *1.00*85*0.75 1.125 0.75*15 45 75 *
*agoura wb *1.04*  178   84   52  0           *1.00*85*0.75 1.125 0.75*15 45 75 *
*kanan sb  *1.04*  532  811  274  0           *1.00*85*0.75 1.125 0.75*15 45 75 *
*agoura eb *1.04*   99  111  177  0           *1.00*85*0.75 1.125 0.75*15 45 75 *
*          *    *                             *    *  *              *        *
*          *    *                             *    *  *              *        *
*          *    *                             *    *  *              *        *
*****************************************************************************
*                                                          *                  *
* FLOW        veh     681    314   1617    387            *                  *
* CAPACITY    veh    1786   1707   2260   1224            * AVDEL s     4.7 *
* AVE DELAY  mins    0.05   0.04   0.10   0.07            * L  O  S       A *
* MAX DELAY  mins    0.07   0.06   0.15   0.10            * VEH HRS     4.0 *
* AVE QUEUE   veh       1      0      3      0            * COST  $    59.3 *
* MAX QUEUE   veh       1      0      4      1            *                  *
*                                                          *                  *
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AGOURA VILLAGE SPECIFIC PLAN #05014 **REFERENCE# 10PM_CUM_AV**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: ***KANAN ROAD***

E/W STREET: ***AGOURA ROAD***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	71	740	23	183	651	262	304	130	64	75	161	252

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1: CUMULATIVE (A)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	1	1600	71		0.04 *					
NBT	2	3200	740		0.24					
NBR	0	0	23		0.00					
SBL	1	1600	183		0.11					
SBT	1	1600	651		0.41 *					
SBR	1	1600	262		0.16					
EBL	1	1600	304		0.19 *					
EBT	1	1600	130		0.12					
EBR	0	0	64		0.00					
WBL	1	1600	75		0.05					
WBT	1	1600	161		0.10 *					
WBR	1	1600	252		0.16					
					0.05 *					
			INTERSECTION CAPACITY UTILIZATION:		**0.79**					
			LEVEL OF SERVICE:		C					

NOTES:

06/08/05

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*****************************************************************************
*                                                                           *
*  17:10:05            KANAN ROAD/AGOURA ROAD CUMöPR P.M.                86 *
*                                                                           *
*****************************************************************************
*                                                 *                         *
* E     (m)    8.40   9.50   8.40   8.40          * TIME PERIOD    min     90 *
* L'    (m)   35.00  45.00  00.00  30.00          * TIME SLICE     min     15 *
* V     (m)    5.00   5.00   8.40   4.20          * RESULTS PERIOD min  15 75 *
* RAD   (m)   50.00  20.00  20.00  20.00          * TIME COST     $/hr  15.00 *
* PHI   (d)   20.00  25.00  20.00  20.00          * FLOW PERIOD    min  15 75 *
* DIA   (m)   50.00  50.00  50.00  50.00          * FLOW TYPE  pcu/veh    VEH *
* GRAD SEP       0      0      0      0           * FLOW PEAK am/op/pm     PM *
*                                                 *                         *
*****************************************************************************
* LEG NAME *PCU *FLOWS (1st exit 2nd etc...U)*FLOF*CL*  FLOW RATIO   *FLOW TIME*
*          *    *                             *    *  *              *        *
*kanan nb  *1.04*   30  844   78  0            *1.00*85*0.75 1.125 0.75*15 45 75 *
*agoura wb *1.04*  425  198   82  0            *1.00*85*0.75 1.125 0.75*15 45 75 *
*kanan sb  *1.04*  426  754  329  0            *1.00*85*0.75 1.125 0.75*15 45 75 *
*agoura eb *1.04*   76  160  527  0            *1.00*85*0.75 1.125 0.75*15 45 75 *
*          *    *                             *    *  *              *        *
*          *    *                             *    *  *              *        *
*          *    *                             *    *  *              *        *
*****************************************************************************
*                                                          *                  *
* FLOW        veh     952    705   1509    763            *                  *
* CAPACITY    veh    1437   1223   2111   1168            * AVDEL s      7.9 *
* AVE DELAY  mins    0.14   0.13   0.11   0.17            * L  O  S        A *
* MAX DELAY  mins    0.23   0.21   0.17   0.29            * VEH HRS      8.6 *
* AVE QUEUE   veh       2      2      3      2            * COST  $    128.5 *
* MAX QUEUE   veh       3      2      4      3            *                  *
*                                                          *                  *
*****************************************************************************
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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	11_CUM_AM	Intersection	KANAN RD/CORNELL RD
Agency/Co.	ATE - D.L.	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	5/17/2005	Analysis Year	CUMULATIVE
Analysis Time Period	A.M. PEAK HOUR		
Project Description	AVSP #05014		
East/West Street:	CORNELL RD	North/South Street:	KANAN RD
Intersection Orientation:	North-South	Study Period (hrs):	1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	551	18	199	715	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	551	18	199	715	0
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	1	1	1	0
Configuration		T	R	L	T	
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	13	0	122	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	13	0	122	0	0	0
Percent Heavy Vehicles	4	4	4	4	0	4
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (vph)		199	13		122			
C (m) (vph)		993	84		530			
v/c		0.20	0.15		0.23			
95% queue length		0.75	0.54		0.89			
Control Delay		9.5	55.7		13.8			
LOS		A	F		B			
Approach Delay	--	--	17.8					
Approach LOS	--	--	C					

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AWD = 12.9 sec/veh LOS B

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	11_CUMPR_AM	Intersection	KANAN RD/CORNELL RD
Agency/Co.	ATE - D.L.	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	5/17/2005	Analysis Year	CUMULATIVE+PROJECT
Analysis Time Period	A.M. PEAK HOUR		
Project Description	AVSP #05014		
East/West Street:	CORNELL RD	North/South Street:	KANAN RD
Intersection Orientation:	North-South	Study Period (hrs):	1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	566	22	201	723	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	566	22	201	723	0
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	1	1	1	0
Configuration		T	R	L	T	
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	16	0	125	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	16	0	125	0	0	0
Percent Heavy Vehicles	4	4	4	4	0	4
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (vph)		201	16		125			
C (m) (vph)		977	80		520			
v/c		0.21	0.20		0.24			
95% queue length		0.78	0.73		0.94			
Control Delay		9.6	61.2		14.1			
LOS		A	F		B			
Approach Delay	--	--	19.4					
Approach LOS	--	--	C					

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AWD = 13.7 sec/veh LOS B