CALIFORNIA DEPARTMENT OF
TOXIC SUBSTANCES CONTROL

Department of Toxic Substances Control

Draft Program Environmental Impact Report

for the

Santa Susana Field Laboratory, Ventura County, California

SCH# 2013111068

September 2017

ESA

Appendix H
Traffic Study

ESA

Traffic Study for

Santa Susana
Field Laboratory EIR
Los Angeles, CA

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1. Introduction

The purpose of this traffic study is to assess the traffic impacts on the surrounding roadway system of proposed construction activities for the Simi Valley Santa Susana Site Remediation (Project) EIR.

The study quantitatively assesses project impacts on weekday a.m. and p.m. peak hour operations at 16 study intersections and 11 study roadway segments for remediation activities near the project site. This includes the major signalized/unsignalized intersections and adjacent roadway segments along employee vehicle and truck haul truck routes to and from the Project site.

Any potential traffic impacts from the proposed remediation activities (referred to in this document as the Project) would be related to employee vehicle travel and truck hauling trips. Once the project remediation efforts are completed, the trip generation from the project site is expected to be reduced to negligible levels with some potential maintenance activities remaining at the site.

A. Project Location

The Santa Susana Field Laboratory (SSFL) is an existing nuclear reactor and liquid propellant rocket engine testing and research site that is owned by Boeing and the U.S. Federal Government. Some areas within the site are operated by the US Department of Energy (DOE) and The National Aeronautics and Space Administration (NASA).

The site is located within the County of Los Angeles, south of the SR-118 Freeway and the City of Simi Valley, west of Valley Circle Boulevard, and north of the Bell Canyon neighborhood of Los Angeles.

Figure 1 illustrates the location of the SSFL site.

B. Project Site Remediation

The California Department of Toxic Substances Control (DTSC) is leading an environmental study for the proposed cleanup of the site. DTSC is working with the Responsible Parties (RPs) of Boeing, DOE, and NASA to plan for the cleanup effort.

This report summarizes the following efforts, conducted by KOA and its subconsultants:

- Inventory of potential new truck haul routes to and from the site;
- Documentation of peak remediation employee project population and daily truck hauling needs, and the related number of trips for each;
- Analysis of potential traffic impacts from remediation operations, using public roadways on east side of site; and
- Analysis of truck haul routes.

The SSFL is a research, development and testing site of approximately 55 acres in size. The SSFL site is at a higher physical altitude than the surrounding open space and developed areas. There are downhill grades leading away from the site that are a major consideration in the feasibility analysis of new haul truck roadways. To the north and east of the site there are public roadway networks, and to the north of the site is an east-west railroad corridor that is owned by the Union Pacific Railroad.

The California Department of Toxic Substances Control (DTSC) is preparing a Program Environmental Impact Report (EIR) for contaminated soil and groundwater remediation projects at the Santa Susana Field Laboratory (SSFL) site in Ventura County, California.

DTSC is the lead state regulatory agency for making determinations on the final soil and groundwater investigation, remedy selection, design, and implementation at SSFL. The responsible parties of the various portions of SSFL include The Boeing Company (Boeing), U.S. Department of Energy (DOE) and the National Aeronautics and Space Administration (NASA). The project area includes the SSFL site and the immediate surrounding vicinity. The SSFL site is composed of four administrative areas (Areas I, II, III, IV), each with Solid Waste Management Units and Areas of Concern; and two buffer zones (Northern Buffer Zone and Southern Buffer Zone).

The proposed project includes the activities necessary to implement soil and groundwater remediation. The anticipated remediation approaches and methodologies for surface media (soil and related surficial media) will be further defined in Corrective Measures Study (CMS) work plans to be submitted by Boeing and comparable Soils Remedial Action Implementation Plans to be submitted by DOE and NASA for each of their respective areas at the SSFL site. The anticipated remediation approaches and methodologies for groundwater will be further defined by the Groundwater Remedial Investigation and CMS, being conducted by Boeing, DOE, and NASA.

Construction Duration and Intensity

Project remediation activities are planned by DTSC to occur over an approximate 15-year period, planned to start in 2018 and finish in 2032. Remediation activities would peak during the overall period but the peak period of the anticipated years of peak activity cannot be determined at this time. The traffic impact analysis includes a peak operations scenario and a general operations scenario.

Trip generation estimates for construction truck trips and construction employee vehicle trips are discussed further within Section 4 of this report.

C. Project Study Area

The Project construction activities would generate additional vehicle trips in the immediate area, based on necessary truck hauling/delivery trips and the remediation employee population.

Turn movement counts were conducted on a weekday during a.m. and p.m. peak periods (7:00 a.m. to 9:00 a.m., 4:00 p.m. to 6:00 p.m.) for each study intersection location, on Thursday, December 18, 2014; Tuesday, April 28, 2015; and Thursday, June 18, 2015. Roadway segment counts were conducted over one contiguous 24-hour weekday timeframe. Additional counts were obtained from the Los Angeles

Department of Transportation (LADOT) online database for Wednesday, March 5, 2014, during the a.m. and p.m. peak periods.

The table below defines the study intersections that were included in the traffic impact analysis. Intersections were included where Project trucks and employee trips would turn to reach the Project site and where access to and from the freeway would be provided for these trips.

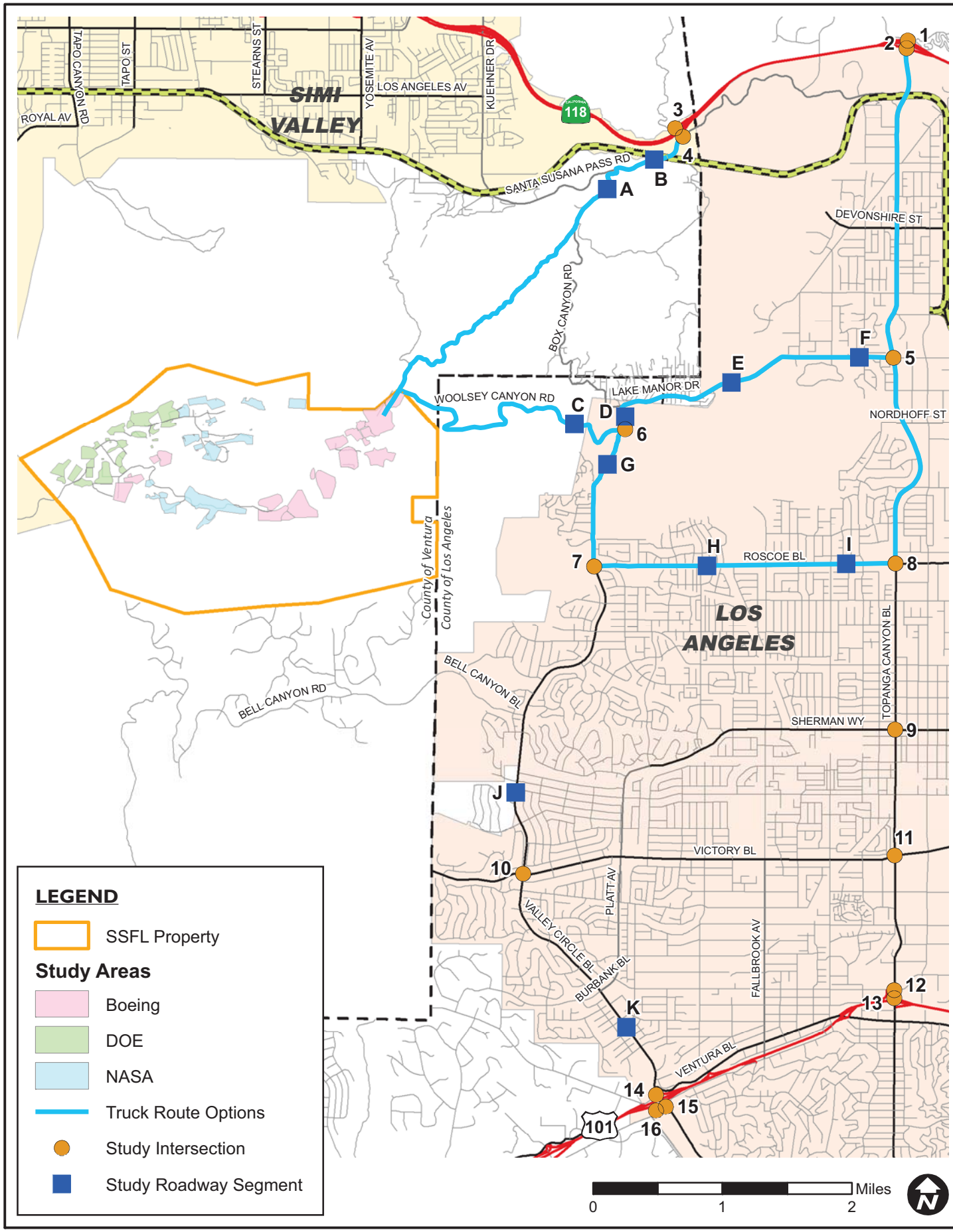
	Study Intersections	Jurisdiction
1	Topanga Canyon Blvd & SR-118 WB Ramps	County of Los Angeles
2	Topanga Canyon Blvd & SR-118 EB Ramps	City of Los Angeles
3	Rocky Peak Rd & SR-118 WB Ramps *	City of Simi Valley
4	Rocky Peak Rd & Santa Susana Pass Rd *	City of Simi Valley
5	Topanga Canyon Blvd & Plummer St	City of Los Angeles
6	Valley Circle Blvd & Woolsey Canyon Rd *	City of Los Angeles
7	Valley Circle Blvd & Roscoe Blvd	City of Los Angeles
8	Topanga Canyon Blvd & Roscoe Blvd	City of Los Angeles
9	Topanga Canyon Blvd & Sherman Way	City of Los Angeles
10	Valley Circle Blvd & Victory Blvd	City of Los Angeles
11	Topanga Canyon Blvd & Victory Blvd	City of Los Angeles
12	Topanga Canyon Blvd & Burbank Blvd	City of Los Angeles
13	Topanga Canyon Blvd & US-101 NB Off Ramp *	City of Los Angeles
14	Valley Circle Blvd & US-101 NB Off Ramp/Long Valley Rd	City of Los Angeles
15	Valley Circle Blvd & Calabasas Rd/ Avenue San Luis	City of Los Angeles
16	US-101 SB Ramps & Calabasas Rd	City of Los Angeles

** Unsignalized Intersection*

The list below defines the study roadway segments that were included in the traffic impact analysis. Roadway segments were included on minor local roadways and major routes to and from the freeway, to determine estimated percentage increases in traffic on all roadways of travel by Project trips and the potential effects of traffic operations characteristics on local two-lane roadways.

Seg ID	Segment	From	To	Jurisdiction
A	Box Canyon Road	Santa Susana Pass Road	Roberson Road	County of Ventura
B	Santa Susana Pass Road	Rocky Peak Road	Box Canyon Road	County of Ventura / City of Simi Valley
C	Woolsey Canyon Road	Valley Circle Boulevard	Knapp Ranch Road	County of Los Angeles / City of Los Angeles
D	Valley Circle Boulevard	Box Canyon Road	Woolsey Canyon Road	City of Los Angeles
E	Valley Circle Boulevard	Plummer Street	Schumann Road	City of Los Angeles
F	Plummer Street	Valley Circle Boulevard	Farralone Avenue	City of Los Angeles
G	Valley Circle Boulevard	Woolsey Canyon Road	Chatlake Drive	City of Los Angeles
H	Roscoe Boulevard	Woodlake Avenue	Shoup Avenue	City of Los Angeles
I	Roscoe Boulevard	Shoup Avenue	Farralone Avenue	City of Los Angeles
J	Valley Circle Boulevard	Vanowen Street	Victory Boulevard	City of Los Angeles
K	Valley Circle Boulevard	Burbank Boulevard	US-101 Freeway	City of Los Angeles

Figure 1 illustrates the study area including the locations of the study intersections and roadway segments.



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Simi Valley Santa Susana Site Remediation EIR

Figure 1

Project Study Area

D. Impact Analysis Methodology

As defined by the City of Los Angeles Department of Transportation (LADOT) traffic study guidelines entitled *Traffic Study Policies and Procedures (August 2014),* significant impacts of a proposed project at an intersection must be mitigated to a level of insignificance. The guidelines are focused on development projects, where the impact potential is on-going for the life of a proposed development or facility. For this analysis, impacts are based on temporary construction-period impacts, but the same impact standards were applied.

In the sections that follow, the project-only and cumulative impacts of the construction of the proposed Project on study area roadways and intersections are discussed. The analysis is based on the impacts of Project remediation activities relative to the conditions at the study intersections and roadway segments during the remediation period, both peak periods and general operating periods. A post-Project construction (operations) analysis was not undertaken, as the SSFL site will not generate new trips after construction is complete, and therefore will not create significant traffic impacts.

Existing traffic volumes were defined by peak-period intersection turn movement counts conducted for this report. From the two-hour peak period volume totals, peak hour periods for each intersection and for each peak hour (AM and PM) were defined by the four highest consecutive 15-minute periods.

This methodology allows for the true peak hour of each analyzed intersection to be examined. The a.m. and p.m. peak hours for each study intersection (i.e., the four highest consecutive 15-minute periods within each of the two-hour peak periods of 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.) vary somewhat (though are generally 7:15 a.m. to 8:15 a.m. and 4:45 p.m. to 5:45 p.m.). For this reason, volumes across adjacent intersections may vary, but the analysis provides peak conditions for each single study intersection.

Major Project remediation activities are anticipated by DTSC to begin in the year 2018 and continue through the year 2032. The year 2032 was selected for the future analysis year, as it represents the highest potential year within the remediation timeline, providing an adequate amount of background traffic growth to define a conservative analysis baseline.

KOA analyzed the trip distribution, trip assignment, and intersection level of service calculations for the study area roadway network. Intersection analysis was performed using Circular 212 Planning or Critical Movement Analysis (CMA) methodology. The CMA methodology is based on the volume-to-capacity ratios for each approach movement (left turns, thru movements, right turns) and the sums of critical movements for the intersection. Critical movements are the highest-volume opposing and conflicting movements, such as the eastbound thru movement and the westbound left turn. These movements cannot proceed through the intersection at the same time, so one movement affects the other.

Based on the LADOT traffic guidelines, an intersection is generally considered impacted when project related increases the volume-to-capacity (V/C) ratio of the study intersection to the threshold. The following increases in peak hour V/C ratios are considered significant impacts:

Level of Service	**Final V/C***	**Project Related V/C increase**
C	< 0.700 – 0.800	Equal to or greater than 0.040
D	< 0.800– 0.900	Equal to or greater than 0.020
E and F	0.901 or more	Equal to or greater than 0.010

** Final V/C is the V/C ratio at an intersection, considering impacts from the project, ambient and related project growth, and without proposed traffic impact mitigations.*

For study locations within the City of Simi Valley, policies on traffic impacts used by this jurisdiction were applied to the analysis. The city applies a version of the impact standards defined in the County of Los Angeles Congestion Management Program. The modified impact standards are based on a change in V/C values of 0.02 or more, causing or worsening LOS E or F.

Appendix A provides further explanation of the level of service definitions based on volume-to-capacity ratios, which are the output values provided by the CMA and Circular 212 Planning methodologies, and for delay-based outputs provided by the Highway Capacity Manual methodology for signalized and unsignalized intersections.

Unsignalized intersection impacts were based on the causing or worsening of LOS E or F operations and the status of peak-hour traffic signal warrants. If a traffic signal was justified by the warrant analysis, and the intersection would operate at these LOS values, the Project impact was considered to be significant.

For roadway segment analysis, the applied per-lane capacities were based on extrapolations of Highway Capacity Manual methodology, using the general capacity guidelines of 10,000 daily vehicles and approximately 500 to 600 peak-hour vehicles.

2. Existing (2015) and Start of Remediation Year (2018) Conditions

This section documents existing (2015) traffic conditions in the study area and traffic conditions during the start of remediation year 2018. The discussion presented here is limited to the study intersections and the study roadway segments.

A. Roadway Characteristics

Table 1 provides a summary of the existing study area roadway characteristics. Within individual segments, some characteristics may vary. Figure 2 illustrates the lane configurations and intersection control at the study intersections.

B. Area Transit Service

The project study area is served by public transit bus lines operated by the County of Los Angeles Metropolitan Transportation Authority (Metro), Simi Valley Transit, and Santa Clarita Transit. Table 2 provides a description of the transit lines that serve the study area.

C. Study Intersection Operations Analysis

Traffic counts at the study intersections and on the roadway segments were conducted on Thursday, December 18, 2014, Tuesday, April 28, 2015, and on Thursday, June 18, 2015. An additional count was obtained from the LADOT on-line database, which was dated Wednesday, March 5, 2014. The traffic count data sheets are included in Appendix B of this report.

A level of service (LOS) analysis was conducted to determine peak hour conditions at the study intersections. The Critical Movement Analysis (CMA) methodology was applied to the analysis of study intersections in the City of Los Angeles, based on the policies and guidelines of that jurisdiction.

The Circular 212 Planning methodology was applied to the analysis of the County of Los Angeles and the City of Simi Valley study intersections, which is an acceptable methodology in those jurisdictions based on adopted traffic study policies and guidelines.

The Highway Capacity Manual (HCM) methodology was applied to the analysis of all unsignalized study intersections.

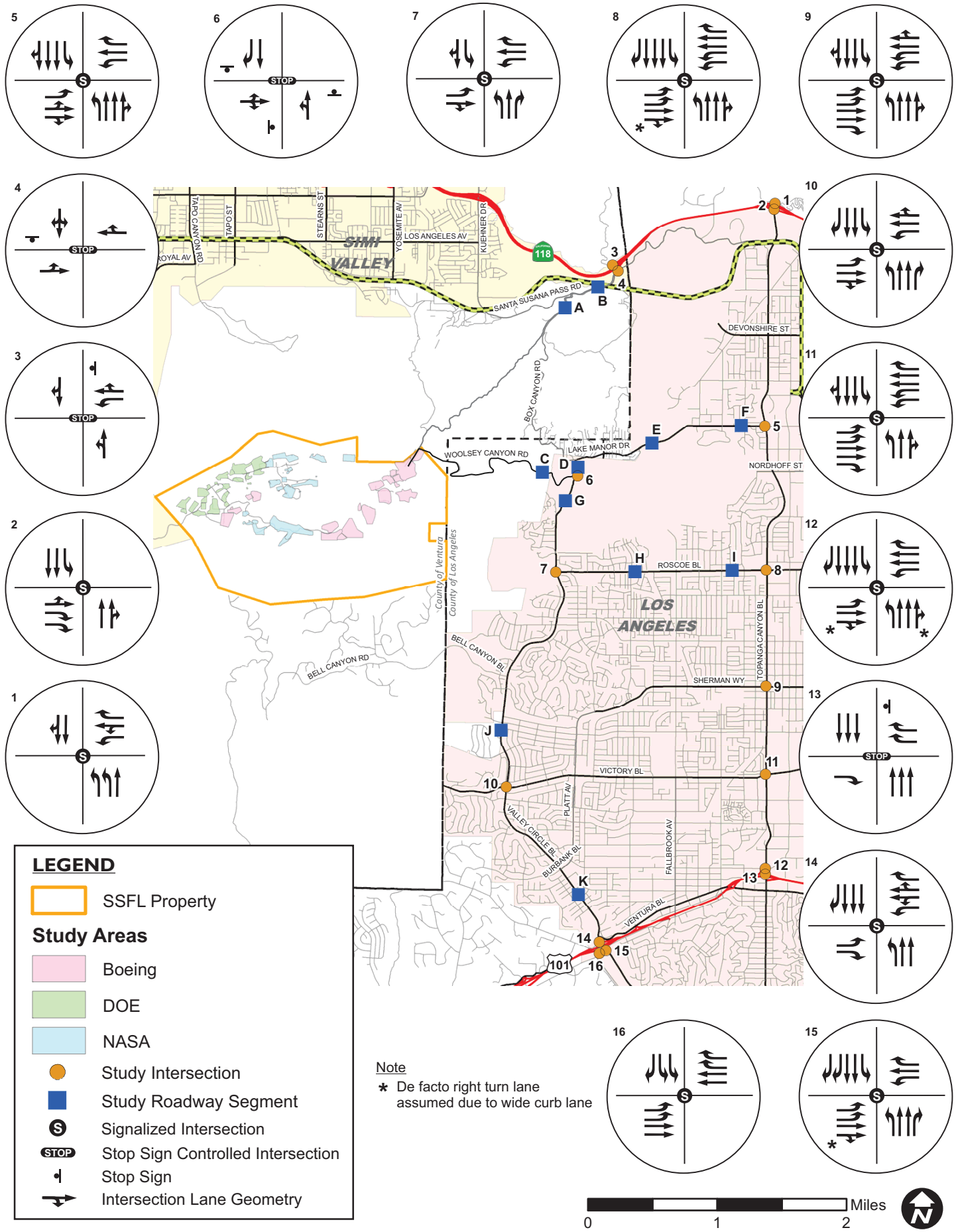
In addition, a supplemental *Start of Remediation Year (2018)* scenario was calculated by factoring the existing traffic counts by 1 percent per year from 2015 to 2018.

Table 3 provides the results of this analysis for both 2015 and 2018.

Table 1 – Existing Study Area Roadway System Characteristics

	Segment	From	To	Funtional Classification	Lanes		Median Type	Parking Restrictions		Speed Limit
					NB/EB	SB/WB		NB/EB	SB/WB	
A	Box Canyon Road	Santa Susana Pass Road	Roberson Road	Collector	1	1	DY	NP	NP	30
B	Santa Susana Pass Road	Rocky Peak Road	Box Canyon Road	Minor Arterial	1	1	DY	NP	NP	30
C	Woolsey Canyon Road	Valley Cir Boulevard	Knapp Ranch Road	Local	1	1	DY	NP	NP	30
D	Valley Cir Boulevard	Box Canyon Road	Woolsey Canyon Road	Collector	1	1	DY	NP	NP	20
E	Valley Cir Boulevard	Plummer Street	Schumann Road	Collector	1	1	DY	NP	NP	40
F	Plummer Street	Valley Cir Boulevard	Farralone Avenue	Collector	1	1	2LT	NSAT	NSAT	35
G	Valley Cir Boulevard	Woolsey Canyon Road	Chatlake Drive	Collector	1	1	DY	NP	NP	35
H	Roscoe Boulevard	Woodlake Avenue	Shoup Avenue	Major Arterial	2	2	2LT	Permitted	Permitted, NS 2 a.m. to 6 a.m., NP	40
I	Roscoe Boulevard	Shoup Avenue	Farralone Avenue	Major Arterial	2	2	2LT	Permitted	Permitted	40
J	Valley Cir Boulevard	Vanowen Street	Victory Boulevard	Major Arterial	2	2	2LT	NP	No Restrictions	45
K	Valley Cir Boulevard	Burbank Boulevard	US-101 Freeway	Major Arterial	2	2	2LT	NSAT, NS/NP 7a.m. to 5 p.m. School Days, Permitted	NSAT, NS/NP 7a.m. to 5 p.m. School Days, Permitted	35 / 40

NP - No Parking NS - No Stopping NSAT - No Stopping Anytime MP - Metered Parking DY - Double Yellow 2LT - Dual Left Turn RM - Raised Median LM - Landscaped Median



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Simi Valley Santa Susana Site Remediation EIR — Figure 2

Existing Lane Configurations and Intersection Control

Table 2 – Existing Study Area Transit Lines

Agency	Line	From	To	Via	Headway (minutes)
Metro	150	Canoga Park	Studio City	Topanga Canyon Boulevard / Sherman Way / Victory Boulevard	20 - 40 Minutes
Metro	152	North Hollywood	Woodland Hills	Roscoe Boulevard	8 - 20 Minutes
Metro	162	West Hills	Sun Valley	Sherman Way	20 - 45 Minutes
Metro	163	West Hills	Sun Valley	Sherman Way	11 - 24 Minutes
Metro	164	West Hills	Burbank	Valley Circle Boulevard / Victory Boulevard / Topanga Canyon Boulevard	10 - 30 Minutes
Metro	165	West Hills	Burbank	Valley Circle Boulevard / Vanowen Street / Topanga Canyon Boulevard	4 - 21 Minutes
Metro	166	Chatsworth	Sun Valley	Topanga Canyon Boulevard / Plummer Street	8 - 20 Minutes
Metro	169	Woodland Hills	Burbank	Victory Boulevard / Topanga Canyon Boulevard	60 Minutes
Metro	245	Chatsworth	Woodland Hills	Victory Boulevard / Topanga Canyon Boulevard	6 - 40 Minutes
Metro	353	North Hollywood	Woodland Hills	Roscoe Boulevard	20 - 25 Minutes
Metro	364	Chatsworth	Sun Valley	Topanga Canyon Boulevard / Plummer Street	14 - 20 Minutes
Metro	645	West Hills	Woodland Hills	Sherman Way / Valley Circle Boulevard / Topanga Canyon Boulevard	20 - 60 Minutes
Metro	750	Studio City	Woodland Hills	Topanga Canyon Bouelvard	10 - 20 Minutes
Simi Valley Transit	C	Downtown Los Angeles	Sun Valley	San Fernando Road	15 - 20 Minutes
Santa Clarita Transit	791	Downtown Los Angeles	Sun Valley	San Fernando Road	15 - 20 Minutes
LADOT Commuter Express	422	Downtown Los Angeles	Thousand Oaks	Topanga Canyon Boulevard	10 - 40 Minutes

Note: Headway = Frequency of Service (i.e., time between buses on route).

**Table 3 – Study Intersection Levels of Service –
Existing Conditions (2015) and Start of Remediation Year Conditions (2018)**

	Study Intersections	Existing (2015) Conditions				Start of Remediation Year (2018) Conditions			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
1	Topanga Canyon Blvd & SR-118 WB Ramps	0.786	C	0.850	D	0.809	D	0.876	D
2	Topanga Canyon Blvd & SR-118 EB Ramps	1.086	**F**	1.056	**F**	1.122	**F**	1.091	**F**
3	Rocky Peak Rd & SR-118 WB Ramps *	10.4	B	10.5	B	10.5	B	10.6	B
4	Rocky Peak Rd & Santa Susana Pass Rd *	9.8	A	9.6	A	9.9	A	9.6	A
5	Topanga Canyon Blvd & Plummer St	0.699	B	0.631	B	0.723	C	0.653	B
6	Valley Circle Blvd & Woolsey Canyon Rd *	38.9	**E**	30.0	D	44.7	**E**	34.3	D
7	Valley Circle Blvd & Roscoe Blvd	0.701	C	0.511	A	0.725	C	0.529	A
8	Topanga Canyon Blvd & Roscoe Blvd	0.645	B	0.745	C	0.668	B	0.771	C
9	Topanga Canyon Blvd & Sherman Way	0.780	C	0.756	C	0.806	D	0.781	C
10	Valley Circle Blvd & Victory Blvd	0.675	B	0.494	A	0.699	B	0.512	A
11	Topanga Canyon Blvd & Victory Blvd	0.749	C	0.991	**E**	0.773	C	1.024	**F**
12	Topanga Canyon Blvd & Burbank Blvd	0.639	B	0.881	D	0.662	B	0.910	**E**
13	Topanga Canyon Blvd & US-101 NB Off Ramp *	>100	**F**	>100	**F**	> 100	**F**	> 100	**F**
14	Valley Circle Blvd & US-101 NB Off Ramp/Long Valley Rd	0.987	**E**	0.756	C	1.020	**F**	0.781	C
15	Valley Circle Blvd & Calabasas Rd/ Avenue San Luis	0.711	C	0.827	D	0.736	C	0.855	D
16	US-101 SB Ramps & Calabasas Rd	0.565	A	0.578	A	0.585	A	0.598	A

** Unsignalized Intersection*

The following study intersections operate at values of LOS E (nearing or at capacity) or LOS F (above capacity) for 2015 conditions:

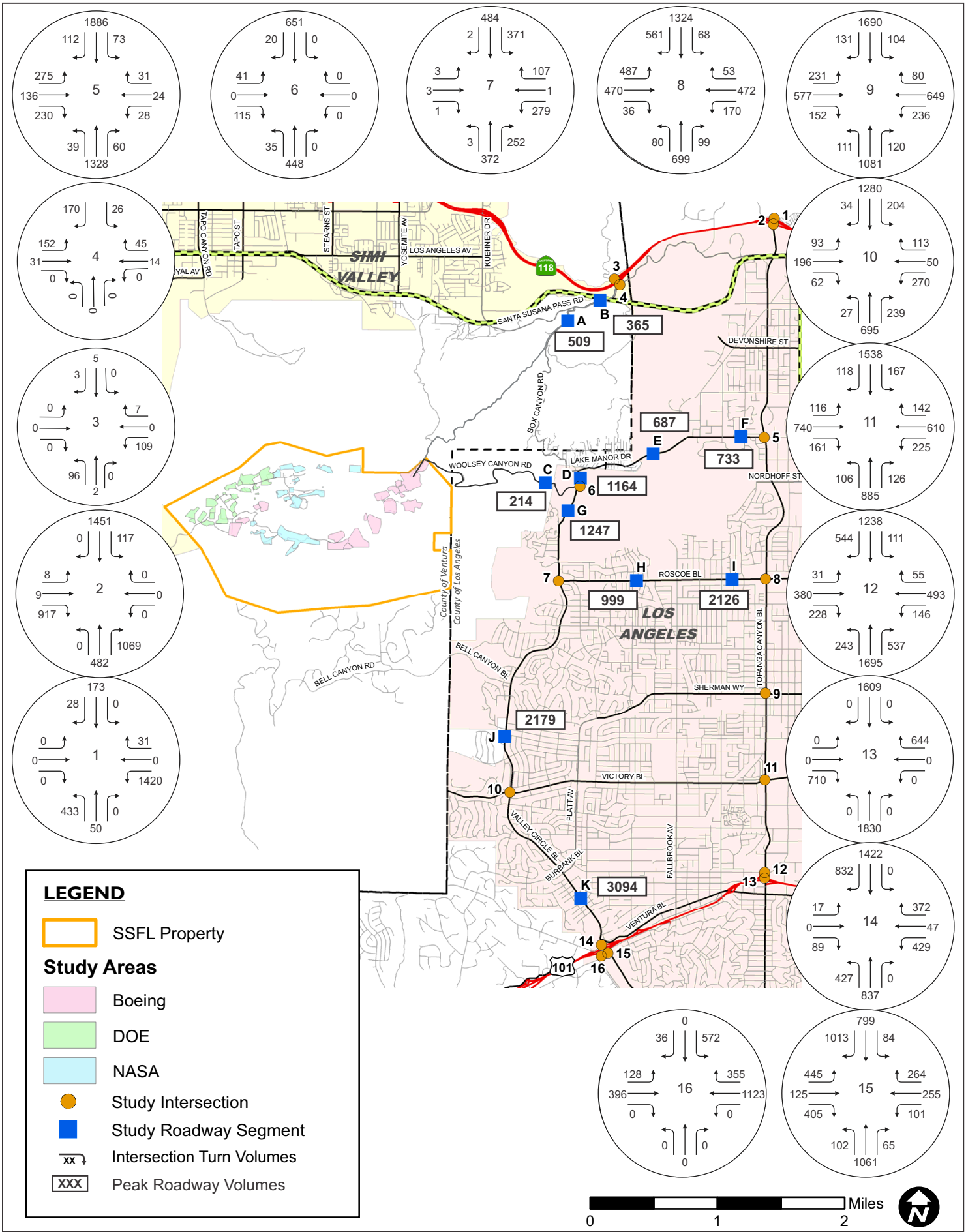
- Intersections #2 and #13 operate at LOS F in the both the a.m. and p.m. peak hours.
- Intersections #6 and #14 operate at LOS E in the a.m. peak hour.
- Intersection #11 operates at LOS E in the p.m. peak hour.

The following intersections operate at values of LOS E or LOS F for Start of Remediation Year 2018 conditions:

- Intersections #2 and #13 operate at LOS F in the both the a.m. and p.m. peak hours.
- Intersection #11 operates at LOS F in the p.m. peak hour.
- Intersection #14 operates at LOS F in the a.m. peak hour.
- Intersection #6 operates at LOS E in the a.m. peak hour.
- Intersection #12 operates at LOS E in the p.m. peak hour.

The existing conditions scenario LOS calculation worksheets for the study intersections are provided in Appendix C of this report.

Figure 3 and Figure 4 illustrate the existing a.m. and p.m. peak hour traffic volumes at the study intersections for existing 2015 conditions. Figure 5 and Figure 6 illustrate 2018 conditions.



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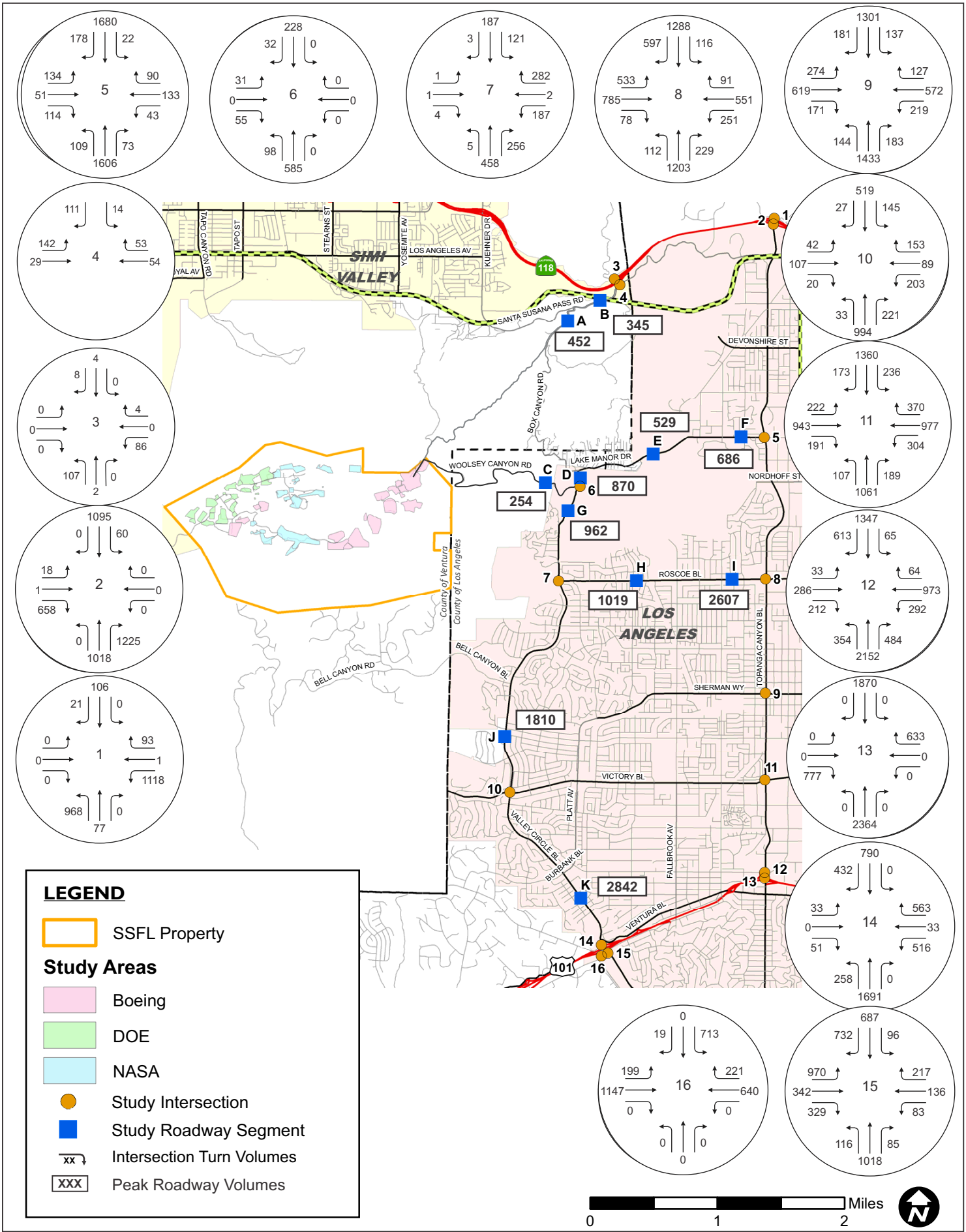
Simi Valley Santa Susana Site Remediation EIR

Figure 3

Existing Year 2015 - AM Peak Hour Traffic Volumes



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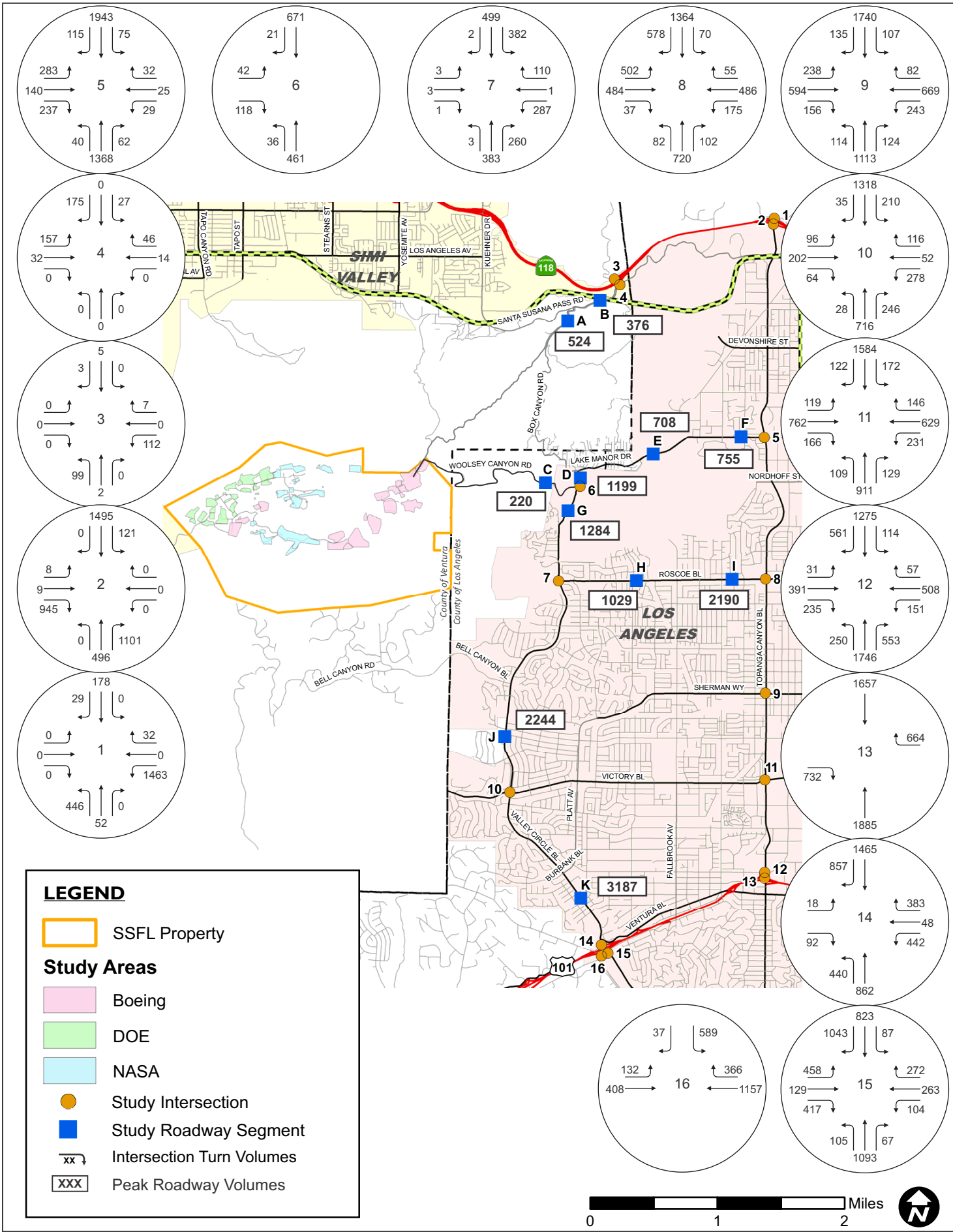
Simi Valley Santa Susana Site Remediation EIR — Figure 4

Existing Year 2015 - PM Peak Hour Traffic Volumes



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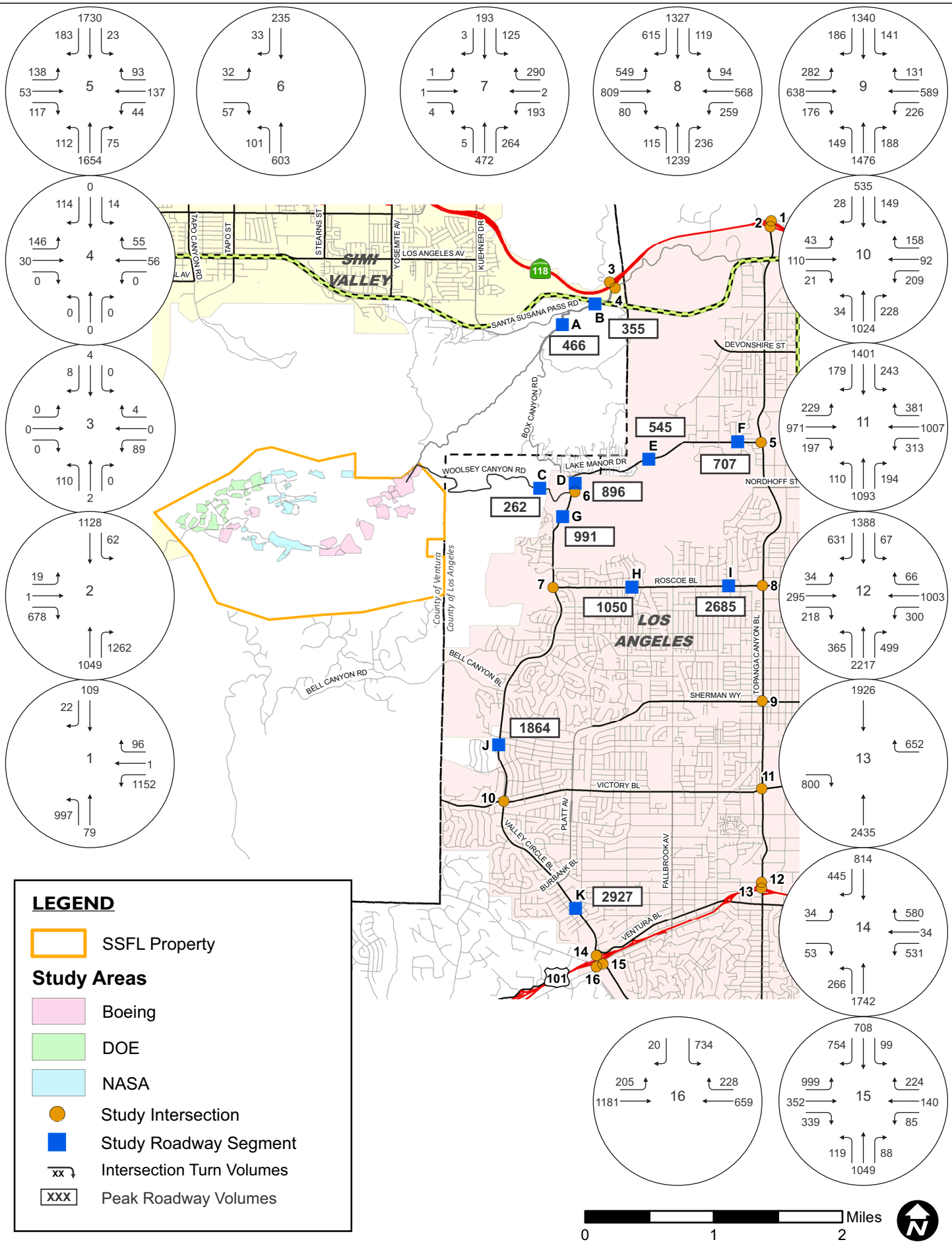
Simi Valley Santa Susana Site Remediation EIR

Figure 5

Existing Year 2018 - AM Peak Hour Traffic Volumes



LEGEND

- SSFL Property

Study Areas

- Boeing
- DOE
- NASA
- Study Intersection
- Study Roadway Segment
- XX Intersection Turn Volumes
- XXX Peak Roadway Volumes

0 1 2 Miles

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Simi Valley Santa Susana Site Remediation EIR

Figure 6

Existing Year 2018 - PM Peak Hour Traffic Volumes

D. Study Roadway Segment Operations Analysis

An existing 2015 and start of remediation year 2018 level of service analysis was conducted for peak hour and daily traffic conditions at the study roadway segments.

Table 4 summarizes the results of the peak hour analysis for the study roadway segments. The following study roadway segments operate at values of LOS E (nearing or at capacity) or LOS F (above capacity) under both scenarios:

- Segment D operates at LOS F during the a.m. peak hour
- Segment G operates at LOS F during the a.m. peak hour and LOS E during the p.m. peak hour
- Segment I operates at LOS F during the p.m. peak hour
- Segment K operates at LOS F during both the a.m. and p.m. peak hours.

Table 4 – Peak Hour Study Roadway Segment Levels of Service – Existing Conditions (2015) and Start of Remediation Year (2018) Conditions

Seg ID	Segment	From	To	Peak Period	# of Lanes *	Capacity	Existing 2015 Peak Volumes			Start of Remediation Year 2018 Peak Volumes		
							Volumes	V/C	LOS	Volumes	V/C	LOS
A	Box Canyon Road	Santa Susana Pass Road	Roberson Road	AM	2	1,050	509	0.485	A	524	0.499	A
				PM			452	0.430	A	466	0.443	A
B	Santa Susana Pass Road	Rocky Peak Road	Box Canyon Road	AM	2	1,050	365	0.348	A	376	0.358	A
				PM			345	0.329	A	355	0.338	A
C	Woolsey Canyon Road	Valley Circle Boulevard	Knapp Ranch Road	AM	2	1,050	214	0.204	A	220	0.210	A
				PM			254	0.242	A	262	0.249	A
D	Valley Circle Boulevard	Box Canyon Road	Woolsey Canyon Road	AM	2	1,050	1,164	1.109	**F**	1,199	1.142	**F**
				PM			870	0.829	D	896	0.853	D
E	Valley Circle Boulevard	Plummer Street	Schumann Road	AM	2	1,050	687	0.654	B	708	0.674	B
				PM			529	0.504	A	545	0.519	A
F	Plummer Street	Valley Circle Boulevard	Farralone Avenue	AM	2	1,050	733	0.698	B	755	0.719	C
				PM			686	0.653	B	707	0.673	B
G	Valley Circle Boulevard	Woolsey Canyon Road	Chatlake Drive	AM	2	1,050	1,247	1.188	**F**	1,284	1.223	**F**
				PM			962	0.916	**E**	991	0.944	**E**
H	Roscoe Boulevard	Woodlake Avenue	Shoup Avenue	AM	4	2,500	999	0.400	A	1,029	0.412	A
				PM			1,019	0.408	A	1,050	0.420	A
I	Roscoe Boulevard	Shoup Avenue	Farralone Avenue	AM	4	2,500	2,126	0.850	D	2,190	0.876	D
				PM			2,607	1.043	**F**	2,685	1.074	**F**
J	Valley Circle Boulevard	Vanowen Street	Victory Boulevard	AM	4	2,500	2,179	0.872	D	2,244	0.898	D
				PM			1,810	0.724	C	1,864	0.746	C
K	Valley Circle Boulevard	Burbank Boulevard	US-101 Freeway	AM	4	2,500	3,094	1.238	**F**	3,187	1.275	**F**
				PM			2,842	1.137	**F**	2,927	1.171	**F**

** Based on most constricted segment of overall roadway.*

Note: Per-lane capacity based on extrapolations of Highway Capacity Manual methodology (10,000 daily vehicles, approx 500 to 600 peak-hour vehicles)

Figure 3, Figure 4, Figure 5, and Figure 6 introduced previously, illustrate the existing a.m. and p.m. peak hour traffic volumes at the study roadway segments.

Table 5 summarizes the results of the daily operations analysis for the study roadway segments. As shown, all of the study roadway segments operate at LOS values of D or better, and none operate at LOS E or F, except for the *Start of Remediation Year 2018* scenario, where Valley Circle Boulevard, between Burbank Boulevard and US-101 Freeway is operating at LOS E.

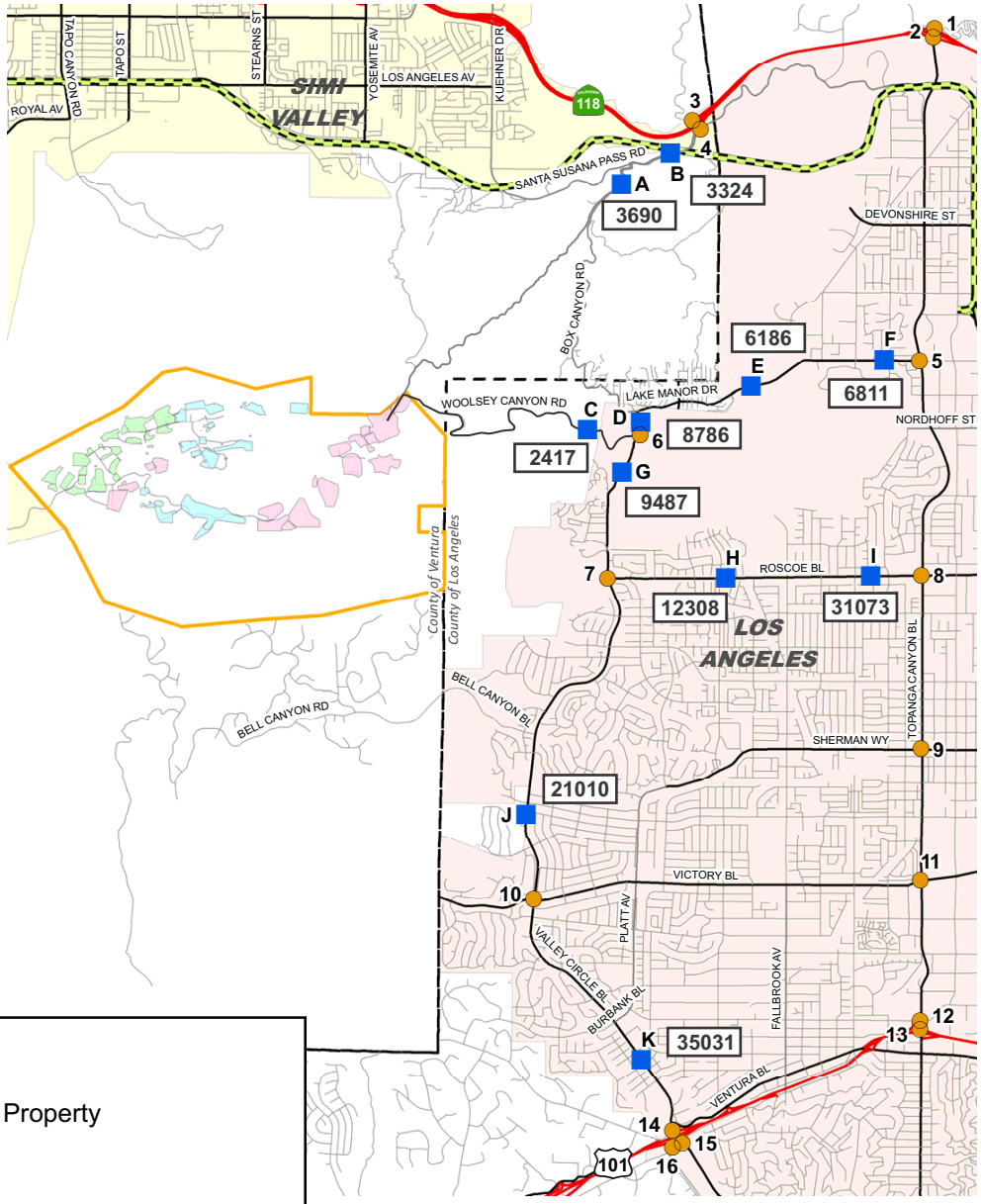
The peak hour analysis provided earlier in Table 4 is a more realistic predictor of driver perception and feel of roadway operations, however. The daily analysis provides a general overview of vehicles carried on a roadway over a 24-hour period, including peak and non-peak periods.

Table 5 – Daily Study Roadway Segment Levels of Service – Existing Conditions (2015) and Start of Remediation Year (2018) Conditions

Seg ID	Segment	From	To	# of Lanes	Capacity	Existing 2015 Daily Volumes			Start of Remediation Year (2018) Volumes		
						Volume	V/C	LOS	Volume	V/C	LOS
A	Box Canyon Road	Santa Susana Pass Road	Roberson Road	2	15,000	3,690	0.246	A	3,801	0.253	A
B	Santa Susana Pass Road	Rocky Peak Road	Box Canyon Road	2	15,000	3,324	0.222	A	3,424	0.228	A
C	Woolsey Canyon Road	Valley Circle Boulevard	Knapp Ranch Road	2	15,000	2,417	0.161	A	2,490	0.166	A
D	Valley Circle Boulevard	Box Canyon Road	Woolsey Canyon Road	2	15,000	8,786	0.586	A	9,050	0.603	B
E	Valley Circle Boulevard	Plummer Street	Schumann Road	2	15,000	6,186	0.412	A	6,372	0.425	A
F	Plummer Street	Valley Circle Boulevard	Farralone Avenue	2	15,000	6,811	0.454	A	7,015	0.468	A
G	Valley Circle Boulevard	Woolsey Canyon Road	Chatlake Drive	2	15,000	9,487	0.632	B	9,772	0.651	B
H	Roscoe Boulevard	Woodlake Avenue	Shoup Avenue	4	40,000	12,308	0.308	A	12,677	0.317	A
I	Roscoe Boulevard	Shoup Avenue	Farralone Avenue	4	40,000	31,073	0.777	C	32,005	0.800	D
J	Valley Circle Boulevard	Vanowen Street	Victory Boulevard	4	40,000	21,010	0.525	A	21,640	0.541	A
K	Valley Circle Boulevard	Burbank Boulevard	US-101 Freeway	4	40,000	35,031	0.876	D	36,082	0.902	E

Note: Per-lane capacity based on extrapolations of Highway Capacity Manual methodology (10,000 daily vehicles, approx. 500 to 600 peak-hour vehicles)

Figure 7 illustrates the existing 2015 weekday daily volumes on the study roadway segments. Figure 8 illustrates the Start of Remediation Year 2018 weekday daily volumes.



LEGEND

- SSFL Property

Study Areas

- Boeing
- DOE
- NASA
- Study Intersection
- Study Roadway Segment
- XXX Daily Roadway Volumes

0 1 2 Miles

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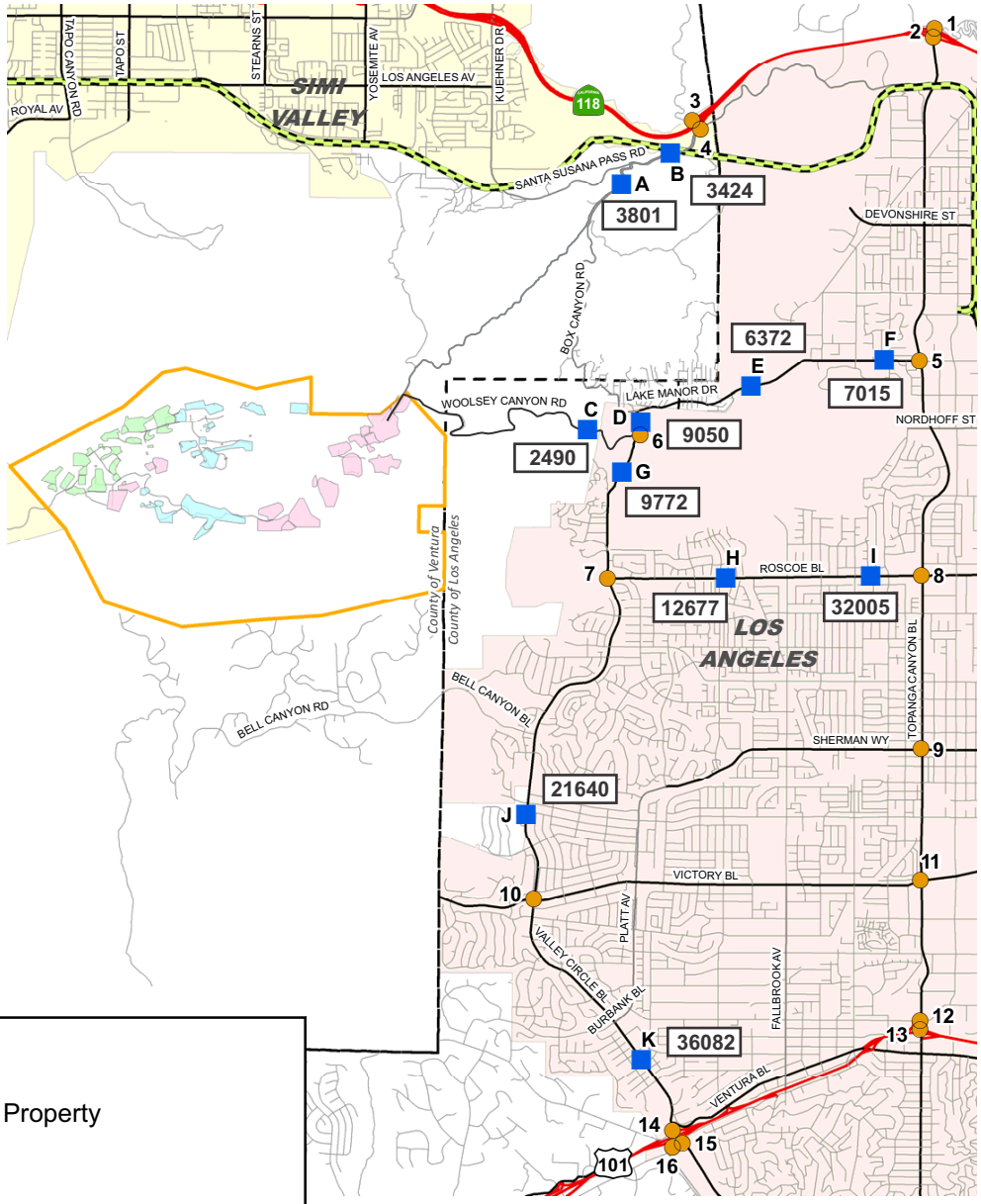
Simi Valley Santa Susana Site Remediation EIR

Figure 7

Existing Year 2015 - Daily Roadway Segment Volumes



LEGEND

- SSFL Property

Study Areas

- Boeing
- DOE
- NASA
- Study Intersection
- Study Roadway Segment
- XXX Daily Roadway Volumes

0 1 2 Miles

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Simi Valley Santa Susana Site Remediation EIR — Figure 8

Existing Year 2018 - Daily Roadway Segment Volumes

3. Project Remediation Trips

This section focuses on the definition of hauling trucks and employee vehicle trips during the peak period of Project remediation, along with the distribution and assignment of those trips to the study area roadway network. For the project remediation, 96 hauling trucks and 250 employee-vehicle trips were analyzed.

A. Project Trip Generation Methodology

Project trip generation calculations included haul truck trip estimates and employee vehicle trips. The trip generation totals were determined based on the most intense period of remediation activity for the project. Truck volumes were multiplied by a factor of 2.5 to estimate the number of passenger car equivalent trips, consistent with the Southern California Association of Governments (SCAG) *Heavy Duty Truck Model* analysis and other truck studies in the region.

The analysis summarized within this report was conducted at a planning-level of detail, used for the purposes of determining traffic impacts during the Project remediation period. Empirical data for use in calculating peak hour and daily trip generation rates for construction sites is not generally available. Therefore, the methodology provided here is intended to define trip generation forecasts that represent a worst-case scenario.

B. Project Trip Generation

The maximum number of employees on site per day during the peak remediation period would be 250 employees and the typical daily truck trip activity during this peak period would be 96 round trips per day. The total number of trips analyzed represents the highest combined trips generated by both remediation employees and trucks.

For purposes of peak hour trip generation estimates, it was assumed that daily remediation activities will occur in a single eight-hour shift that generally begins prior to the a.m. peak period and is generally complete prior to the p.m. peak period.

The weekday peak hour trip generation calculations for the Project remediation activities are provided in Table 6. Significant site remediation activities were not assumed to occur on weekends.

The total daily trips in the table represent inbound and outbound trips by the remediation employees. Peak hour trips for employees were based on inbound and outbound flows, but multiplied by a factor of 0.50, to represent the assumed 50 percent overlap of employee travel with the peak hour.

Daily truck trips are based on 96 round-trip truck trips per day, multiplied by two for one-way trips, and then multiplied by the applied PCE factor of 2.5, for a total of 480 one-way PCE-adjusted truck trips.

Peak-hour truck trips were based on 12 round-trips overlapping the peak hours based on an eight-hour work shift, multiplied by two for one-way trips and then multiplied by the applied PCE factor of 2.5, for a total of 60 one-way peak-hour PCE-adjusted truck trips.

Table 6 – Project Remediation Passenger Car Equivalent Trip Generation

TRIP GENERATION	AVERAGE DAILY TRIPS			AM PEAK HOUR						PM PEAK HOUR					
				Truck Trips*		Employee Trips		Total Trips		Truck Trips*		Employee Trips		Total Trips	
	Trucks*	Employee	Total	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Employees	0	500	500	0	0	125	0	125	0	0	0	0	125	0	125
Haul Trucks	480	0	480	30	30	0	0	30	30	30	30	0	0	30	30
TOTAL TRIPS	**480**	**500**	**980**	**30**	**30**	**125**	**0**	**155**	**30**	**30**	**30**	**0**	**125**	**30**	**155**

** Truck trips are one-way trips, adjusted by a Passenger Car Equivalency (PCE) factor of 2.5 (e.g., 96 daily truck round trips times 2, times 2.5 = 480 daily PCE one-way trips)*

Notes:

Employees – Inputs were 250 for the average peak day of remediation. 50% of the employees would travel to and from the site during peak hours.

Trucks - During the peak of remediation, 96 round trips by trucks would be generated. Peak hour was based on total one-way truck volume PCE divided by an eight-hour shift.

The totals within the bottom row of Table 6 indicate that, during the peak period of remediation activities, the Project would generate a daily total of 980 passenger car equivalent trips, with 185 trips occurring during both the a.m. and p.m. peak hours (155 inbound and 30 outbound in the a.m. peak, and 30 inbound and 155 outbound in the p.m. peak). The combined numbers here are higher in the directional peak of employee travel (high inbound in morning, high outbound in evening).

The total analyzed Project trip distribution is illustrated on Figure 9.

C. Project Trip Distribution

Based on project characteristics, the best routes between the site access points and the nearby SR-118/Topanga Canyon Boulevard interchanges to the north, and the US-101 Freeway/Valley Circle Boulevard and US-101 Freeway/Topanga Canyon Boulevard interchanges to the south, were included in the Project truck trip distribution pattern, as illustrated on Figure 1.

Employee vehicle trip distribution pattern was based on the local roadway network, in addition to the locations of the freeway interchanges including the SR-118/Rocky Peak Road interchange and regional east-west arterials.

The construction truck and employee trip distribution was calculated based on the detailed patterns described below.

<u>Project Remediation Haul Trucks - Overall Breakdown:</u>

- 70 percent of trips would originate from or be destined for points within or beyond the SR-118 corridor to the east/north. This corridor provides the best connections to the I-5 corridor to reach central and northern areas of California, and the best connection to the I-210 corridor at its eastern terminus, where connections can be made to multiple area north-south freeways including the I-15 freeway, providing access to Nevada, Idaho, and other areas.

- 30 percent of trips would originate from or be destined for points within or beyond the US-101 corridor to the east/south. This corridor provides access to the SR-134/I-210 corridor for points to the east, and also to Los Angeles Basin with multiple freeway connections.

Project Remediation Haul Trucks - Local Roadways Breakdown (from Woolsey Canyon Road):

- 60 percent of truck trips would use the Valley Circle Boulevard/Roscoe Boulevard corridor to reach Topanga Canyon Boulevard and the SR-118 interchange to the north. Valley Circle Boulevard is a two-lane roadway with one all-way stop-controlled intersection. Roscoe Boulevard is a two- to four-lane roadway with seven signalized intersections (including at Valley Circle Boulevard and at Topanga Canyon Boulevard), but no all-way stop-controlled intersections. This route was therefore considered the best route for traffic traveling to and from the SR-118, providing little delay and more maneuverability for trucks and vehicles.

- 10 percent of truck trips would use the Lake Manor Drive/Valley Circle Boulevard/Plummer Street corridor to reach Topanga Canyon Boulevard and the SR-118 interchange to the north. This route would be the most direct route to SR-118 (4.8 miles compared to 7.5 miles via the Roscoe Boulevard route), but is primarily a two-lane road with four all-way stop-controlled intersections, and two signalized intersections (including at Topanga Canyon Boulevard). Therefore, this would not be the most ideal route for trucks in terms of travel time, but considering the shorter travel distance, the analysis assumes some truck drivers would choose this route.

- The potentially shorter travel times on the Lake Manor Drive/Valley Circle Boulevard/Plummer Street corridor may dictate the occasional use of this route. Therefore, this analysis assumes that some trucks would use this route, which ensures that potential impacts would not be understated. At 10% of total truck trips, this would result in no more than two trucks per hour, and this distribution was included to ensure that potential impacts would not be understated.

- 20 percent of truck trips would use Valley Circle Boulevard to reach the US-101 to the south. This is the most direct route to the US-101, and most of the roadway has four travel lanes, although some all-way stop sign-controlled intersections are present.

- 10 percent of truck trips would use Roscoe Boulevard and Topanga Canyon Boulevard to reach the US-101 corridor. Both routes have multiple lanes for the most part, but the route is slightly less direct for trips to and from the US-101. As stated above, at 10% of total truck trips, this would result in no more than two trucks per hour, and this distribution was included to ensure that potential impacts would not be understated.

Project Employee Vehicle Trips – Overall Breakdown

- Employee trips were assumed to follow general population patterns, with fairly equal proportions coming to and from the US-101 freeway and the SR-118 freeway.

- 42 percent of employee trips were assumed to originate from or be destined to the SR-118 freeway, with 14 percent to/from the west and 28 percent to/from the east.

- 43 percent of employee trips were assumed to originate from or be destined to the US-101 freeway, with 21 percent to/from the west and 22 percent to/from the east.

- 15 percent of employee trips were assumed to originate from or be destined to local areas east of Topanga Canyon Boulevard (described below).

Project Employee Vehicle Trips – Local Roadways Breakdown:

- 12 percent of employee trips were assumed to use the curvy and two-lane Box Canyon Road, a slower but direct route to/from the SR-118

- 25 percent of employee trips would use the two-lane Lake Manor Drive/Valley Circle Boulevard/Plummer Street corridor to reach Topanga Canyon Boulevard and the SR-118 interchange.

- 25 percent of employee trips would use the primarily four-lane Roscoe Boulevard corridor to reach Topanga Canyon Boulevard and both the SR-118 and US-101 interchanges.

- 32 percent of employee trips would use the four-lane Valley Circle Boulevard to reach the US-101 corridor.

- 5 percent of employee trips would come to/from the Roscoe Boulevard corridor to the east of Topanga Canyon Boulevard.

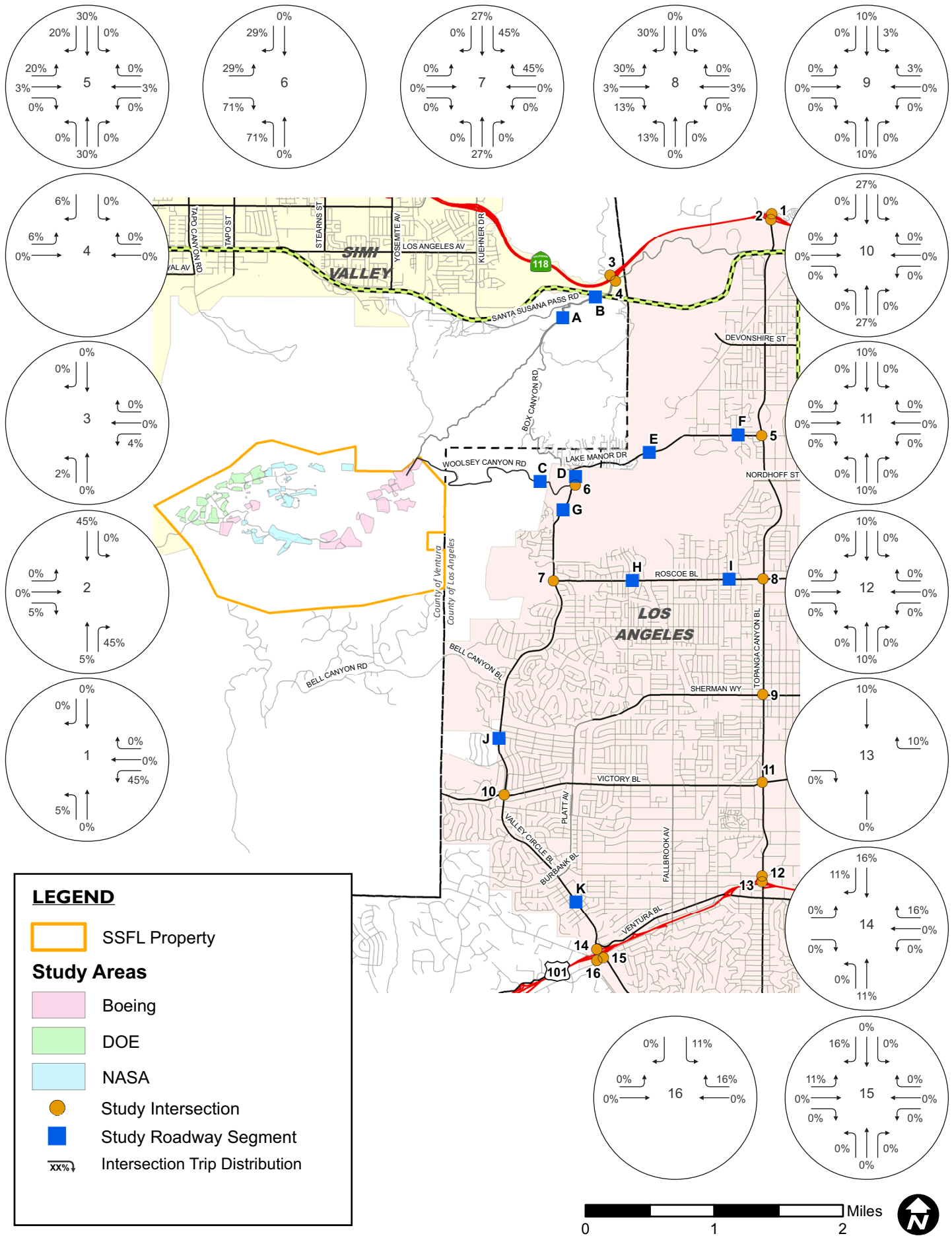
- 5 percent of employee trips would come to/from the Sherman Way corridor to the east of Topanga Canyon Boulevard.

- 5 percent of employee trips would come to/from the Plummer Street corridor to the east of Topanga Canyon Boulevard.

- 11 percent of employee trips would use Topanga Canyon Boulevard to/from the US-101.

The total analyzed Project trip distribution is illustrated on Figure 9.

The overall assignment of the Project trips (new net trips generated by project remediation activities) to the study area, including both employee vehicles and hauling trucks, is illustrated on Figure 10 (a.m. peak) and Figure 11 (p.m. peak).



LEGEND

- SSFL Property

Study Areas

- Boeing
- DOE
- NASA
- Study Intersection
- Study Roadway Segment
- XX% Intersection Trip Distribution

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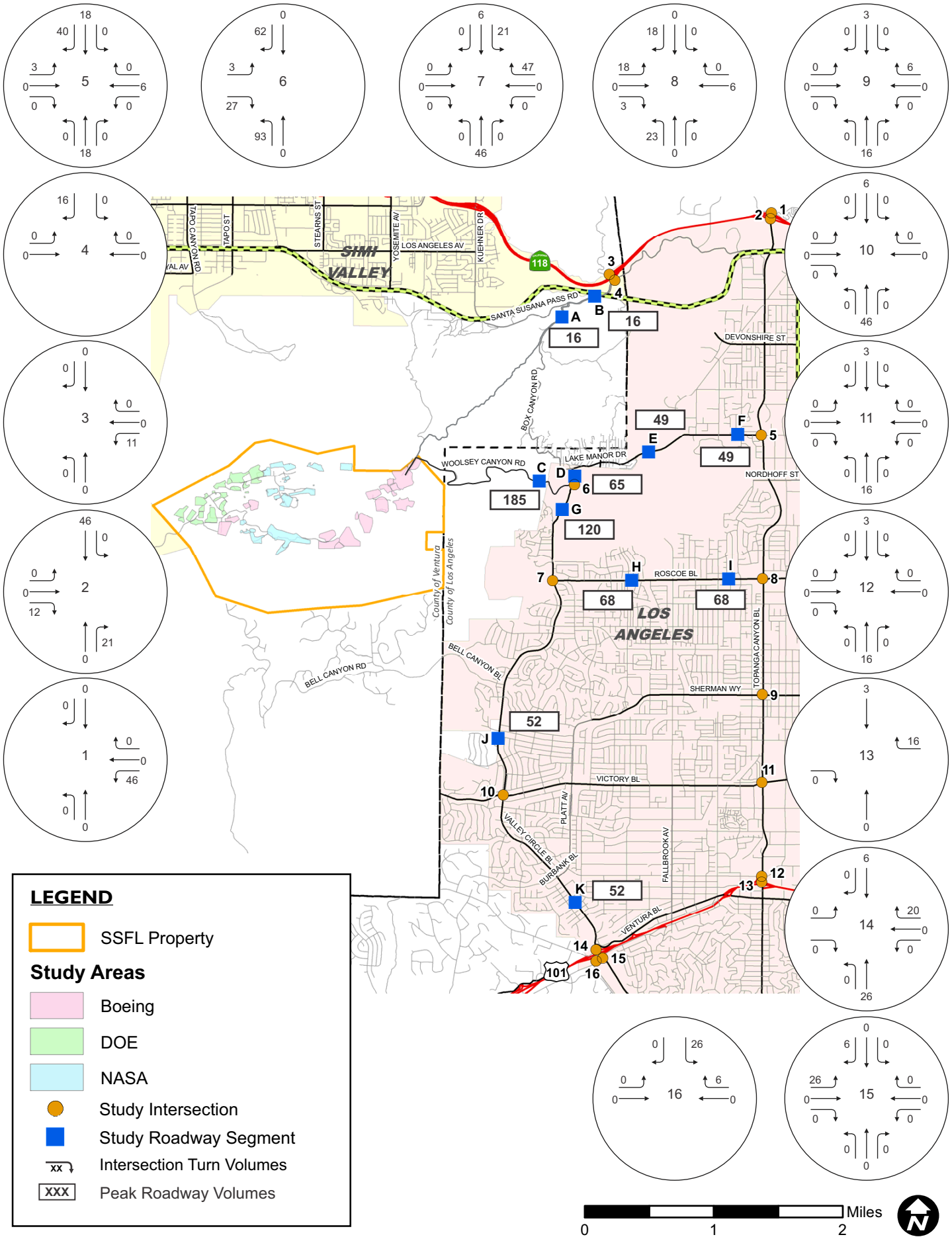
Simi Valley Santa Susana Site Remediation EIR — Figure 9

Project Remediation (Vehicles + Trucks) Peak Hour Trip Distribution



LEGEND

- SSFL Property

Study Areas

- Boeing
- DOE
- NASA
- Study Intersection
- Study Roadway Segment
- XX Intersection Turn Volumes
- XXX Peak Roadway Volumes

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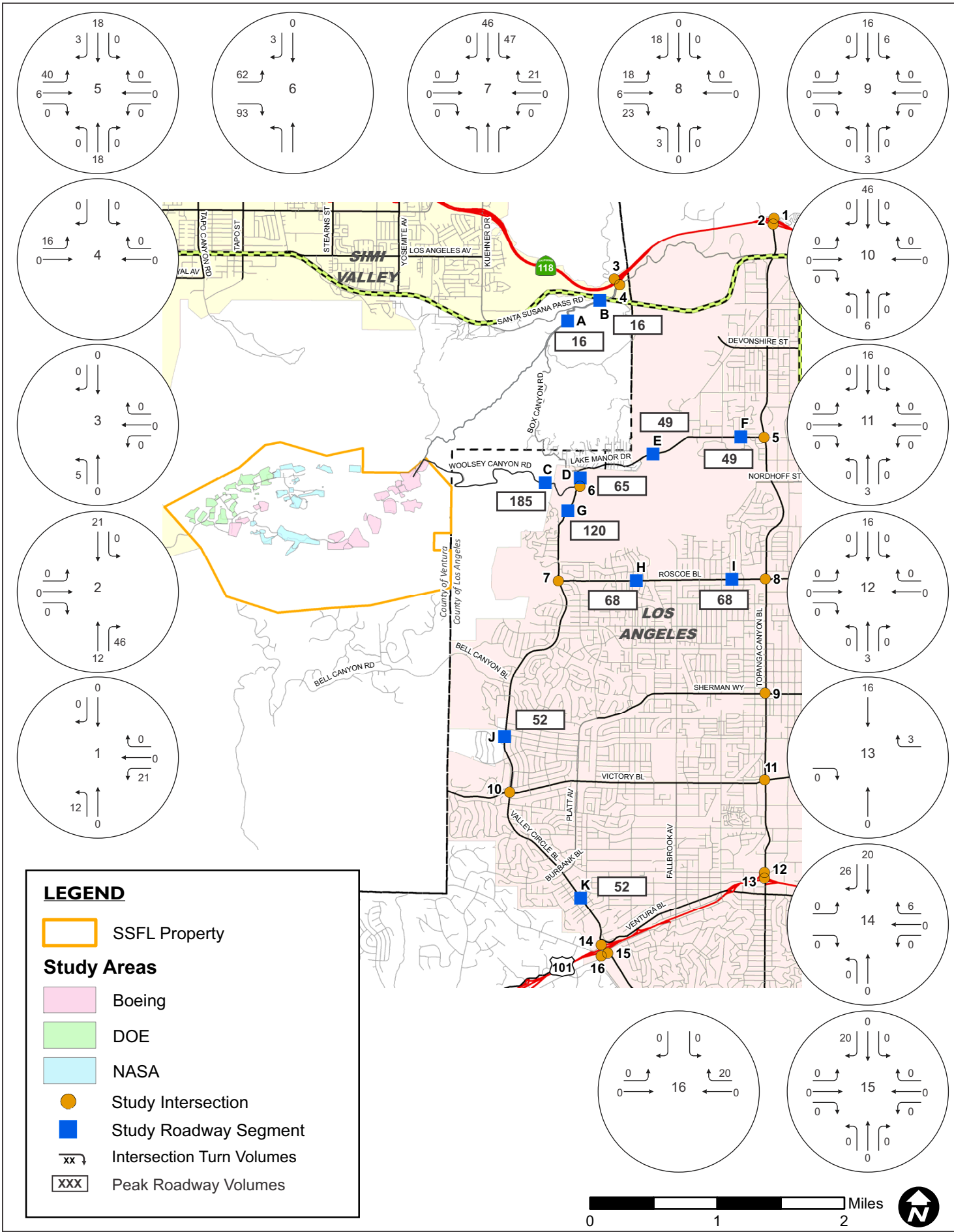
Simi Valley Santa Susana Site Remediation EIR — Figure 10

Project Remediation (Vehicles + Trucks) AM Peak Hour Trip Assignment - Net Project Traffic



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Simi Valley Santa Susana Site Remediation EIR — Figure 11

Project Remediation (Vehicles + Trucks) PM Peak Hour Trip Assignment - Net Project Traffic

4. Start of Remediation Year (2018) plus-Project Conditions

This section documents the 2018 traffic conditions at the study intersections with the addition of Project-generated traffic. This scenario was analyzed in order to comply with rulings in the *Sunnyvale* and *Expo Line* CEQA court cases.

A. Study Intersection Operations Analysis

Traffic volumes for these conditions were derived by adding the net project trips to the traffic volumes during the start of remediation year. The start of remediation 2018 plus-Project traffic volumes are illustrated on Figure 12 (a.m. peak hour) and Figure 13 (p.m. peak hour).

As with the Existing Conditions scenario, 2018 values were calculated to determine level of service with Project traffic.

Table 7 summarizes the resulting V/C (for signalized intersections) and delay (for unsignalized intersections) and the associated LOS values at the study intersections for the start of remediation year plus- Project conditions. Level of service worksheets for that scenario are provided in Appendix C of this report.

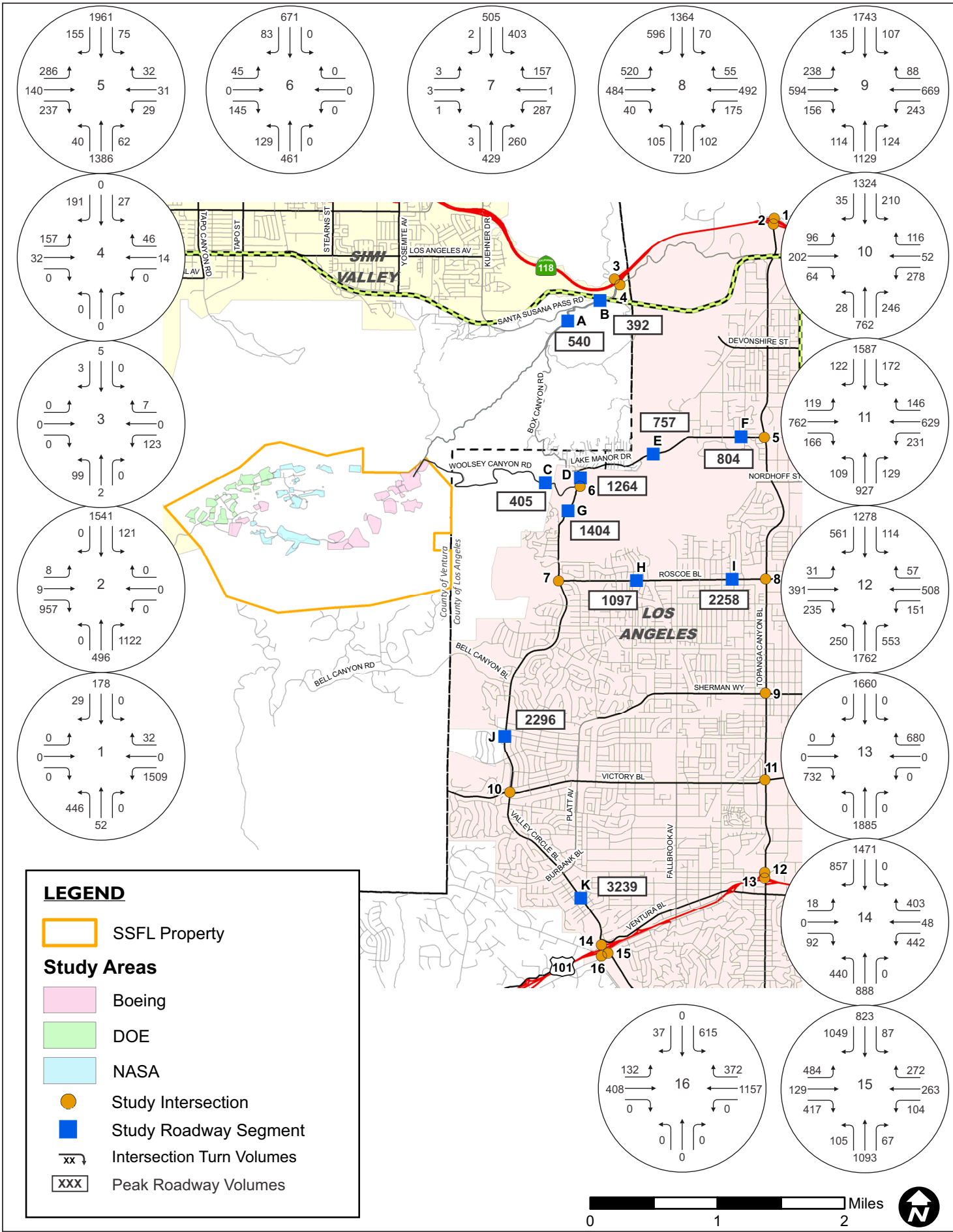
Table 7 – Study Intersection Levels of Service –
Start of Remediation Year 2018 with Project Remediation Conditions

	Study Intersections	Start of Remediation Year (2018) Plus Project			
		AM Peak Hour		PM Peak Hour	
		V/C or Delay	LOS	V/C or Delay	LOS
1	Topanga Canyon Blvd & SR-118 WB Ramps	0.827	D	0.888	D
2	Topanga Canyon Blvd & SR-118 EB Ramps	1.141	**F**	1.123	**F**
3	Rocky Peak Rd & SR-118 WB Ramps *	10.6	B	10.7	B
4	Rocky Peak Rd & Santa Susana Pass Rd *	10.0	A	9.7	A
5	Topanga Canyon Blvd & Plummer St	0.739	C	0.662	B
6	Valley Circle Blvd & Woolsey Canyon Rd *	58.0	**F**	57.3	**F**
7	Valley Circle Blvd & Roscoe Blvd	0.761	C	0.564	A
8	Topanga Canyon Blvd & Roscoe Blvd	0.694	B	0.778	C
9	Topanga Canyon Blvd & Sherman Way	0.809	D	0.786	C
10	Valley Circle Blvd & Victory Blvd	0.701	C	0.513	A
11	Topanga Canyon Blvd & Victory Blvd	0.779	C	1.024	**F**
12	Topanga Canyon Blvd & Burbank Blvd	0.662	B	0.910	**E**
13	Topanga Canyon Blvd & US-101 NB Off Ramp *	> 100	**F**	> 100	**F**
14	Valley Circle Blvd & US-101 NB Off Ramp/Long Valley Rd	1.020	**F**	0.784	C
15	Valley Circle Blvd & Calabasas Rd/ Avenue San Luis	0.746	C	0.855	D
16	US-101 SB Ramps & Calabasas Rd	0.595	A	0.598	A

** Unsignalized Intersection*

The following intersections operate at values of LOS E or LOS F for the start of remediation year 2018 conditions:

- Intersections #2, #6, and #13 operate at LOS F in the both the a.m. and p.m. peak hours.
- Intersection #11 operates at LOS F in the p.m. peak hour.
- Intersection #14 operates at LOS F in the a.m. peak hour.
- Intersection #12 operates at LOS E in the p.m. peak hour.



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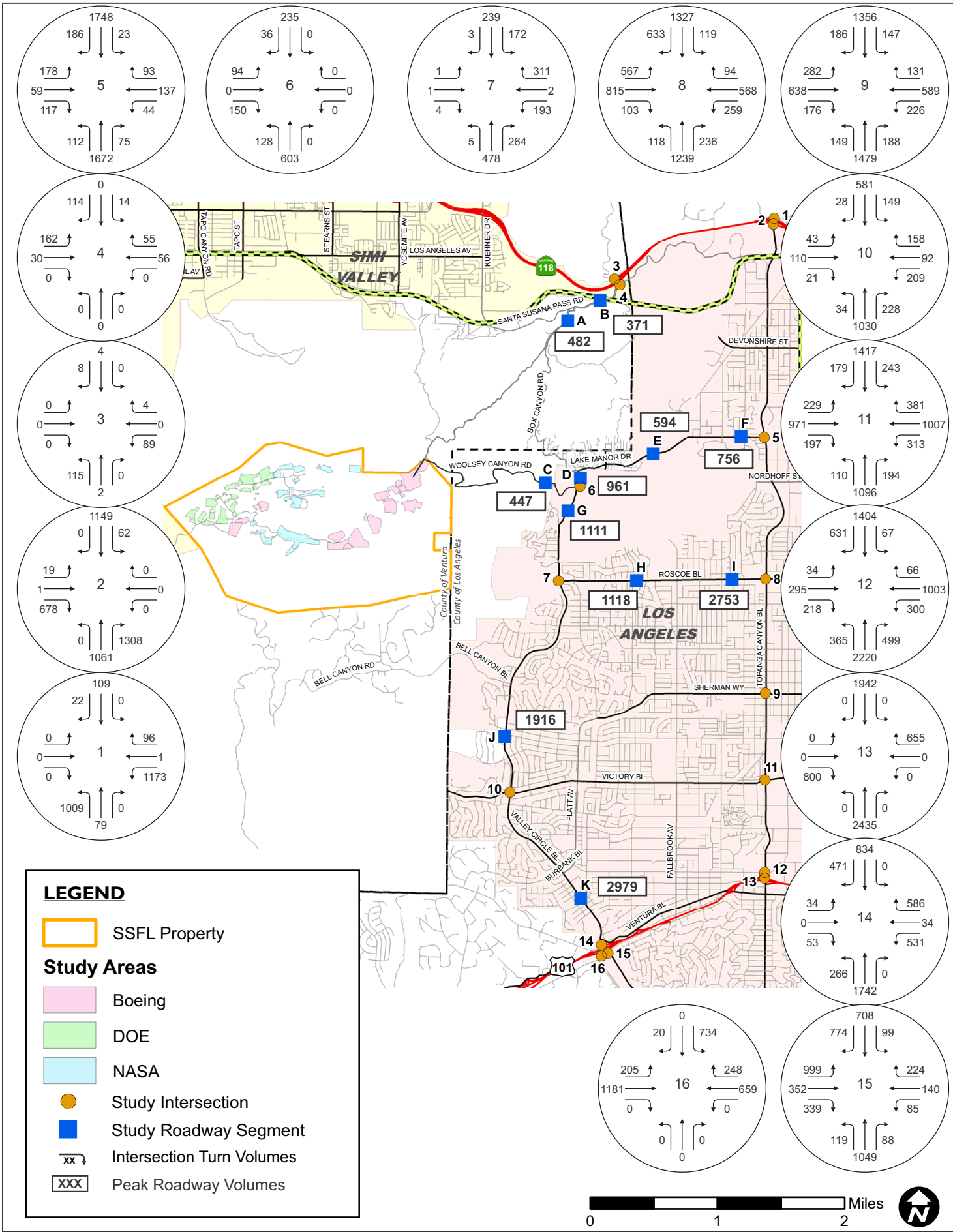
Simi Valley Santa Susana Site Remediation EIR — Figure 12

Start of Remediation Year 2018 plus Project - AM Peak Hour Traffic Volumes



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Simi Valley Santa Susana Site Remediation EIR — Figure 13

Start of Remediation Year 2018 plus Project - PM Peak Hour Traffic Volumes

B. Study Roadway Segment Operations Analysis

A start of remediation year 2018 plus- Project level of service analysis was conducted for peak hour and daily traffic conditions at the study roadway segments.

Table 8 summarizes the results of the peak hour analysis for the study roadway segments under start of remediation year 2018 plus-Project conditions. The following study roadway segments operate at values of LOS E (nearing or at capacity) or LOS F (above capacity):

- Segment D operates at LOS F during the a.m. peak hour and LOS E during the p.m. peak hour
- Segment G operates at LOS F during both the a.m. and p.m. peak hours
- Segment I operates at LOS E during the a.m. peak hour and LOS F during the p.m. peak hour
- Segment J operates at LOS E during the a.m. peak hour
- Segment K operates at LOS F during both the a.m. and p.m. peak hours.

Table 8 – Peak Hour Study Roadway Segment
Levels of Service – Start of Remediation Year 2018 plus-Project

Seg ID	Segment	From	To	Peak Period	# of Lanes *	Capacity	Start of Remediation Year 2018 Peak Volumes			Start of Remediation Year 2018 + Project			
							Volumes	V/C	LOS	Project Only	Volumes	V/C	LOS
A	Box Canyon Road	Santa Susana Pass Road	Roberson Road	AM	2	1,050	524	0.499	A	16	540	0.515	A
				PM			466	0.443	A	16	482	0.459	A
B	Santa Susana Pass Road	Rocky Peak Road	Box Canyon Road	AM	2	1,050	376	0.358	A	16	392	0.373	A
				PM			355	0.338	A	16	371	0.354	A
C	Woolsey Canyon Road	Valley Circle Boulevard	Knapp Ranch Road	AM	2	1,050	220	0.210	A	185	405	0.386	A
				PM			262	0.249	A	185	447	0.425	A
D	Valley Circle Boulevard	Box Canyon Road	Woolsey Canyon Road	AM	2	1,050	1,199	1.142	**F**	65	1,264	1.204	**F**
				PM			896	0.853	D	65	961	0.915	**E**
E	Valley Circle Boulevard	Plummer Street	Schumann Road	AM	2	1,050	708	0.674	B	49	757	0.721	C
				PM			545	0.519	A	49	594	0.566	A
F	Plummer Street	Valley Circle Boulevard	Farralone Avenue	AM	2	1,050	755	0.719	C	49	804	0.766	C
				PM			707	0.673	B	49	756	0.720	C
G	Valley Circle Boulevard	Woolsey Canyon Road	Chatlake Drive	AM	2	1,050	1,284	1.223	**F**	120	1,404	1.338	**F**
				PM			991	0.944	**E**	120	1,111	1.058	**F**
H	Roscoe Boulevard	Woodlake Avenue	Shoup Avenue	AM	4	2,500	1,029	0.412	A	68	1,097	0.439	A
				PM			1,050	0.420	A	68	1,118	0.447	A
I	Roscoe Boulevard	Shoup Avenue	Farralone Avenue	AM	4	2,500	2,190	0.876	D	68	2,258	0.903	**E**
				PM			2,685	1.074	**F**	68	2,753	1.101	**F**
J	Valley Circle Boulevard	Vanowen Street	Victory Boulevard	AM	4	2,500	2,244	0.898	D	52	2,296	0.919	**E**
				PM			1,864	0.746	C	52	1,916	0.767	C
K	Valley Circle Boulevard	Burbank Boulevard	US-101 Freeway	AM	4	2,500	3,187	1.275	**F**	52	3,239	1.296	**F**
				PM			2,927	1.171	**F**	52	2,979	1.192	**F**

** Based on most constricted segment of overall roadway.*

Note: Per-lane capacity based on extrapolations of Highway Capacity Manual methodology (10,000 daily vehicles, approx 500 to 600 peak-hour vehicles)

Figure 12 and Figure 13, introduced previously, illustrate the start of remediation year 2018 plus-Project a.m. and p.m. peak hour traffic volumes at the study roadway segments.

Table 9 summarizes the results of the daily operations for the start of remediation year 2018 plus-Project analysis for the study roadway segments. As shown, all of the study roadway segments operate at LOS values of D or better, and none operate at LOS E or F.

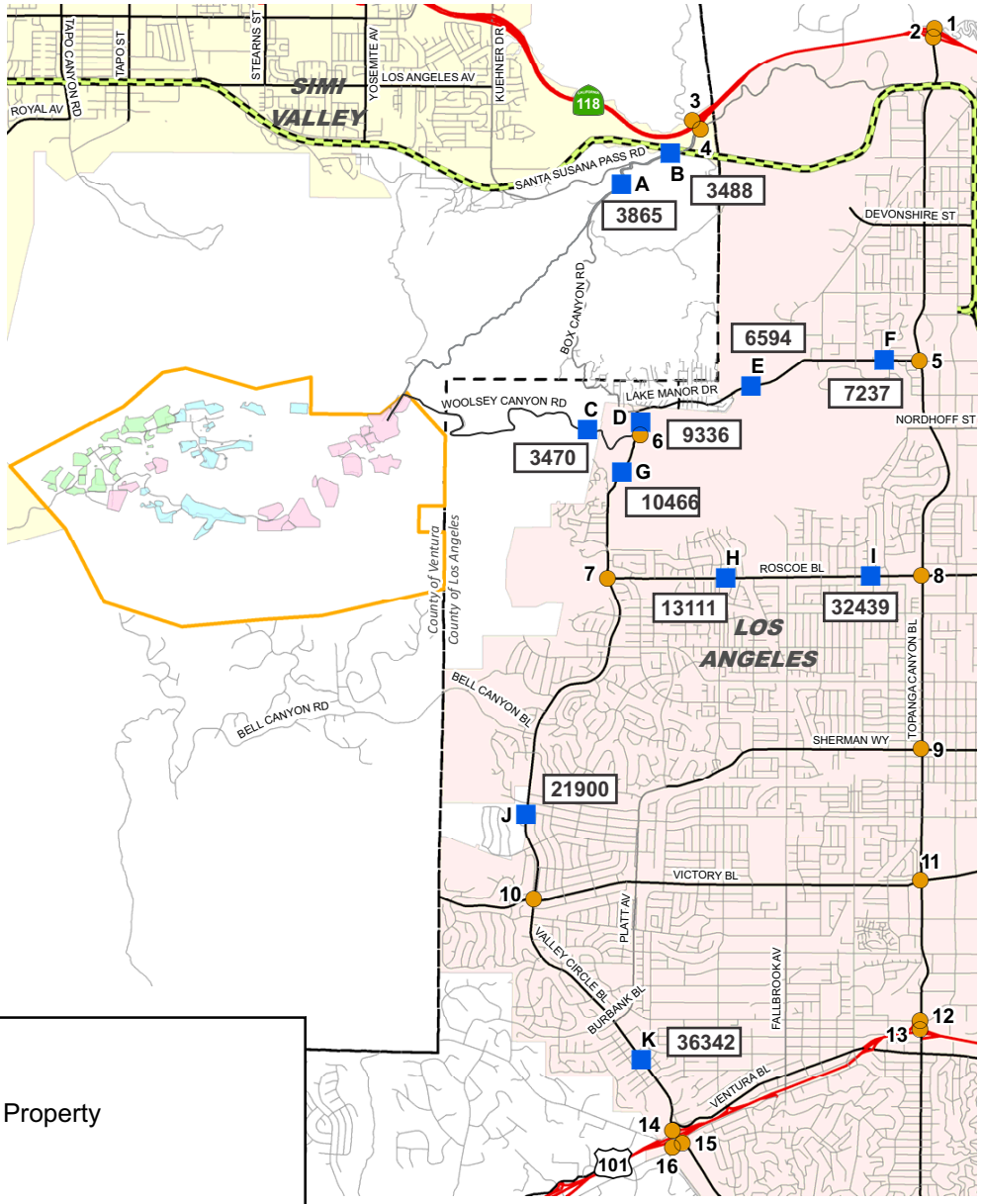
Table 9 – Daily Study Roadway Segment Levels of Service – Start of Remediation Year 2018 plus-Project Conditions

Seg ID	Segment	From	To	# of Lanes	Capacity	Start of Remediation Year (2018) Volumes			Start of Remediation Year 2018 + Project			
						Volume	V/C	LOS	Project Only	Volume	V/C	LOS
A	Box Canyon Road	Santa Susana Pass Road	Roberson Road	2	15,000	3,801	0.253	A	64	3,865	1.017	F
B	Santa Susana Pass Road	Rocky Peak Road	Box Canyon Road	2	15,000	3,424	0.228	A	64	3,488	1.019	F
C	Woolsey Canyon Road	Valley Circle Boulevard	Knapp Ranch Road	2	15,000	2,490	0.166	A	980	3,470	1.394	F
D	Valley Circle Boulevard	Box Canyon Road	Woolsey Canyon Road	2	15,000	9,050	0.603	B	286	9,336	1.032	F
E	Valley Circle Boulevard	Plummer Street	Schumann Road	2	15,000	6,372	0.425	A	222	6,594	1.035	F
F	Plummer Street	Valley Circle Boulevard	Farralone Avenue	2	15,000	7,015	0.468	A	222	7,237	1.032	F
G	Valley Circle Boulevard	Woolsey Canyon Road	Chatlake Drive	2	15,000	9,772	0.651	B	694	10,466	1.071	F
H	Roscoe Boulevard	Woodlake Avenue	Shoup Avenue	4	40,000	12,677	0.317	A	434	13,111	1.034	F
I	Roscoe Boulevard	Shoup Avenue	Farralone Avenue	4	40,000	32,005	0.800	D	434	32,439	1.014	F
J	Valley Circle Boulevard	Vanowen Street	Victory Boulevard	4	40,000	21,640	0.541	A	260	21,900	1.012	F
K	Valley Circle Boulevard	Burbank Boulevard	US-101 Freeway	4	40,000	36,082	0.902	E	260	36,342	1.007	F

Note: Per-lane capacity based on extrapolations of Highway Capacity Manual methodology (10,000 daily vehicles, approx. 500 to 600 peak-hour vehicles)

The peak hour analysis provided in Table 8 is a more realistic predictor of driver perception and characteristics of roadway operations, however. The daily analysis provides a general overview of vehicles carried on a roadway over a 24-hour period, including peak and non-peak periods.

Figure 14 illustrates the start of remediation year 2018 plus-Project weekday daily volumes on the study roadway segments.



LEGEND

- SSFL Property

Study Areas

- Boeing
- DOE
- NASA
- Study Intersection
- Study Roadway Segment
- XXX Daily Roadway Volumes

0 1 2 Miles

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Simi Valley Santa Susana Site Remediation EIR — Figure 14

Existing plus-Project Year 2018 - Daily Roadway Segment Volumes

5. Future Year-2032 without Project Remediation Conditions

This section provides the analysis of without-Project conditions in the study area with ambient growth. Project remediation activities are anticipated to be completed by the end of year 2032.

A. Ambient Growth

In order to forecast year-2032 baseline traffic volumes, the existing year-2015 peak hour volumes were increased by an ambient growth rate of 1% per year (a 17-year compounded factor of 1.1843). This growth rate is conservative as the traffic growth projections for the West San Fernando Valley area in the current 2010 *County of Los Angeles Congestion Management Program (CMP),* published by the Metropolitan Transportation Authority, is 0.41% per year.

B. Study Intersection Operations Analysis

A level of service analysis was conducted for the study intersections, in order to document peak hour operations for this scenario. The results of the level of service analysis for future Year-2032 without-Project peak hour conditions are shown in Table 10.

Table 10 – Study Intersection Levels of Service –
Future (2032) without-Project Remediation Conditions

	Study Intersections	Future without Project			
		AM Peak Hour		PM Peak Hour	
		V/C or Delay	LOS	V/C or Delay	LOS
1	Topanga Canyon Blvd & SR-118 WB Ramps	0.932	**E**	1.008	**F**
2	Topanga Canyon Blvd & SR-118 EB Ramps	1.306	**F**	1.270	**F**
3	Rocky Peak Rd & SR-118 WB Ramps *	11.0	B	11.1	B
4	Rocky Peak Rd & Santa Susana Pass Rd *	10.3	B	9.9	A
5	Topanga Canyon Blvd & Plummer St	0.848	D	0.766	C
6	Valley Circle Blvd & Woolsey Canyon Rd *	86.2	**F**	67.4	**F**
7	Valley Circle Blvd & Roscoe Blvd	0.849	D	0.625	B
8	Topanga Canyon Blvd & Roscoe Blvd	0.784	C	0.903	**E**
9	Topanga Canyon Blvd & Sherman Way	0.944	**E**	0.915	**E**
10	Valley Circle Blvd & Victory Blvd	0.819	D	0.605	B
11	Topanga Canyon Blvd & Victory Blvd	0.905	**E**	1.194	**F**
12	Topanga Canyon Blvd & Burbank Blvd	0.776	C	1.062	**F**
13	Topanga Canyon Blvd & US-101 NB Off Ramp *	>100	**F**	>100	**F**
14	Valley Circle Blvd & US-101 NB Off Ramp/Long Valley Rd	1.189	**F**	0.915	**E**
15	Valley Circle Blvd & Calabasas Rd/ Avenue San Luis	0.861	D	1.000	**E**
16	US-101 SB Ramps & Calabasas Rd	0.688	B	0.704	C

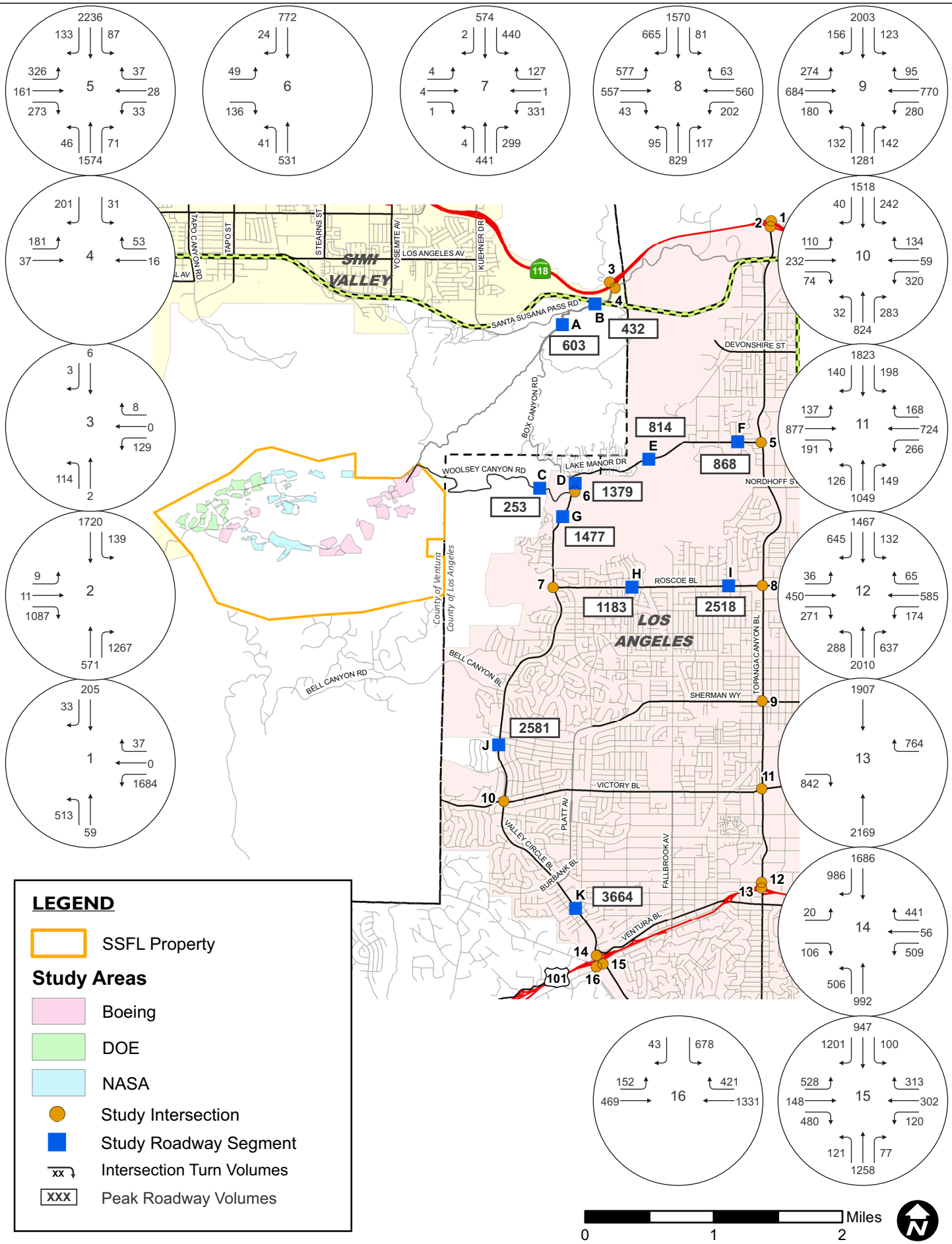
** Unsignalized Intersection*

The following study intersections operate at values of LOS E (nearing or at capacity) or LOS F (above capacity):

- Intersections #2, #6, and #13 operate at LOS F in the both the a.m. and p.m. peak hours.
- Intersection #14 operates at LOS F in the a.m. peak hour.
- Intersections #1, #11, and #12 operate at LOS F in the p.m. peak hour.
- Intersections #1, #9, and #11 operate at LOS E in the a.m. peak hour.
- Intersections #8, #9, #14, and #15 operate at LOS E in the p.m. peak hour.

The future without-Project LOS calculation worksheets for the study intersections are provided in Appendix C of this report. The study intersections analyzed in Circular 212 Planning methodology for that scenario are provided in Appendix D.

Figure 15 and Figure 16 illustrate the future without-Project a.m. and p.m. peak hour traffic volumes at the study intersections.



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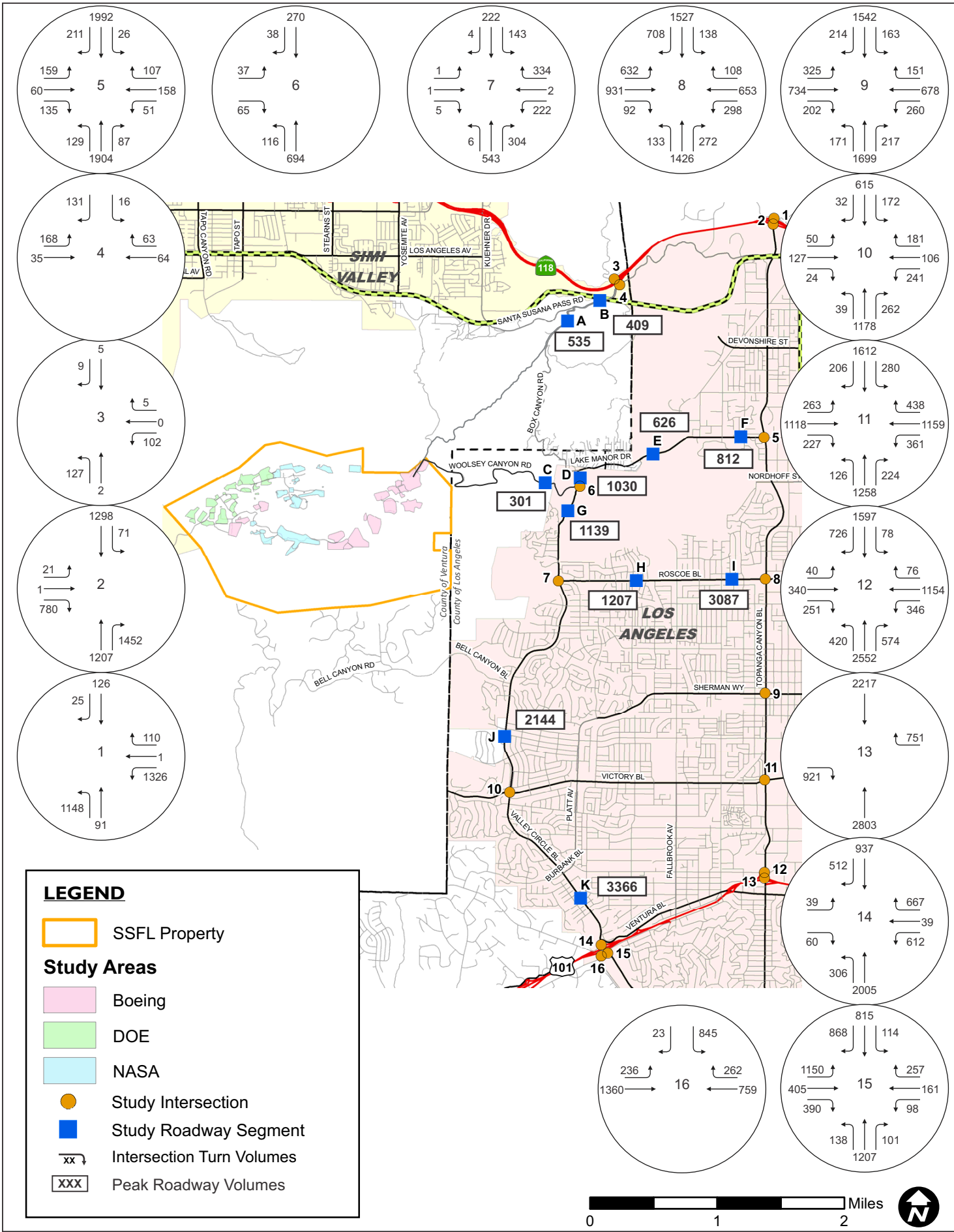
Simi Valley Santa Susana Site Remediation EIR — Figure 15

Future Year 2032 without Project - AM Peak Hour Intersection Volumes



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Simi Valley Santa Susana Site Remediation EIR — Figure 16

Future Year 2032 without Project - PM Peak Hour Intersection Volumes

C. Study Roadway Segment Operations Analysis

A future (year 2032) without-Project scenario level of service analysis was conducted for peak hour and daily traffic conditions at the study roadway segments.

Table 11 summarizes the results of the peak hour analysis for the study roadway segments. The following study roadway segments operate at values of LOS E (nearing or at capacity) or LOS F (above capacity):

- Segment D operates at LOS F during the a.m. peak hour and LOS E during the p.m. peak hour
- Segment G operates at LOS F during both the a.m. and p.m. peak hours
- Segment I operates at LOS F during both the a.m. and p.m. peak hours
- Segment J operates at LOS F during the a.m. peak hour
- Segment K operates at LOS F during both the a.m. and p.m. peak hours

Figure 15 and Figure 16, introduced previously, illustrate the future without project a.m. and p.m. peak hour traffic volumes at the study roadway segments.

Table 11 – Peak Hour Study Roadway Segment Levels of Service – Future (2032) without Project Remediation Conditions

Seg ID	Segment	From	To	Peak Period	Future 2032 without Project			
					Ambient Growth	Volumes	V/C	LOS
A	Box Canyon Road	Santa Susana Pass Road	Roberson Road	AM	18.4%	603	0.574	A
				PM	18.4%	535	0.510	A
B	Santa Susana Pass Road	Rocky Peak Road	Box Canyon Road	AM	18.4%	432	0.411	A
				PM	18.4%	409	0.390	A
C	Woolsey Canyon Road	Valley Circle Boulevard	Knapp Ranch Road	AM	18.4%	253	0.241	A
				PM	18.4%	301	0.287	A
D	Valley Circle Boulevard	Box Canyon Road	Woolsey Canyon Road	AM	18.4%	1,379	1.313	**F**
				PM	18.4%	1,030	0.981	**E**
E	Valley Circle Boulevard	Plummer Street	Schumann Road	AM	18.4%	814	0.775	C
				PM	18.4%	626	0.596	A
F	Plummer Street	Valley Circle Boulevard	Farralone Avenue	AM	18.4%	868	0.827	D
				PM	18.4%	812	0.773	C
G	Valley Circle Boulevard	Woolsey Canyon Road	Chatlake Drive	AM	18.4%	1,477	1.407	**F**
				PM	18.4%	1,139	1.085	**F**
H	Roscoe Boulevard	Woodlake Avenue	Shoup Avenue	AM	18.4%	1,183	0.473	A
				PM	18.4%	1,207	0.483	A
I	Roscoe Boulevard	Shoup Avenue	Farralone Avenue	AM	18.4%	2,518	1.007	**F**
				PM	18.4%	3,087	1.235	**F**
J	Valley Circle Boulevard	Vanowen Street	Victory Boulevard	AM	18.4%	2,581	1.032	**F**
				PM	18.4%	2,144	0.858	D
K	Valley Circle Boulevard	Burbank Boulevard	US-101 Freeway	AM	18.4%	3,664	1.466	**F**
				PM	18.4%	3,366	1.346	**F**

** Based on most constricted segment of overall roadway.*

Note: Per-lane capacity based on extrapolations of Highway Capacity Manual methodology (10,000 daily vehicles, approx. 500 to 600 peak-hour vehicles)

Table 12 summarizes the results of the daily operations analysis for the study roadway segments. As shown, all of the study roadway segments operate at LOS values of D or better, except Segment I which is expected to operate at LOS E and Segment K which is expected to operate at LOS F.

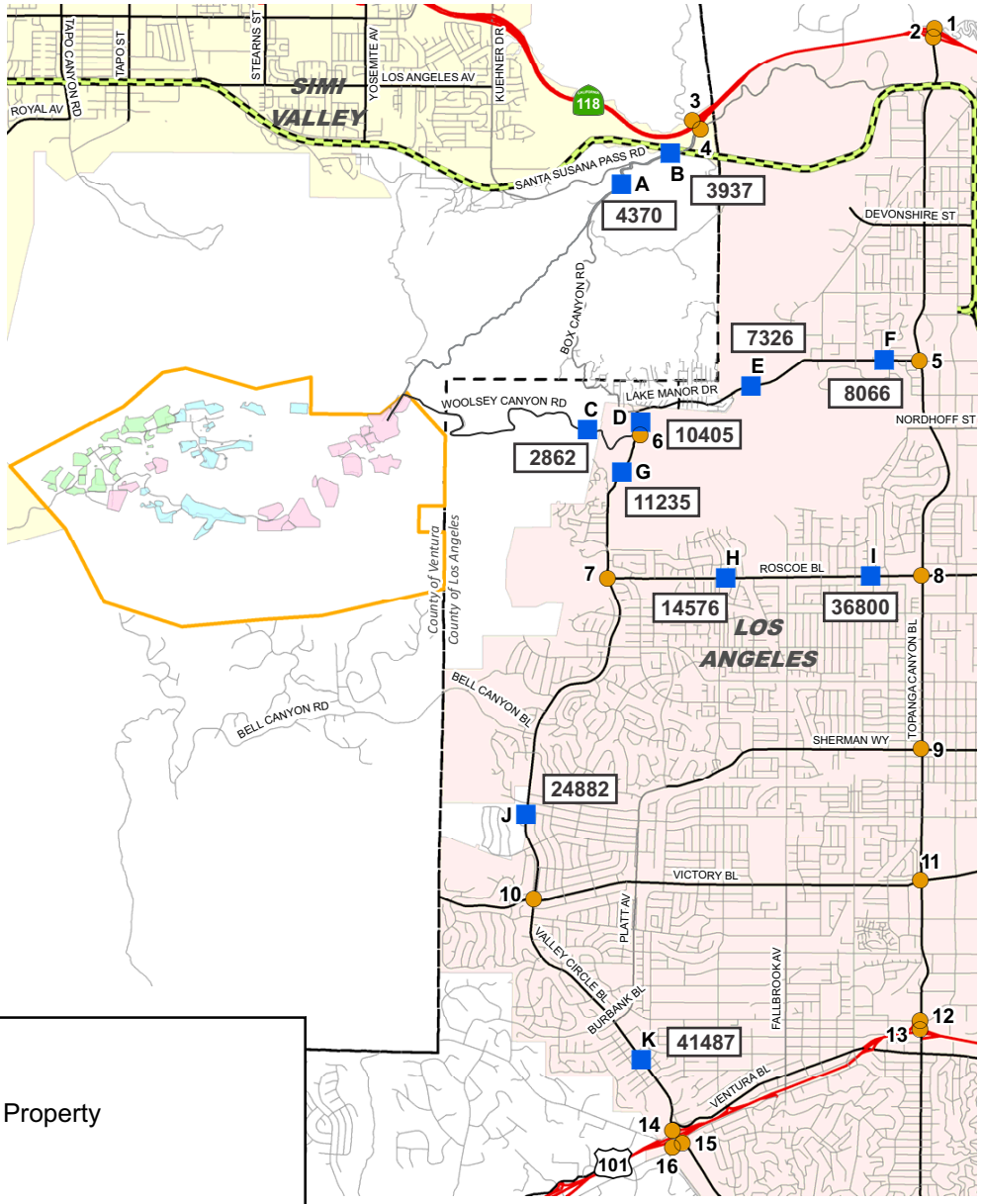
The peak hour analysis provided in Table 11 is a more realistic predictor of driver perception and characteristics of roadway operations, however. The daily analysis provides a general overview of vehicles carried on a roadway over a 24-hour period, including peak and non-peak periods.

Table 12 – Daily Study Roadway Segment Levels of Service – Future (2032) without Project Remediation Conditions

Seg ID	Segment	From	To	Future 2032 without Project			
				Ambient Growth	Volume	V/C	LOS
A	Box Canyon Road	Santa Susana Pass Road	Roberson Road	18.4%	4,370	0.291	A
B	Santa Susana Pass Road	Rocky Peak Road	Box Canyon Road	18.4%	3,937	0.262	A
C	Woolsey Canyon Road	Valley Circle Boulevard	Knapp Ranch Road	18.4%	2,862	0.191	A
D	Valley Circle Boulevard	Box Canyon Road	Woolsey Canyon Road	18.4%	10,405	0.694	B
E	Valley Circle Boulevard	Plummer Street	Schumann Road	18.4%	7,326	0.488	A
F	Plummer Street	Valley Circle Boulevard	Farralone Avenue	18.4%	8,066	0.538	A
G	Valley Circle Boulevard	Woolsey Canyon Road	Chatlake Drive	18.4%	11,235	0.749	C
H	Roscoe Boulevard	Woodlake Avenue	Shoup Avenue	18.4%	14,576	0.364	A
I	Roscoe Boulevard	Shoup Avenue	Farralone Avenue	18.4%	36,800	0.920	**E**
J	Valley Circle Boulevard	Vanowen Street	Victory Boulevard	18.4%	24,882	0.622	B
K	Valley Circle Boulevard	Burbank Boulevard	US-101 Freeway	18.4%	41,487	1.037	**F**

Note: Per-lane capacity based on extrapolations of Highway Capacity Manual methodology (10,000 daily vehicles, approx. 500 to 600 peak-hour vehicles)

Figure 17 illustrates the future without project weekday daily volumes on the study roadway segments.



LEGEND

- SSFL Property

Study Areas

- Boeing
- DOE
- NASA
- Study Intersection
- Study Roadway Segment
- XXX Daily Roadway Volumes

0 1 2 Miles

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Simi Valley Santa Susana Site Remediation EIR — Figure 17

Future Year 2032 without Project - Daily Roadway Segment Volumes

6. Future Year-2032 with Project Remediation Conditions

This section documents the future (year 2032) traffic conditions with-Project remediation activities within the study area. The traffic volumes for this scenario were derived by adding the project remediation trips to the future without-Project conditions traffic volumes defined within Section 3 of this report.

A. Study Intersection Operations Analysis

A level of service analysis was conducted for the study intersections, in order to document peak hour operations for this scenario. Table 13 provides the results of this analysis.

Table 13 – Study Intersection Levels of Service –
Future (2032) with-Project Remediation Conditions

	Study Intersections	Future with Project			
		AM Peak Hour		PM Peak Hour	
		V/C or Delay	LOS	V/C or Delay	LOS
1	Topanga Canyon Blvd & SR-118 WB Ramps	0.949	**E**	1.021	**F**
2	Topanga Canyon Blvd & SR-118 EB Ramps	1.325	**F**	1.302	**F**
3	Rocky Peak Rd & SR-118 WB Ramps *	11.1	B	11.2	B
4	Rocky Peak Rd & Santa Susana Pass Rd *	10.4	B	10.0	A
5	Topanga Canyon Blvd & Plummer St	0.862	D	0.776	C
6	Valley Circle Blvd & Woolsey Canyon Rd *	>100	**F**	>100	**F**
7	Valley Circle Blvd & Roscoe Blvd	0.886	D	0.659	B
8	Topanga Canyon Blvd & Roscoe Blvd	0.810	D	0.910	**E**
9	Topanga Canyon Blvd & Sherman Way	0.947	**E**	0.920	**E**
10	Valley Circle Blvd & Victory Blvd	0.821	D	0.606	B
11	Topanga Canyon Blvd & Victory Blvd	0.911	**E**	1.195	**F**
12	Topanga Canyon Blvd & Burbank Blvd	0.776	C	1.062	**F**
13	Topanga Canyon Blvd & US-101 NB Off Ramp *	>100	**F**	>100	**F**
14	Valley Circle Blvd & US-101 NB Off Ramp/Long Valley Rd	1.189	**F**	0.917	**E**
15	Valley Circle Blvd & Calabasas Rd/ Avenue San Luis	0.872	D	1.000	**E**
16	US-101 SB Ramps & Calabasas Rd	0.698	B	0.704	C

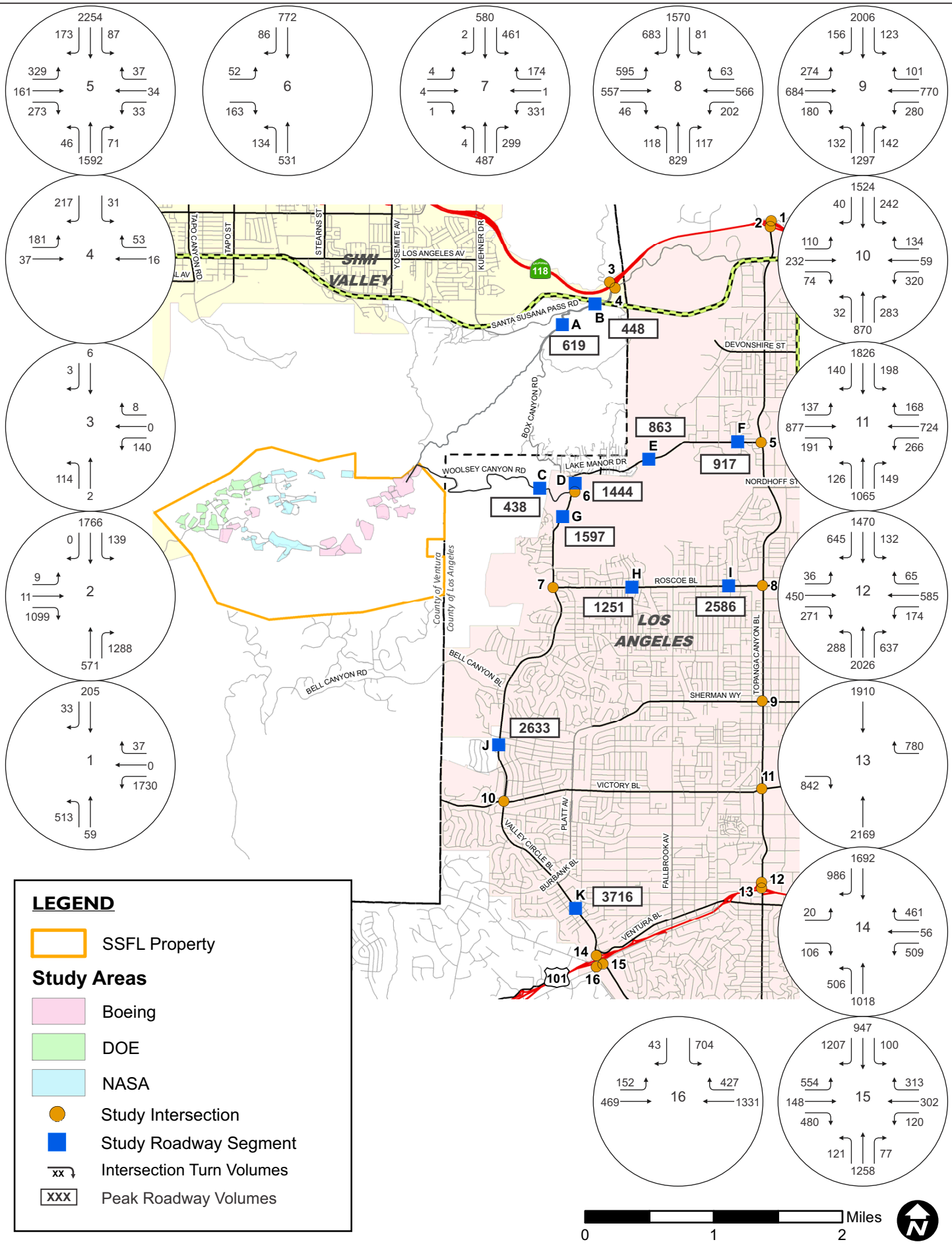
** Unsignalized Intersection*

The following study intersections operate at values of LOS E (nearing or at capacity) or LOS F (above capacity):

- Intersections #2, #6, and #13 operate at LOS F in the both the a.m. and p.m. peak hours.
- Intersection #14 operates at LOS F in the a.m. peak hour.
- Intersections #1, #11, and #12 operate at LOS F in the p.m. peak hour.
- Intersections #8, #9, and #14, and #15 operate at LOS E in the p.m. peak hour.
- Intersections #1, #9, and #11 operate at LOS E in the a.m. peak hour.

The future with-Project LOS calculation worksheets for the study intersections analyzed in CMA methodology are provided in Appendix C of this report. The study intersections analyzed in Circular 212 Planning methodology area provided in Appendix D of this report.

The analyzed future with project remediation peak hour traffic volumes at the study intersections for this scenario is provided in Figure 18 (a.m. peak) and Figure 19 (p.m. peak).



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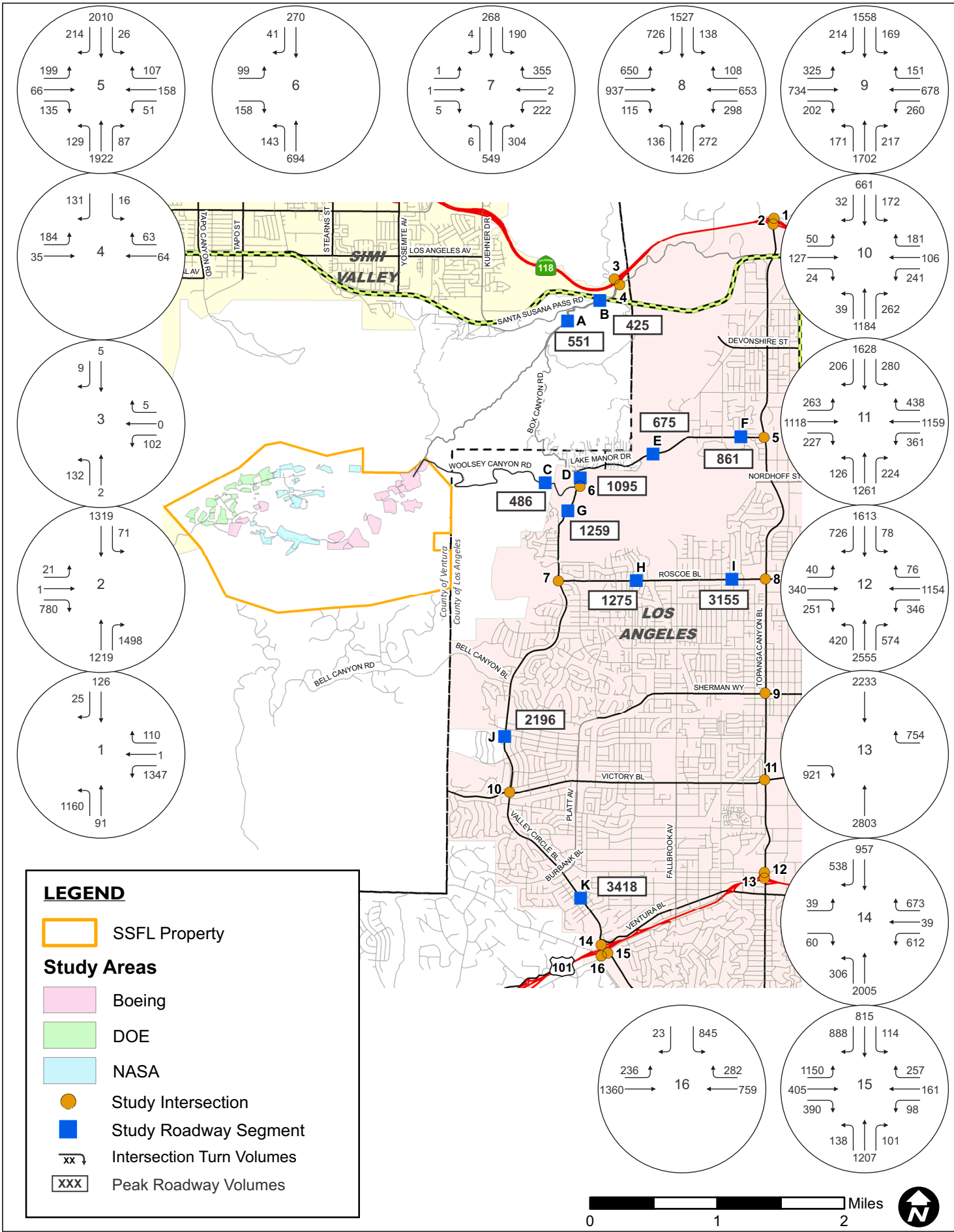
Simi Valley Santa Susana Site Remediation EIR — Figure 18

Future Year 2032 with Project - AM Peak Hour Intersection Volumes



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Simi Valley Santa Susana Site Remediation EIR — Figure 19

Future Year 2032 with Project - PM Peak Hour Intersection Volumes

B. Study Roadway Segment Operations Analysis

A future (year 2032) with-Project level of service analysis was conducted for peak hour and daily traffic conditions at the study roadway segments.

Table 14 summarizes the results of the peak hour analysis for the study roadway segments. The following study roadway segments operate at values of LOS E (nearing or at capacity) or LOS F (above capacity):

- Segment D operates at LOS F during both the a.m. and p.m. peak hours
- Segment G operates at LOS F during both the a.m. and p.m. peak hours
- Segment I operates at LOS F during both the a.m. and p.m. peak hours
- Segment J operates at LOS F during the a.m. peak hour
- Segment K operates at LOS F during both the a.m. and p.m. peak hours

Figure 18 and Figure 19, introduced previously, illustrate the future with project remediation a.m. and p.m. peak hour traffic volumes at the study roadway segments.

Table 14 – Peak Hour Study Roadway Segment Levels of Service – Future (2032) with-Project Remediation Conditions

Seg ID	Segment	From	To	Peak Period	Future 2032 with Project			
					Project Only	Volumes	V/C	LOS
A	Box Canyon Road	Santa Susana Pass Road	Roberson Road	AM	16	619	0.590	A
				PM	16	551	0.525	A
B	Santa Susana Pass Road	Rocky Peak Road	Box Canyon Road	AM	16	448	0.427	A
				PM	16	425	0.405	A
C	Woolsey Canyon Road	Valley Circle Boulevard	Knapp Ranch Road	AM	185	438	0.417	A
				PM	185	486	0.463	A
D	Valley Circle Boulevard	Box Canyon Road	Woolsey Canyon Road	AM	65	1,444	1.375	**F**
				PM	65	1,095	1.043	**F**
E	Valley Circle Boulevard	Plummer Street	Schumann Road	AM	49	863	0.822	D
				PM	49	675	0.643	B
F	Plummer Street	Valley Circle Boulevard	Farralone Avenue	AM	49	917	0.873	D
				PM	49	861	0.820	D
G	Valley Circle Boulevard	Woolsey Canyon Road	Chatlake Drive	AM	120	1,597	1.521	**F**
				PM	120	1,259	1.199	**F**
H	Roscoe Boulevard	Woodlake Avenue	Shoup Avenue	AM	68	1,251	0.500	A
				PM	68	1,275	0.510	A
I	Roscoe Boulevard	Shoup Avenue	Farralone Avenue	AM	68	2,586	1.034	**F**
				PM	68	3,155	1.262	**F**
J	Valley Circle Boulevard	Vanowen Street	Victory Boulevard	AM	52	2,633	1.053	**F**
				PM	52	2,196	0.878	D
K	Valley Circle Boulevard	Burbank Boulevard	US-101 Freeway	AM	52	3,716	1.486	**F**
				PM	52	3,418	1.367	**F**

** Based on most constricted segment of overall roadway.*

Note: Per-lane capacity based on extrapolations of Highway Capacity Manual methodology (10,000 daily vehicles, approx. 500 to 600 peak-hour vehicles)

Table 15 summarizes the results of the daily operations analysis for the study roadway segments. As shown, all of the study roadway segments operate at LOS values of D or better, except Segment I which is expected to operate at LOS E and Segment K which is expected to operate at LOS F.

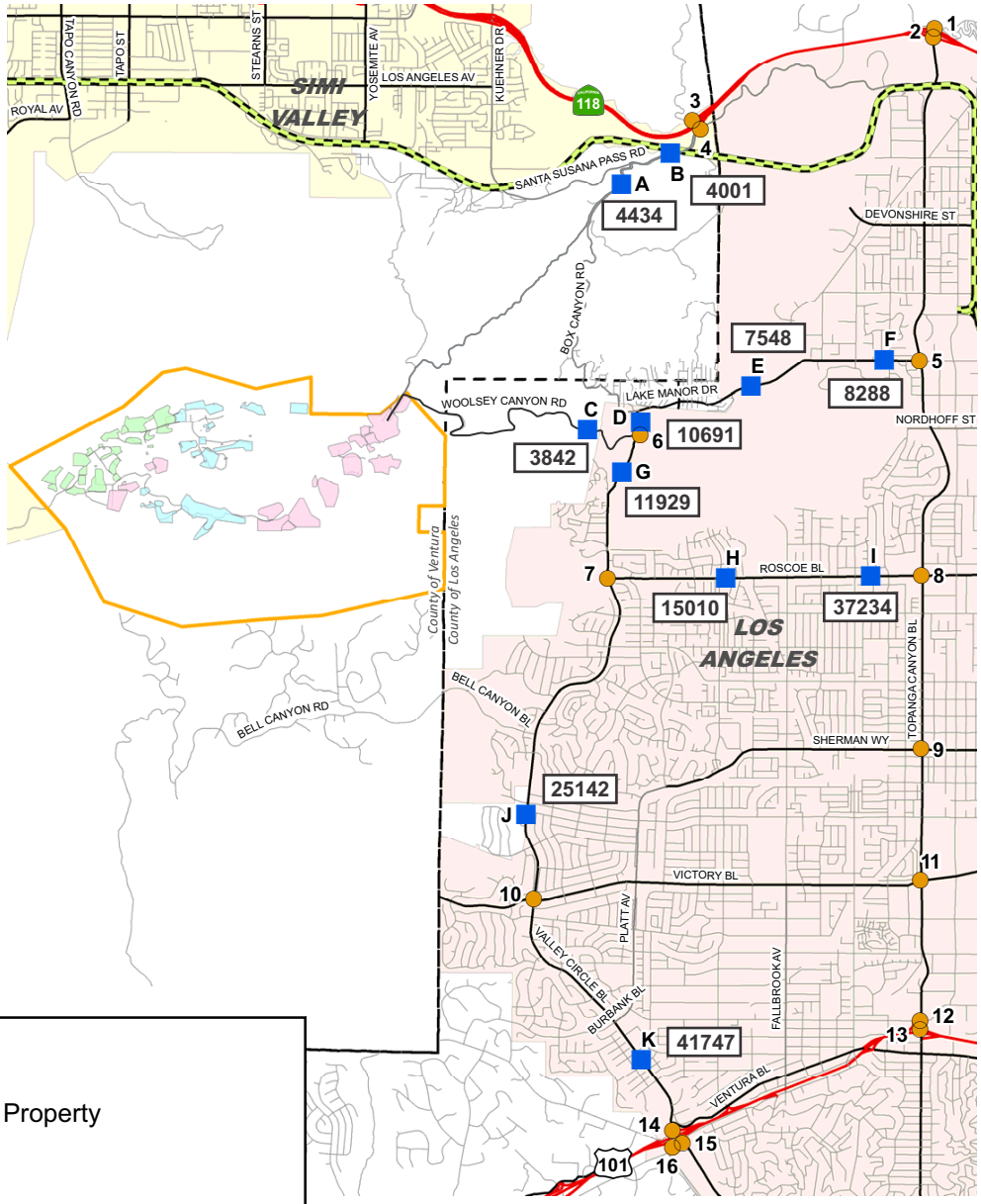
The peak hour analysis provided in Table 14 is a more realistic predictor of driver perception and characteristics of roadway operations, however. The daily analysis provides a general overview of vehicles carried on a roadway over a 24-hour period, including peak and non-peak periods.

Table 15 – Daily Study Roadway Segment Levels of Service – Future (2032) with-Project Remediation Conditions

Seg ID	Segment	From	To	Future 2032 with Project			
				Project Only	Volume	V/C	LOS
A	Box Canyon Road	Santa Susana Pass Road	Roberson Road	64	4,434	0.296	A
B	Santa Susana Pass Road	Rocky Peak Road	Box Canyon Road	64	4,001	0.267	A
C	Woolsey Canyon Road	Valley Circle Boulevard	Knapp Ranch Road	980	3,842	0.256	A
D	Valley Circle Boulevard	Box Canyon Road	Woolsey Canyon Road	286	10,691	0.713	C
E	Valley Circle Boulevard	Plummer Street	Schumann Road	222	7,548	0.503	A
F	Plummer Street	Valley Circle Boulevard	Farralone Avenue	222	8,288	0.553	A
G	Valley Circle Boulevard	Woolsey Canyon Road	Chatlake Drive	694	11,929	0.795	C
H	Roscoe Boulevard	Woodlake Avenue	Shoup Avenue	434	15,010	0.375	A
I	Roscoe Boulevard	Shoup Avenue	Farralone Avenue	434	37,234	0.931	**E**
J	Valley Circle Boulevard	Vanowen Street	Victory Boulevard	260	25,142	0.629	B
K	Valley Circle Boulevard	Burbank Boulevard	US-101 Freeway	260	41,747	1.044	**F**

Note: Per-lane capacity based on extrapolations of Highway Capacity Manual methodology (10,000 daily vehicles, approx. 500 to 600 peak-hour vehicles)

Figure 20 illustrates the future with project remediation weekday daily volumes on the study roadway segments.



LEGEND

- SSFL Property

Study Areas

- Boeing
- DOE
- NASA
- Study Intersection
- Study Roadway Segment
- XXX Daily Roadway Volumes

0 1 2 Miles

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Simi Valley Santa Susana Site Remediation EIR — Figure 20

Future Year 2032 with Project - Daily Roadway Segment Volumes

7. Project Remediation Impacts

A. Significant Impact Guidelines

Traffic impacts are identified if the proposed Project will result in a significant change in traffic conditions at a study intersection. A significant impact is typically identified if project-related traffic will cause service levels to deteriorate beyond a threshold limit specified by the overseeing agency. Impacts can also be significant if an intersection is already operating below acceptable level of service and project traffic will cause a further decline below a threshold.

The City of Los Angeles Department of Transportation has established specific thresholds for project related increases in the volume-to-capacity ratio (V/C) of signalized study intersections. The following increases in peak hour V/C ratios are considered significant impacts:

Level of Service	Final V/C*	Project Related v/c increase
C	< 0.70 – 0.80	Equal to or greater than 0.040
D	< 0.80 – 0.90	Equal to or greater than 0.020
E and F	0.90 or more	Equal to or greater than 0.010

Note: Final V/C is the V/C ratio at an intersection, considering impacts from the project, ambient and related project growth, and without proposed traffic impact mitigations.

The County of Los Angeles uses an impact standard based on a change in V/C or Intersection Capacity Utilization methodology values of 0.02 or more, causing or worsening LOS E or F. The City of Simi Valley uses the same impact standards.

Significant roadway segment impacts were defined based on changes in worsening peak hour LOS values to E or F due to Project construction.

Significant impact determinations to the study intersections and roadway segments are discussed below.

B. Project Remediation Impact Intersection Analysis – Start of Remediation Year 2018 + Project

The data within Table 16 provides a comparison of all analyzed scenarios for the study intersections. Traffic impacts created by the project were calculated by subtracting the volume-to-capacity (v/c) totals under the "Start of Remediation Year 2018 Conditions" heading from the totals under the "Start of Remediation Year 2018 with Project Conditions" heading. The overall traffic impacts created by the remediation project traffic and determination of significant impacts are provided in the right two columns of the table.

Table 16 – Start of Remediation Year 2018 Impact Intersection Analysis

	Study Intersections	Start of Remediation Year 2018 without Project Conditions				Start of Remedition Year 2018 with Project Conditions				Change in V/C		Significant Impact ? AM Peak Hour	Significant Impact ? PM Peak Hour
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour		
		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS				
1	Topanga Canyon Blvd & SR-118 WB Ramps	0.809	D	0.876	D	0.827	D	0.888	D	0.018	0.012	No	No
2	Topanga Canyon Blvd & SR-118 EB Ramps	1.122	F	1.091	F	1.141	F	1.123	F	0.019	0.032	Yes	Yes
3	Rocky Peak Rd & SR-118 WB Ramps *	10.5	B	10.6	B	10.6	B	10.7	B	0.1	0.1	-	-
4	Rocky Peak Rd & Santa Susana Pass Rd *	9.9	A	9.6	A	10.0	A	9.7	A	0.1	0.1	-	-
5	Topanga Canyon Blvd & Plummer St	0.723	C	0.653	B	0.739	C	0.662	B	0.016	0.009	No	No
6	Valley Circle Blvd & Woolsey Canyon Rd *	44.7	E	34.3	D	58.0	F	57.3	F	13.3	23.0	-	-
7	Valley Circle Blvd & Roscoe Blvd	0.725	C	0.529	A	0.761	C	0.564	A	0.036	0.035	No	No
8	Topanga Canyon Blvd & Roscoe Blvd	0.668	B	0.771	C	0.694	A	0.778	A	0.026	0.007	No	No
9	Topanga Canyon Blvd & Sherman Way	0.806	D	0.781	C	0.809	D	0.786	C	0.003	0.005	No	No
10	Valley Circle Blvd & Victory Blvd	0.699	B	0.512	A	0.701	C	0.513	A	0.002	0.001	No	No
11	Topanga Canyon Blvd & Victory Blvd	0.773	C	1.024	F	0.779	C	1.024	F	0.006	0.000	No	No
12	Topanga Canyon Blvd & Burbank Blvd	0.662	B	0.910	E	0.662	B	0.910	E	0.000	0.000	No	No
13	Topanga Canyon Blvd & US-101 NB Off Ramp *	> 100	F	> 100	F	> 100	F	> 100	F	-	-	-	-
14	Valley Circle Blvd & US-101 NB Off Ramp/Long Valley Rd	1.020	F	0.781	C	1.020	F	0.784	C	0.000	0.003	No	No
15	Valley Circle Blvd & Calabasas Rd/ Avenue San Luis	0.736	C	0.855	D	0.746	C	0.855	D	0.010	0.000	No	No
16	US-101 SB Ramps & Calabasas Rd	0.585	A	0.598	A	0.595	A	0.598	A	0.010	0.000	No	No

** Unsignalized Intersection*

As indicated by the right-most columns of Table 16, the proposed Project is expected to create significant impacts at the following location:

- Intersection #2 during both the a.m. and p.m. peak hours

C. Project Remediation Impact Intersection Analysis – Future plus Remediation

The data within Table 17 provides a comparison of all analyzed scenarios for the study intersections. Traffic impacts created by the project were calculated by subtracting the volume-to-capacity (v/c) totals under the "Future 2032 without Project Conditions" heading from the totals under the "Future 2032 with Project Conditions" heading.

The overall traffic impacts created by the remediation project traffic and determination of significant impacts are provided in the right two columns of the table.

Table 17 – Future Project Remediation Impact Intersection Analysis

	Study Intersections	Jurisdiction	Future 2032 without Project Conditions				Future 2032 with Project Conditions				Change in V/C		Significant Impact ? AM Peak Hour	Significant Impact ? PM Peak Hour
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour		
			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS				
1	Topanga Canyon Blvd & SR-118 WB Ramps	Los Angeles County	0.932	E	1.008	F	0.949	E	1.021	F	0.017	0.013	Yes	Yes
2	Topanga Canyon Blvd & SR-118 EB Ramps	Los Angeles	1.306	F	1.270	F	1.325	F	1.302	F	0.019	0.032	Yes	Yes
3	Rocky Peak Rd & SR-118 WB Ramps *	Simi Valley	11.0	B	11.1	B	11.1	B	11.2	B	0.100	0.100	-	-
4	Rocky Peak Rd & Santa Susana Pass Rd *	Simi Valley	10.3	B	9.9	A	10.4	B	10.0	A	0.100	0.100	-	-
5	Topanga Canyon Blvd & Plummer St	Los Angeles	0.848	D	0.766	C	0.862	D	0.776	C	0.014	0.010	No	No
6	Valley Circle Blvd & Woolsey Canyon Rd *	Los Angeles	86.2	F	67.4	F	>100	F	>100	F	-	-	Yes	Yes
7	Valley Circle Blvd & Roscoe Blvd	Los Angeles	0.849	D	0.625	B	0.886	D	0.659	B	0.037	0.034	Yes	No
8	Topanga Canyon Blvd & Roscoe Blvd	Los Angeles	0.784	C	0.903	E	0.810	D	0.910	E	0.026	0.007	Yes	No
9	Topanga Canyon Blvd & Sherman Way	Los Angeles	0.944	E	0.915	E	0.947	E	0.920	E	0.003	0.005	No	No
10	Valley Circle Blvd & Victory Blvd	Los Angeles	0.819	D	0.605	B	0.821	D	0.606	B	0.002	0.001	No	No
11	Topanga Canyon Blvd & Victory Blvd	Los Angeles	0.905	E	1.194	F	0.911	E	1.195	F	0.006	0.001	No	No
12	Topanga Canyon Blvd & Burbank Blvd	Los Angeles	0.776	C	1.062	F	0.776	C	1.062	F	0.000	0.000	No	No
13	Topanga Canyon Blvd & US-101 NB Off Ramp *	Los Angeles	>100	F	>100	F	>100	F	>100	F	-	-	Yes	Yes
14	Valley Circle Blvd & US-101 NB Off Ramp/Long Valley Rd	Los Angeles	1.189	F	0.915	E	1.189	F	0.917	E	0.000	0.002	No	No
15	Valley Circle Blvd & Calabasas Rd/ Avenue San Luis	Los Angeles	0.861	D	1.000	E	0.872	D	1.000	E	0.011	0.000	No	No
16	US-101 SB Ramps & Calabasas Rd	Los Angeles	0.688	B	0.704	C	0.698	B	0.704	C	0.010	0.000	No	No

** Unsignalized Intersection*

As indicated by the right-most columns of Table 17, the proposed Project is expected to create significant impacts at the following locations:

- Intersections #1 and #2 during both the a.m. and p.m. peak hours
- Intersections #7 and #8 during the a.m. peak hour
- Intersections #6 and #13 during both the a.m. and p.m. peak hours, according to the worsening of LOS E or F and Peak Hour Signal Warrant (See Appendix F for worksheets)

D. Project Remediation Impact Roadway Segment Analysis – Start of Remediation Year 2018 + Project

The peak hour volumes on the study roadway segments, for conditions with and without remediation of the proposed Project, are provided in Table 18. Impacts to these roadway segments are evaluated, based on the existing daily traffic counts, ambient growth, and the project remediation trips.

Table 18 – Start of Remediation Year 2018 Project Impact Segment Analysis

Seg ID	Segment	From	To	Peak Period	LOS w/ Project	Worsens LOS E or F?
A	Box Canyon Road	Santa Susana Pass Road	Roberson Road	AM	A	No
				PM	A	No
B	Santa Susana Pass Road	Rocky Peak Road	Box Canyon Road	AM	A	No
				PM	A	No
C	Woolsey Canyon Road	Valley Circle Boulevard	Knapp Ranch Road	AM	A	No
				PM	A	No
D	Valley Circle Boulevard	Box Canyon Road	Woolsey Canyon Road	AM	**F**	**Yes**
				PM	**E**	**Yes**
E	Valley Circle Boulevard	Plummer Street	Schumann Road	AM	C	No
				PM	A	No
F	Plummer Street	Valley Circle Boulevard	Farralone Avenue	AM	C	No
				PM	C	No
G	Valley Circle Boulevard	Woolsey Canyon Road	Chatlake Drive	AM	**F**	**Yes**
				PM	**F**	**Yes**
H	Roscoe Boulevard	Woodlake Avenue	Shoup Avenue	AM	A	No
				PM	A	No
I	Roscoe Boulevard	Shoup Avenue	Farralone Avenue	AM	**E**	**Yes**
				PM	**F**	**Yes**
J	Valley Circle Boulevard	Vanowen Street	Victory Boulevard	AM	**E**	**Yes**
				PM	C	No
K	Valley Circle Boulevard	Burbank Boulevard	US-101 Freeway	AM	**F**	**Yes**
				PM	**F**	**Yes**

** Based on most constricted segment of overall roadway.*

Note: Per-lane capacity based on extrapolations of Highway Capacity Manual methodology (10,000 daily vehicles, approx. 500 to 600 peak-hour vehic

As indicated by the right-most column of Table 18, the proposed Project is expected to create significant impacts at segments D, G, I, J, and K for both the a.m. and p.m. peak periods.

E. Future Project Remediation Impact Roadway Segment Analysis

The peak hour volumes on the study roadway segments, for conditions with and without remediation of the proposed Project, are provided in Table 19. Impacts to these roadway segments are evaluated, based on the existing daily traffic counts, ambient growth, and the project remediation trips.

Table 19 – Project Remediation Impact Segment Analysis

Seg ID	Segment	From	To	Peak Period	LOS w/ Project	Worsens LOS E or F?
A	Box Canyon Road	Santa Susana Pass Road	Roberson Road	AM	A	No
				PM	A	No
B	Santa Susana Pass Road	Rocky Peak Road	Box Canyon Road	AM	A	No
				PM	A	No
C	Woolsey Canyon Road	Valley Circle Boulevard	Knapp Ranch Road	AM	A	No
				PM	A	No
D	Valley Circle Boulevard	Box Canyon Road	Woolsey Canyon Road	AM	**F**	**Yes**
				PM	**F**	**Yes**
E	Valley Circle Boulevard	Plummer Street	Schumann Road	AM	D	**Yes**
				PM	B	No
F	Plummer Street	Valley Circle Boulevard	Farralone Avenue	AM	D	**Yes**
				PM	D	**Yes**
G	Valley Circle Boulevard	Woolsey Canyon Road	Chatlake Drive	AM	**F**	**Yes**
				PM	**F**	**Yes**
H	Roscoe Boulevard	Woodlake Avenue	Shoup Avenue	AM	A	No
				PM	A	No
I	Roscoe Boulevard	Shoup Avenue	Farralone Avenue	AM	**F**	**Yes**
				PM	**F**	**Yes**
J	Valley Circle Boulevard	Vanowen Street	Victory Boulevard	AM	**F**	**Yes**
				PM	D	**Yes**
K	Valley Circle Boulevard	Burbank Boulevard	US-101 Freeway	AM	**F**	**Yes**
				PM	**F**	**Yes**

** Based on most constricted segment of overall roadway.*

Note: Per-lane capacity based on extrapolations of Highway Capacity Manual methodology (10,000 daily vehicles, approx. 500 to 600 peak-hour vehicles)

As indicated by the right-most column of Table 19, the proposed Project is expected to create significant impacts at segments D, F, G, I, J, and K for both the a.m. and p.m. peak periods and at segment E during the a.m. peak period.

8. Pedestrian and Bicycle Access Impacts Analysis

A. Pedestrian Access Impacts Analysis

Within this report section, an analysis is summarized of potential impacts to pedestrian travel within local roadway corridors where truck trips generated by SSFL remediation activities would travel. A review of traffic controls and pedestrian crossing points on these roadways was conducted, to determine if there are uncontrolled or unmarked crossing points that may need improvement for improved pedestrian safety during the remediation period due to the increased number of trucks that will use these roadways.

The analyzed local routes in the traffic impact analysis for remediation haul trucks between the SSFL site access points and the nearby SR-118 and US-101 freeways include Topanga Canyon Boulevard, Valley Circle Boulevard, Plummer Street, and Roscoe Boulevard.

The pedestrian analysis focused on areas that typically generate higher-than-average pedestrian volumes – neighborhoods with parks or schools. These locations were mapped within a one-half mile buffered distance from the analyzed roadway corridors. This distance is considered typical walking distance for pedestrian travel. Probable paths were then mapped from each point to a crossing point on the nearest analyzed roadway, and the overlap with traffic controls for safe crossing of the roadway was determined for each path.

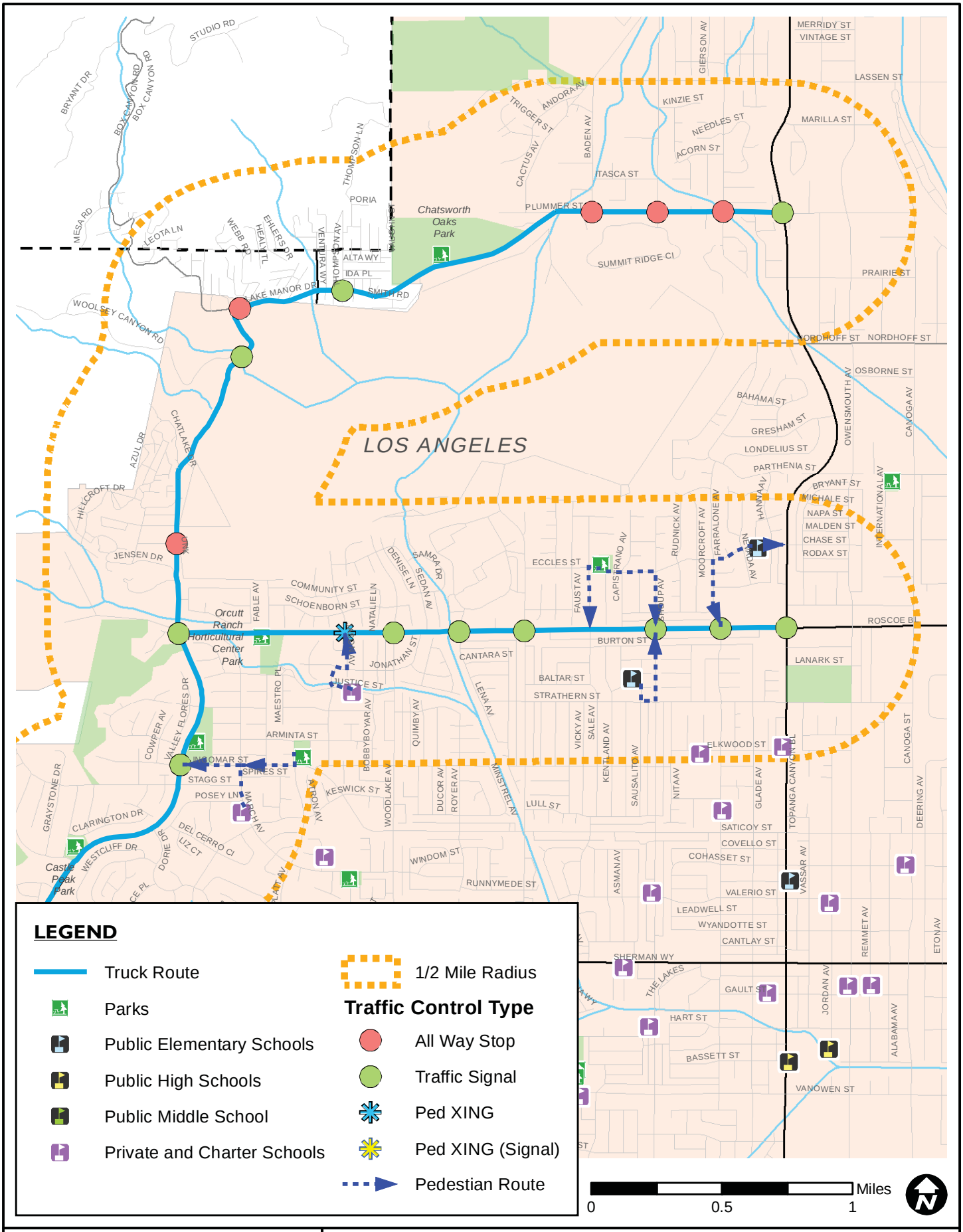
It was assumed in the project trip generation analysis that daily SSFL remediation activities will occur in a single eight-hour shift that generally begins prior to the a.m. peak traffic hour and is generally complete prior to the p.m. peak traffic hour[1]:

- 96 daily truck round trips would be generated during remediation. Divided by an expected eight-hour work day, there would be an average of 12 truck round trips in a typical hour. Using a Passenger Car Equivalency factor of 2.5, the total equivalent daily one-way vehicle trips would be 480 (or 60 per hour).

The analyzed corridors and pedestrian routes are illustrated on Figure 20-1 (north end of the study area) and Figure 20-2 (south end of the study area). Traffic controls are included on these figures, including traffic signals, all-way stop signs, mid-block pedestrian crossing points with traffic signals, and striped/signed mid-block crosswalks. In general, pedestrian routes from most local neighborhoods with parks or schools have controlled locations with traffic signals at intersections, or crosswalks with warning lights at crossing points, on the analyzed roadways. The exceptions are as follows:

- Chatsworth Oaks Park – There are not developed land uses nor is there a local neighborhood with pedestrian destinations across from the access point of this park on Valley Circle Boulevard. Pedestrian crossing activity here is low.

[1] The a.m. and p.m. peak hours for each study intersection (i.e., the four highest consecutive 15-minute periods within each of the two-hour peak periods of 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.) vary somewhat (though are generally 7:15 a.m. to 8:15 a.m. and 4:45 p.m. to 5:45 p.m.). The period from 8:15 a.m. to 4:45 p.m. is 8.5 hours long.



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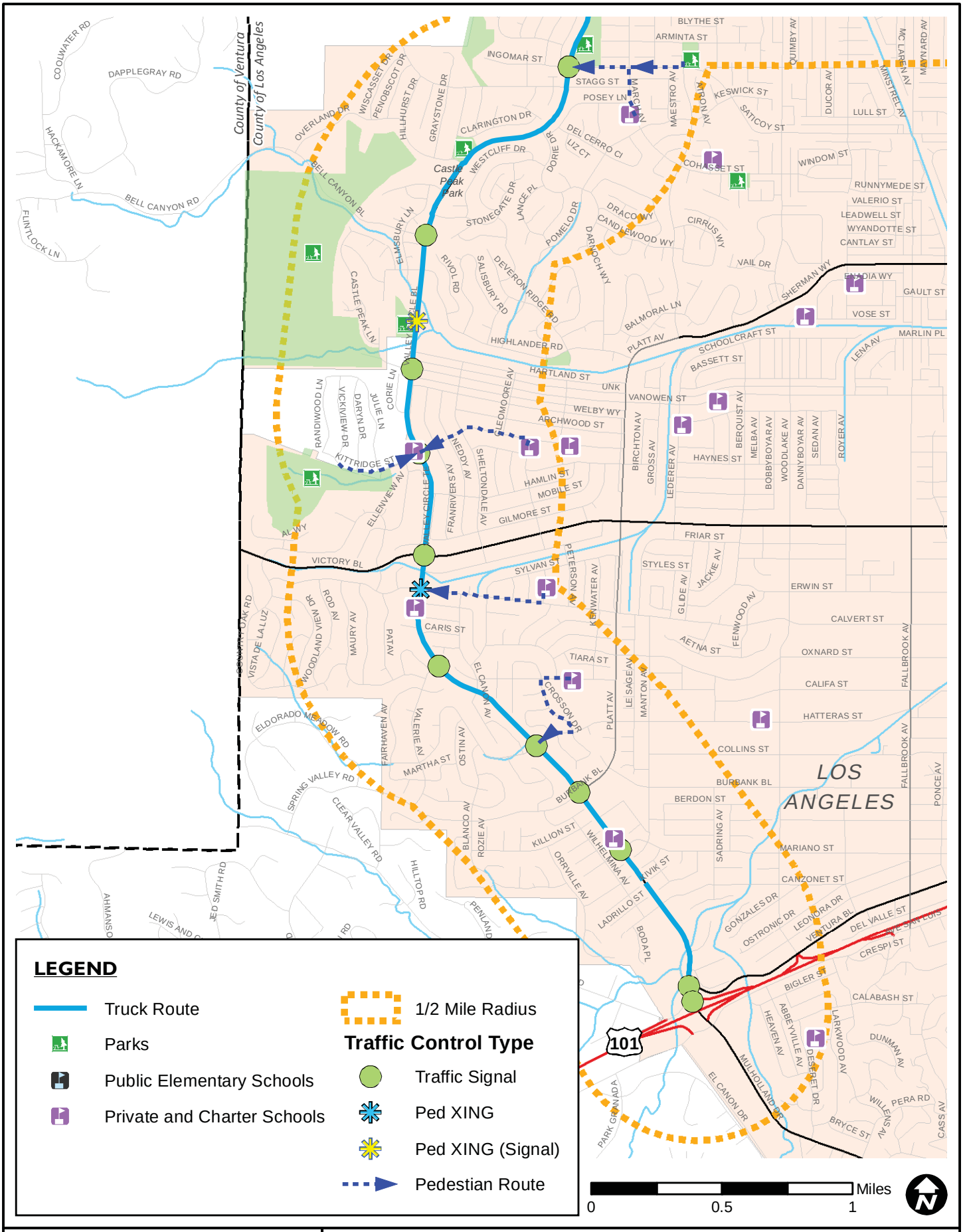
PLANNING & ENGINEERING

Simi Valley Santa Susana Site Remediation EIR — Figure 21-1

Pedestrian Routes - Existing Traffic Controls and Schools/Parks



KOA CORPORATION
PLANNING & ENGINEERING

Simi Valley Santa Susana Site Remediation EIR — Figure 21-2

Pedestrian Routes - Existing Traffic Controls and Schools/Parks

- Orcutt Ranch Horticultural Center Park – This park and events venue does not have a controlled or signed/striped pedestrian crossing point near its access point on Roscoe Boulevard. Installation of either a signed/striped crosswalk with warning lights or a traffic signal should be pursued at the intersection of Hillary Drive/Roscoe Boulevard to provide improved safety for crossing pedestrians.

- Castle Peak Park – This park has access points along the west side of Valley Circle Boulevard and at the intersection of Stonegate Drive/Valley Circle Boulevard. There are not any destinations or neighborhood accessible along the east side of Valley Circle Boulevard at this point. Pedestrian crossing activity here is low.

Crossing locations at other points along the analyzed roadways have pedestrian traffic controls or signage, or traffic signals. Pedestrian/traffic control improvements are not recommended at other locations.

The Roscoe Boulevard, Plummer Street, and Valley Circle Boulevard corridors were analyzed as potential truck route corridors for the SSFL remediation period. In final project planning, the number of corridors used for project truck haul routes may be reduced. In that case, the corridors removed from the routes will not need to have the related pedestrian access improvements discussed here.

B. Bicycle Access Impacts Analysis

In order to evaluate bicycle access impacts on roadways near the SSFL site, where truck traffic generated by the site remediation process would be traveling on two-lane roadways, bicycle counts were conducted on Lake Manor Drive, Roscoe Boulevard, and Valley Circle Boulevard, in relative vicinity of the SSFL site. These counts were conducted on a weekday (Thursday, February 25, 2016) and a Saturday (Saturday, February 27, 2016). It is noted that although there could be a higher number of bicycle commuters when days are longer and weather is better than it is in late February, the potential impacts described in this report section are expected to be similar during all times of the year.

The weekday count timeframes were from 6:00 a.m. to 10:00 a.m. (to capture bicycle commuters and recreational bicyclists on morning rides) and 2:00 p.m. to 6:00 p.m. (to capture early afternoon school trips made on bicycle and return commute trips).

The weekend count timeframe was from 7:00 a.m. to 11:00 a.m. (to capture morning recreational cyclists).

A map of the bicycle count locations and the count summaries are both provided in Appendix E of this report.

The following bicycle volumes were collected on these roadways:

- Lake Manor Drive – 12 bicyclists during the weekday morning, 12 bicyclists during the weekday mid-late afternoon, and 82 bicyclists during Saturday morning
- Valley Circle Boulevard – 13 bicyclists during the weekday morning, 11 bicyclists during the weekday mid-late afternoon, and 81 bicyclists during Saturday morning
- Roscoe Boulevard– 14 bicyclists during the weekday morning, 14 bicyclists during the weekday mid-late afternoon, and 25 bicyclists during Saturday morning

There are 14 or fewer bicyclists over the four-hour count periods at each of the three count locations, but those volumes are generally concentrated in one of the four hours. The Saturday bicycle activity is much higher than the weekday use of the roadways, but cyclists are present on the roadways in some numbers on both weekdays and weekends. Bicycle volumes are primarily noticeable during the following times on these segments:

- Lake Manor Drive: 830 a.m. hour period, weekday; 8:00 a.m. to 11:00 a.m., Saturday
- Valley Circle Boulevard: 9:00 a.m. hour, weekday; 8:00 a.m. to 10:00 a.m., Saturday
- Roscoe Boulevard: 9:00 a.m. hour and 3:30 p.m. hour periods, weekday; 8:00 a.m. to 11:00 a.m., Saturday

The issues associated with existing bicycle travel and increased truck use of these roadways during the SSFL remediation period are discussed in the following sub-sections, along with any recommended mitigation measures.

Lake Manor Drive

The expected truck trip distribution for the SSFL remediation activities is 10 percent of the total Project trucks volumes. This translates to one or two trucks per hour over a typical eight-hour work day.

The Lake Manor Drive roadway is generally wider than Valley Circle Boulevard and has a lower presence of hills and curves. The roadway has striped shoulders that are potentially used by riders and provide some comfort level. The City of Los Angeles bicycle plan indicates that a bike route (signed only) would be installed on Valley Circle in the future. Due to the low anticipated conflict issues between trucks and bicyclists on this roadway, and bicycle access impacts are considered to be less than significant.

Roscoe Boulevard

Roscoe Boulevard has signed/striped demarcated bicycle lanes and is a major roadway. It also has the lowest number of bicycle riders. Due to the low anticipated conflict issues between trucks and bicyclists on this roadway, and bicycle access impacts are considered to be less than significant.

Valley Circle Boulevard

Valley Circle Boulevard does not have any bicycle lanes or other separated/demarcated bicycle facility, to the north of Roscoe Boulevard, and the roadway can be characterized as a relatively narrow two-lane roadway in a hilly area with curves.

As a majority of the truck trips generated by SSFL remediation activities would travel on Valley Circle Boulevard to reach the Roscoe Boulevard, Topanga Canyon Boulevard, and US-101 and SR-118 corridors, the Valley Circle Roadway could have potential significant bicycle access impacts on weekends. It is therefore recommended that truck activity associated with the remediation activities under the proposed Project be limited to Monday to Friday timeframes only.

Bicycle riders should also be made aware of the presence of the trucking operations on weekdays, within the narrower segment of Valley Circle Boulevard between Roscoe Boulevard and Lake Manor Drive. The recommended additional mitigation measure is the installation of construction warning signs that states this or a similar message at the both ends of this segment: "Truck activity ahead. Bicyclists use caution or alternate route."

12. Congestion Management Plan Conformance

This section demonstrates the ways in which this traffic study was prepared to be in conformance with the procedures mandated by the County of Los Angeles Congestion Management Program (CMP).

The CMP was created statewide by Proposition 111 and was implemented locally by the Los Angeles County Metropolitan Transportation Authority (Metro). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potentially regional significance be analyzed. A specific system of arterial roadways plus all freeways comprises the CMP system. Per CMP Transportation Impact Analysis (TIA) Guidelines, a traffic impact analysis is conducted where:

- At CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, where the proposed project will add 50 or more vehicle trips during either a.m. or p.m. weekday peak hours.

- At CMP mainline freeway-monitoring locations, where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hours.

The nearest CMP arterial monitoring intersections are at Topanga Canyon Boulevard & Roscoe Boulevard, Topanga Canyon Boulevard & Rte. 118 WB Ramps, and Topanga Canyon Boulevard & Victory Boulevard. Based on the project trip generation and the distance of these locations from the project site, it is estimated that only one intersection would have an increase in 50 or more peak-hour vehicle trips. The CMP intersection at Topanga Canyon Boulevard & Roscoe Boulevard would have an increase of 68 new trips during the a.m. peak hour and 68 new trips during the p.m. peak hour due to the Project. Therefore, the Project would create a potential CMP impact at this location.

The nearest freeway monitoring station is located on SR-118 at the Los Angeles/Ventura County Line, which is more than two miles from the project site. The Project is not expected to add more than 150 trips in either direction at this location during either the a.m. or p.m. weekday peak hours. Based on the project trip generation and the distance of this location from the project site, it is estimated that 12 new eastbound trips and 11 new westbound trips during the a.m. peak hour, and 11 new eastbound trips and 12 new westbound trips during the p.m. peak hour would be added at the CMP freeway monitoring station.

13. Conclusions

This section provides major conclusions of the Project remediation traffic analysis. Major analysis assumptions and conclusions are as follows:

- Under the existing analyzed conditions, 11 of the 16 study intersections are operating at LOS D or better during the a.m. and p.m. peak hours. For the analyzed roadway segments, seven of the 11 study segments are operating at LOS D or better during the peak hours.

- Under the future without Project Remediation conditions, four of the 16 study intersections are operating at LOS D or better during the a.m. and p.m. peak hours. For the analyzed roadway segments, six of the 11 study segments are operating at LOS D or better during the peak hours.

- Project remediation activities are anticipated to be completed by the end of year 2032 and consist of a maximum of 96 hauling truck round trips and 250 employee vehicle round trips.

- During the maximum activity period, the Project remediation activities including employee vehicles and haul trucks would generate a daily total of 980 one-way passenger car equivalent trips (incorporating factors for haul truck trips), with 185 trips occurring during both the a.m. and p.m. peak hours (155 inbound and 30 outbound in the a.m. peak hour, and 30 inbound and 155 outbound in the p.m. peak hour).

- The analyzed daily truck trips were based on 96 round-trip truck trips per day, multiplied by two for one-way trips and then multiplied by the applied PCE factor of 2.5, for a total of 480 equivalent trips. An eight-hour truck hauling period was assumed to determine peak-hourly trips.

- The analyzed daily employee one-way trips were based on 250 employees during the peak remediation period, multiplied by two for one-way trips. Half of the employees were assumed to travel to and from the site during the peak hours of traffic.

- Under the Start of Remediation Year 2018 with Project conditions, operations at one of the 16 study intersections would worsen within or to LOS E or F, triggering significant impacts.

- Under the future with Project Remediation conditions, operations at six of the 16 study intersections would worsen within or to LOS E or F, triggering significant impacts.

- Under Start of Remediation Year 2018 with Project Remediation conditions, six of the 11 analyzed roadway segments would worsen or to within LOS E or F, triggering significant impacts.

- Under the Future with Project Remediation conditions, seven of the 11 analyzed roadway segments would worsen or to within LOS E or F, triggering significant impacts.

- Pedestrian access impacts were reviewed for uncontrolled or unmarked crossing points that may need improvement for improved pedestrian safety during the remediation period due to the increased number of trucks that will use these roadways. There would be potentially significant impacts associated with trucks travelling past the Orcutt Ranch Horticultural Center Park (which does not have a controlled or signed/striped pedestrian crossing point near its access point on Roscoe Boulevard). This potential impact would be mitigated to a less-than-significant level by the analysis-identified required measure to install either a signed/striped crosswalk with warning lights or a temporary traffic signal at the intersection of Roscoe Boulevard / Hillary Drive to provide improved safety for crossing pedestrians.

- Bicycle access impacts were reviewed for associated existing bicycle travel and increased truck use of these roadways during the SSFL remediation period. As a great majority of the truck trips generated by project remediation activities would travel on Valley Circle Boulevard (which is relatively narrow and hilly with curves, with no striped bicycle lanes north of Roscoe Boulevard), the potential for safety conflicts between trucks and bicyclists on this roadway is considered a significant impact. This impact would be mitigated to a less-than-significant level by the following analysis-identified required measures: (1) limit truck activity associated with the remediation activities under the proposed project to weekdays (Monday to Friday) only, avoiding the heaviest period of bicycle use on weekend days, (2) install warning signs that state: "Truck activity ahead. Bicyclists use caution or alternative route." and (3) alert project contractors/truck drivers to the presence of bicyclists on area roadways, particularly on the 1.1-mile segment of Valley Circle Boulevard between Woolsey Canyon Road and Roscoe Boulevard.

APPENDIX A
Level-of-Service Definitions

CMA METHODLOGY FOR SIGNALIZED INTERSECTIONS

The City of Los Angeles Department of Transportation (LADOT) specifies that the Transportation Research Board Critical Movement Analysis (CMA), Circular 212 Method, be used to analyze traffic operating conditions at signalized intersections. The CMA analysis method for evaluating signalized intersections involves the computation of volume-to-capacity (V/C) ratios for each critical movement. Capacity, or saturation flow rate, is defined as the maximum rate of flow that can pass through a given intersection approach under prevailing traffic and roadway conditions. The sum of all critical movements on a critical lane basis is used to determine the total intersection volume to capacity ratio (V/C) and corresponding Level-of-Service A facility is "at capacity" (v/c of 1.00 or greater) when extreme congestion occurs. This volume/capacity ratio value is based upon volumes by lane, signal phases, and approach lane configuration.

CIRCULAR 212 METHODLOGY FOR SIGNALIZED INTERSECTIONS

For analysis of Level of Service (LOS) at signalized intersections, LADOT has designated the Circular 212 Planning methodology as the desired tool. The concept of roadway level of service under the Circular 212 method is calculated as the volume of vehicles that pass through the facility divided by the capacity of that facility. A facility is "at capacity" (V/C of 1.00 or greater) when extreme congestion occurs. This volume/capacity ratio value is a function of hourly volumes, signal phasing, and approach lane configuration on each leg of the intersection.

Level of service (LOS) values range from LOS A to LOS F. LOS A indicates excellent operating conditions with little delay to motorists, whereas LOS F represents congested conditions with excessive vehicle delay. LOS E is typically defined as the operating "capacity" of a roadway.

The following describes the general roadway operations for each LOS value, as defined within the *Highway Capacity Manual* (published by the Transportation Research Board).

APPENDIX A
Level-of-Service Definitions (continued)

DEFINITIONS OF LEVEL OF SERVICE AND V/C RANGES FOR ROADWAY SIGNALIZED INTERSECTIONS

Level of Service	Volume/Capacity Ratio	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one Red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 – 0.800	GOOD. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 – 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.900 – 1.00	POOR. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	Greater than 1.000	FAILURE. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

DEFINITIONS OF LEVEL OF SERVICE
VEHICLE DELAY RANGES FOR
ROADWAY UNSIGNALIZED INTERSECTIONS

Level of Service (LOS)	Signalized Intersection Average Delay per Vehicle (sec.)
A	< 10
B	> 10 and < 20
C	> 20 and < 35
D	> 35 and < 55
E	> 55 and < 80
F	> 80

APPENDIX B
Traffic Count Data

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5844-001 **Day:** Thursday

City: Chatsworth **Date:** 12/18/2014

AM

NS/EW Streets:	SR-27			SR-27			SR-118 WB Ramps			SR-118 WB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	1	0	0	1	0	0	0	0	1.5	0.5	1	
7:00 AM	99	3	0	0	46	6	0	0	0	321	0	3	478
7:15 AM	95	7	0	0	47	3	0	0	0	326	0	4	482
7:30 AM	140	13	0	0	54	12	0	0	0	350	0	4	573
7:45 AM	97	25	0	0	36	5	0	0	0	364	0	12	539
8:00 AM	101	5	0	0	36	8	0	0	0	380	0	11	541
8:15 AM	109	8	0	0	39	5	0	0	0	282	1	8	452
8:30 AM	63	9	0	0	42	4	0	0	0	274	0	9	401
8:45 AM	95	9	0	0	25	5	0	0	0	269	0	7	410
9:00 AM	96	7	0	0	20	2	0	0	0	262	0	11	398
9:15 AM	91	8	0	0	26	7	0	0	0	242	0	7	381
9:30 AM	99	6	0	0	29	3	0	0	0	253	0	10	400
9:45 AM	70	9	0	0	24	3	0	0	0	221	2	6	335
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1155	109	0	0	424	63	0	0	0	3544	3	92	5390
APPROACH %'s :	91.38%	8.62%	0.00%	0.00%	87.06%	12.94%	#DIV/0!	#DIV/0!	#DIV/0!	97.39%	0.08%	2.53%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	433	50	0	0	173	28	0	0	0	1420	0	31	2135
PEAK HR FACTOR :		0.789			0.761			0.000			0.928		0.932

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5844-001 **Day:** Thursday

City: Chatsworth **Date:** 12/18/2014

PM

NS/EW Streets:	SR-27			SR-27			SR-118 WB Ramps			SR-118 WB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	1	0	0	1	0	0	0	0	1.5	0.5	1	
3:00 PM	181	20	0	0	27	2	0	0	0	235	0	15	480
3:15 PM	172	24	0	0	19	1	0	0	0	266	0	24	506
3:30 PM	193	15	0	0	30	4	0	0	0	222	0	19	483
3:45 PM	189	16	0	0	26	4	0	0	0	281	0	20	536
4:00 PM	203	26	0	0	19	0	0	0	0	227	0	7	482
4:15 PM	251	12	0	0	26	2	0	0	0	246	0	17	554
4:30 PM	222	19	0	0	28	5	0	0	0	289	1	22	586
4:45 PM	237	18	0	0	32	7	0	0	0	245	0	26	565
5:00 PM	251	20	0	0	23	1	0	0	0	313	0	21	629
5:15 PM	258	20	0	0	23	8	0	0	0	271	0	24	604
5:30 PM	242	22	0	0	16	3	0	0	0	272	1	20	576
5:45 PM	255	21	0	0	18	2	0	0	0	224	0	26	546
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2654	233	0	0	287	39	0	0	0	3091	2	241	6547
APPROACH %'s :	91.93%	8.07%	0.00%	0.00%	88.04%	11.96%	#DIV/0!	#DIV/0!	#DIV/0!	92.71%	0.06%	7.23%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	968	77	0	0	106	21	0	0	0	1118	1	93	2384
PEAK HR FACTOR :		0.940			0.814			0.000			0.907		0.948

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

SR-27 and SR-118 WB Ramps , Chatsworth

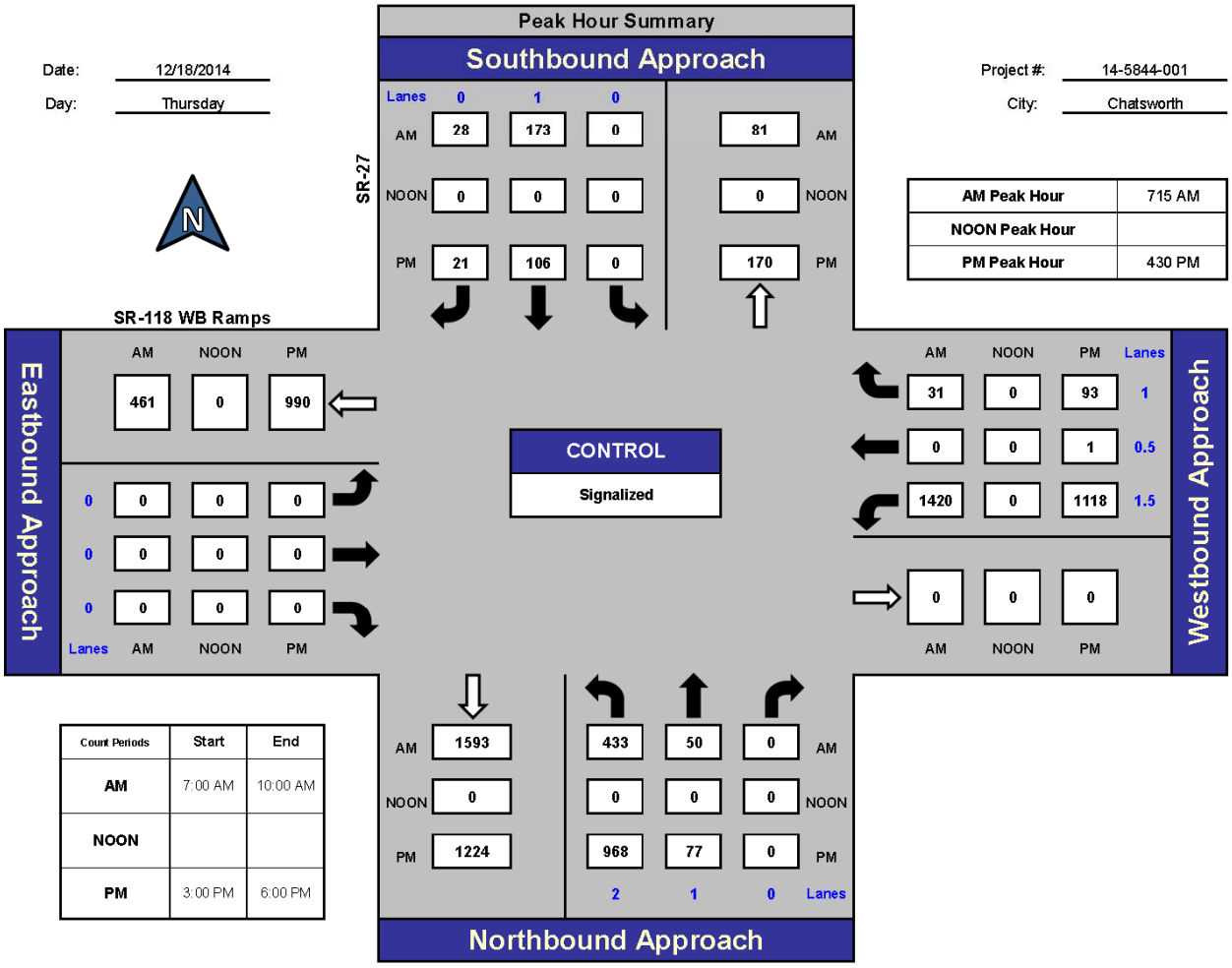
Date: 12/18/2014

Day: Thursday

Project #: 14-5844-001

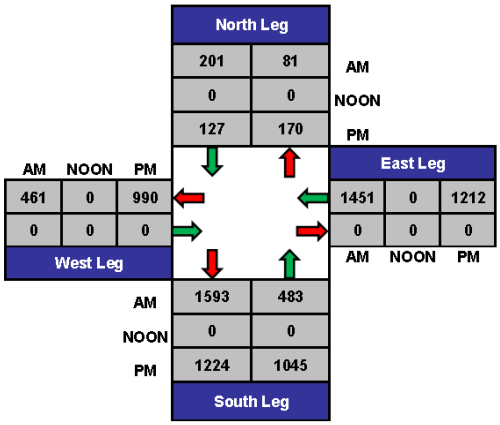
City: Chatsworth

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	430 PM

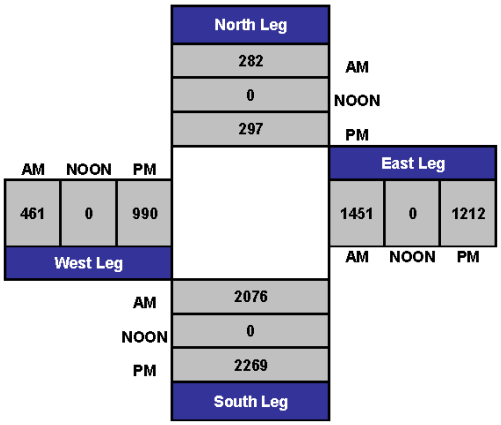


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5844-002 **Day:** Thursday

City: Chatsworth **Date:** 12/18/2014

AM

NS/EW Streets:	SR-27			SR-27			SR-118 EB Ramps			SR-118 EB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	2	0.5	0.5	0	0	0	
7:00 AM	0	97	283	38	350	0	0	0	217	0	0	0	985
7:15 AM	0	109	298	37	319	0	0	1	255	0	0	0	1019
7:30 AM	0	143	246	29	369	0	3	3	231	0	0	0	1024
7:45 AM	0	127	260	29	383	0	2	0	208	0	0	0	1009
8:00 AM	0	103	265	22	380	0	3	5	223	0	0	0	1001
8:15 AM	0	98	253	26	305	0	2	2	199	0	0	0	885
8:30 AM	0	82	254	22	290	0	3	0	189	0	0	0	840
8:45 AM	0	100	215	18	280	0	4	0	174	0	0	0	791
9:00 AM	0	107	242	12	264	0	1	1	159	0	0	0	786
9:15 AM	0	89	216	21	260	0	3	0	170	0	0	0	759
9:30 AM	0	102	195	24	240	0	4	1	142	0	0	0	708
9:45 AM	0	72	200	15	234	0	3	0	140	0	0	0	664
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1229	2927	293	3674	0	28	13	2307	0	0	0	10471
APPROACH %'s :	0.00%	29.57%	70.43%	7.39%	92.61%	0.00%	1.19%	0.55%	98.25%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	482	1069	117	1451	0	8	9	917	0	0	0	4053
PEAK HR FACTOR :		0.953			0.951			0.912			0.000		0.990

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5844-002 **Day:** Thursday

City: Chatsworth **Date:** 12/18/2014

PM

NS/EW Streets:	SR-27			SR-27			SR-118 EB Ramps			SR-118 EB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	2	0.5	0.5	0	0	0	
3:00 PM	0	195	371	20	254	0	2	2	123	0	0	0	967
3:15 PM	0	190	311	17	254	0	7	1	141	0	0	0	921
3:30 PM	0	202	336	16	263	0	2	0	139	0	0	0	958
3:45 PM	0	223	319	17	273	0	7	0	142	0	0	0	981
4:00 PM	0	209	317	20	253	0	5	0	147	0	0	0	951
4:15 PM	0	268	328	12	246	0	1	1	142	0	0	0	998
4:30 PM	0	233	310	18	283	0	6	0	173	0	0	0	1023
4:45 PM	0	252	304	19	271	0	5	0	155	0	0	0	1006
5:00 PM	0	265	283	11	295	0	6	0	188	0	0	0	1048
5:15 PM	0	241	285	15	282	0	7	0	148	0	0	0	978
5:30 PM	0	267	280	16	252	0	7	0	156	0	0	0	978
5:45 PM	0	254	293	17	235	0	8	0	135	0	0	0	942
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	2799	3737	198	3161	0	63	4	1789	0	0	0	11751
APPROACH %'s :	0.00%	42.82%	57.18%	5.89%	94.11%	0.00%	3.39%	0.22%	96.39%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	0	1018	1225	60	1095	0	18	1	658	0	0	0	4075
PEAK HR FACTOR :		0.941			0.944			0.872			0.000		0.972

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

SR-27 and SR-118 EB Ramps , Chatsworth

Date: 12/18/2014
Day: Thursday

Project #: 14-5844-002
City: Chatsworth

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	415 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Peak Hour Summary

Southbound Approach

Lanes	0	2	1		
AM	0	1451	117	490	AM
NOON	0	0	0	0	NOON
PM	0	1095	60	1036	PM

SR-27

SR-118 EB Ramps

Eastbound Approach

Lanes	AM	NOON	PM
	0	0	0
2	8	0	18
0.5	9	0	1
0.5	917	0	658
Lanes	AM	NOON	PM

CONTROL

Signalized

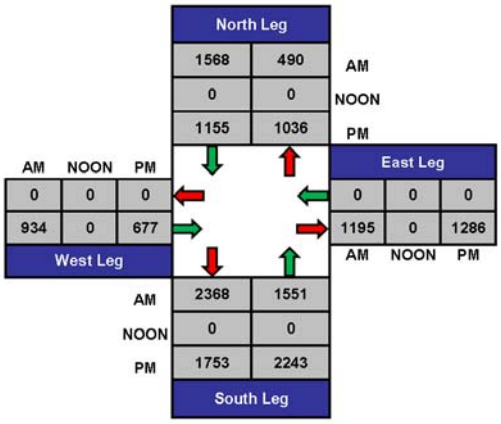
Westbound Approach

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
	1195	0	1286
	AM	NOON	PM

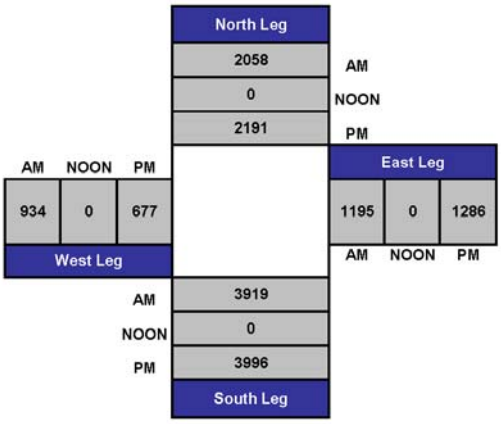
Northbound Approach

AM	2368	0	482	1069	AM
NOON	0	0	0	0	NOON
PM	1753	0	1018	1225	PM
		1	2	0 Lanes	

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5844-004 **Day:** Thursday

City: Chatsworth **Date:** 12/18/2014

AM

NS/EW Streets:	Rocky Peak Rd			Rocky Peak Rd			SR-118 WB Ramps			SR-118 WB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	1	0.5	0.5	
7:00 AM	9	0	0	0	0	0	0	0	0	13	0	0	22
7:15 AM	30	0	0	0	1	0	0	0	0	17	0	1	49
7:30 AM	21	0	0	0	1	0	0	0	0	27	0	0	49
7:45 AM	18	1	0	0	2	2	0	0	0	28	0	4	55
8:00 AM	27	1	0	0	1	1	0	0	0	37	0	2	69
8:15 AM	14	2	0	0	1	0	0	0	0	25	0	1	43
8:30 AM	8	0	0	0	1	1	0	0	0	22	2	1	35
8:45 AM	11	0	0	0	0	1	0	0	0	21	0	0	33
9:00 AM	9	0	0	0	0	1	0	0	0	20	1	1	32
9:15 AM	8	1	0	0	1	0	0	0	0	24	0	1	35
9:30 AM	5	1	0	0	2	0	0	0	0	16	0	1	25
9:45 AM	9	1	0	0	0	1	0	0	0	13	1	0	25
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	169	7	0	0	10	7	0	0	0	263	4	12	472
APPROACH %'s :	96.02%	3.98%	0.00%	0.00%	58.82%	41.18%	#DIV/0!	#DIV/0!	#DIV/0!	94.27%	1.43%	4.30%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	96	2	0	0	5	3	0	0	0	109	0	7	222
PEAK HR FACTOR :	0.817			0.500			0.000			0.744			0.804

CONTROL : 1 way Stop (WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5844-004 **Day:** Thursday

City: Chatsworth **Date:** 12/18/2014

PM

NS/EW Streets:	Rocky Peak Rd			Rocky Peak Rd			SR-118 WB Ramps			SR-118 WB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	1	0.5	0.5	
3:00 PM	13	0	0	0	0	0	0	0	0	20	0	0	33
3:15 PM	12	0	0	0	0	0	0	0	0	14	0	2	28
3:30 PM	14	1	0	0	0	1	0	0	0	24	4	0	44
3:45 PM	11	0	0	0	0	4	0	0	0	19	0	6	40
4:00 PM	13	2	0	0	1	3	0	0	0	25	1	0	45
4:15 PM	16	2	0	0	1	3	0	0	0	21	0	1	44
4:30 PM	31	1	0	0	0	2	0	0	0	32	0	1	67
4:45 PM	19	0	0	0	3	2	0	0	0	19	0	1	44
5:00 PM	34	0	0	0	1	3	0	0	0	16	0	1	55
5:15 PM	23	1	0	0	0	1	0	0	0	19	0	1	45
5:30 PM	37	0	0	0	0	1	0	0	0	24	1	1	64
5:45 PM	15	0	0	0	0	1	0	0	0	20	0	1	37
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	238	7	0	0	6	21	0	0	0	253	6	15	546
APPROACH %'s :	97.14%	2.86%	0.00%	0.00%	22.22%	77.78%	#DIV/0!	#DIV/0!	#DIV/0!	92.34%	2.19%	5.47%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	107	2	0	0	4	8	0	0	0	86	0	4	211
PEAK HR FACTOR :		0.801			0.600			0.000			0.682		0.787

CONTROL : 1 way Stop (WB)

ITM Peak Hour Summary

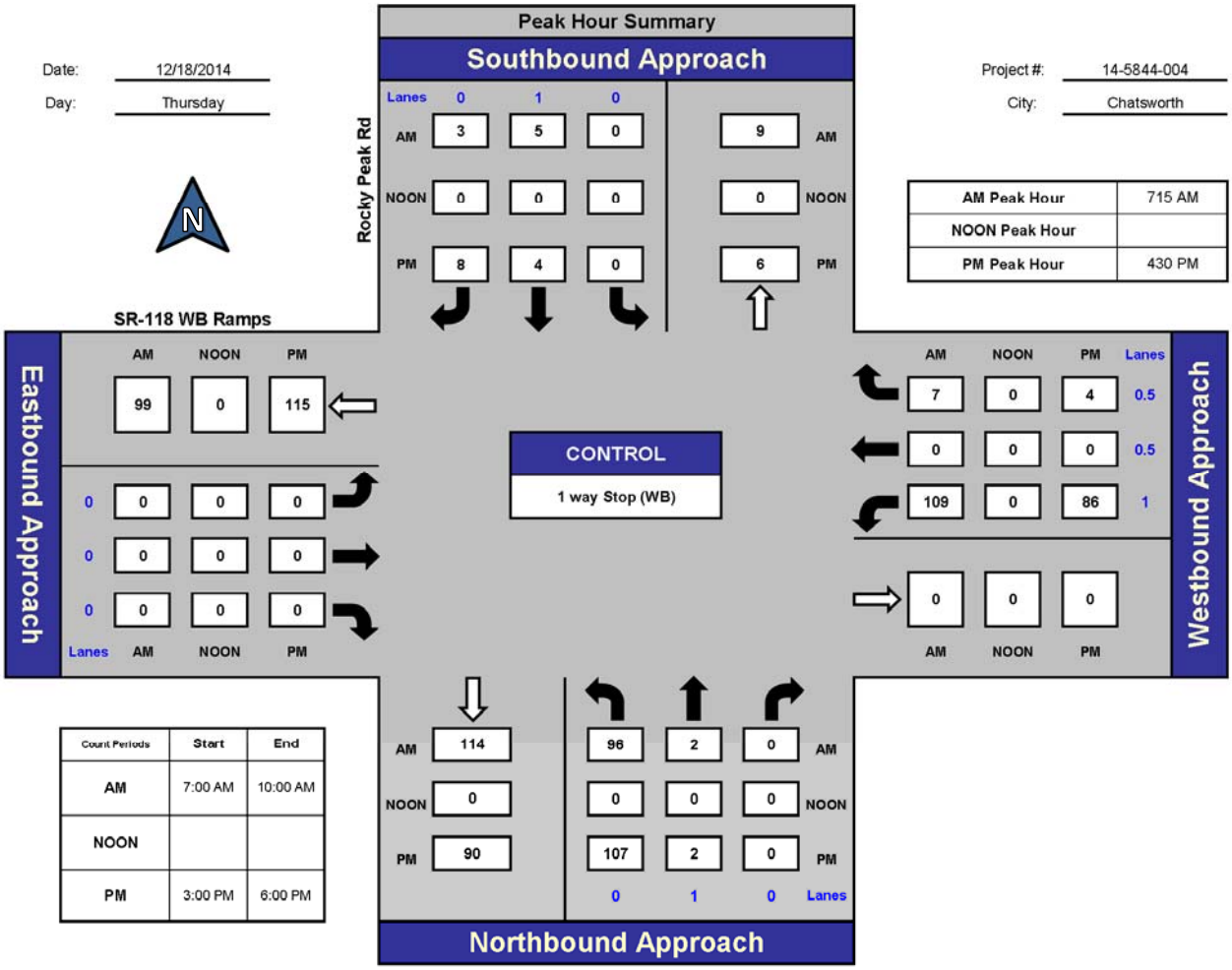
Prepared by:

National Data & Surveying Services

Rocky Peak Rd and SR-118 WB Ramps , Chatsworth

Date: 12/18/2014
Day: Thursday

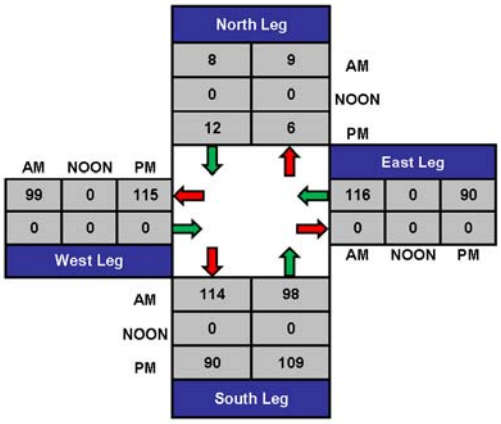
Project #: 14-5844-004
City: Chatsworth



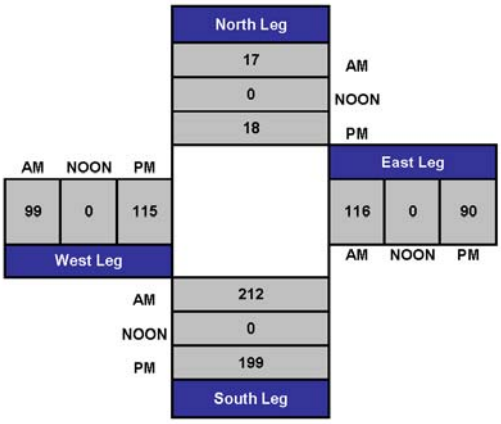
AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5844-003 **Day:** Thursday

City: Chatsworth **Date:** 12/18/2014

AM

NS/EW Streets:	Rocky Peak Rd			Rocky Peak Rd			Santa Susana Pass Rd			Santa Susana Pass Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	0	1	0	0	1	0	
7:00 AM	0	0	0	6	0	39	33	10	0	0	4	6	98
7:15 AM	0	0	0	0	0	44	32	4	0	0	7	12	99
7:30 AM	0	0	0	11	1	46	39	9	0	0	2	15	123
7:45 AM	1	1	0	8	1	31	41	7	2	0	4	6	102
8:00 AM	0	0	1	7	1	49	40	11	0	0	1	12	122
8:15 AM	0	0	0	2	0	41	26	6	0	0	3	9	87
8:30 AM	0	0	0	4	0	29	28	6	1	0	3	4	75
8:45 AM	0	1	0	4	0	25	17	3	0	0	2	4	56
9:00 AM	1	1	0	2	0	19	18	6	1	0	1	2	51
9:15 AM	0	2	0	3	0	25	12	6	0	0	4	2	54
9:30 AM	0	0	0	1	0	22	15	3	0	0	4	0	45
9:45 AM	0	1	0	5	1	13	16	5	0	0	6	4	51
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	6	1	53	4	383	317	76	4	0	41	76	963
APPROACH %'s :	22.22%	66.67%	11.11%	12.05%	0.91%	87.05%	79.85%	19.14%	1.01%	0.00%	35.04%	64.96%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	1	1	1	26	3	170	152	31	2	0	14	45	446
PEAK HR FACTOR :	0.375			0.858			0.907			0.776			0.907

CONTROL : 1 way Stop (SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5844-003

Day: Thursday

City: Chatsworth

Date: 12/18/2014

PM

NS/EW Streets:	Rocky Peak Rd			Rocky Peak Rd			Santa Susana Pass Rd			Santa Susana Pass Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	0	1	0	0	1	0	
3:00 PM	2	3	1	4	1	21	28	5	2	0	7	2	76
3:15 PM	0	2	0	1	1	16	27	6	0	0	9	6	68
3:30 PM	1	0	0	2	0	31	32	8	0	0	12	3	89
3:45 PM	0	0	0	3	0	29	15	5	0	0	5	6	63
4:00 PM	1	0	0	1	1	31	31	5	1	0	10	3	84
4:15 PM	1	1	0	1	3	20	36	7	0	0	13	4	86
4:30 PM	0	2	1	3	1	41	42	9	1	0	19	12	131
4:45 PM	0	0	0	2	0	25	31	4	0	0	10	9	81
5:00 PM	0	0	0	4	1	20	39	12	0	0	13	21	110
5:15 PM	0	0	0	5	1	25	30	4	0	0	12	11	88
5:30 PM	1	3	0	2	0	27	42	6	0	0	14	19	114
5:45 PM	1	1	0	1	2	29	29	5	1	0	15	6	90
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	7	12	2	29	11	315	382	76	5	0	139	102	1080
APPROACH %'s :	33.33%	57.14%	9.52%	8.17%	3.10%	88.73%	82.51%	16.41%	1.08%	0.00%	57.68%	42.32%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	0	2	1	14	3	111	142	29	1	0	54	53	410
PEAK HR FACTOR :		0.250			0.711			0.827			0.787		0.782

CONTROL : 1 way Stop (SB)

ITM Peak Hour Summary

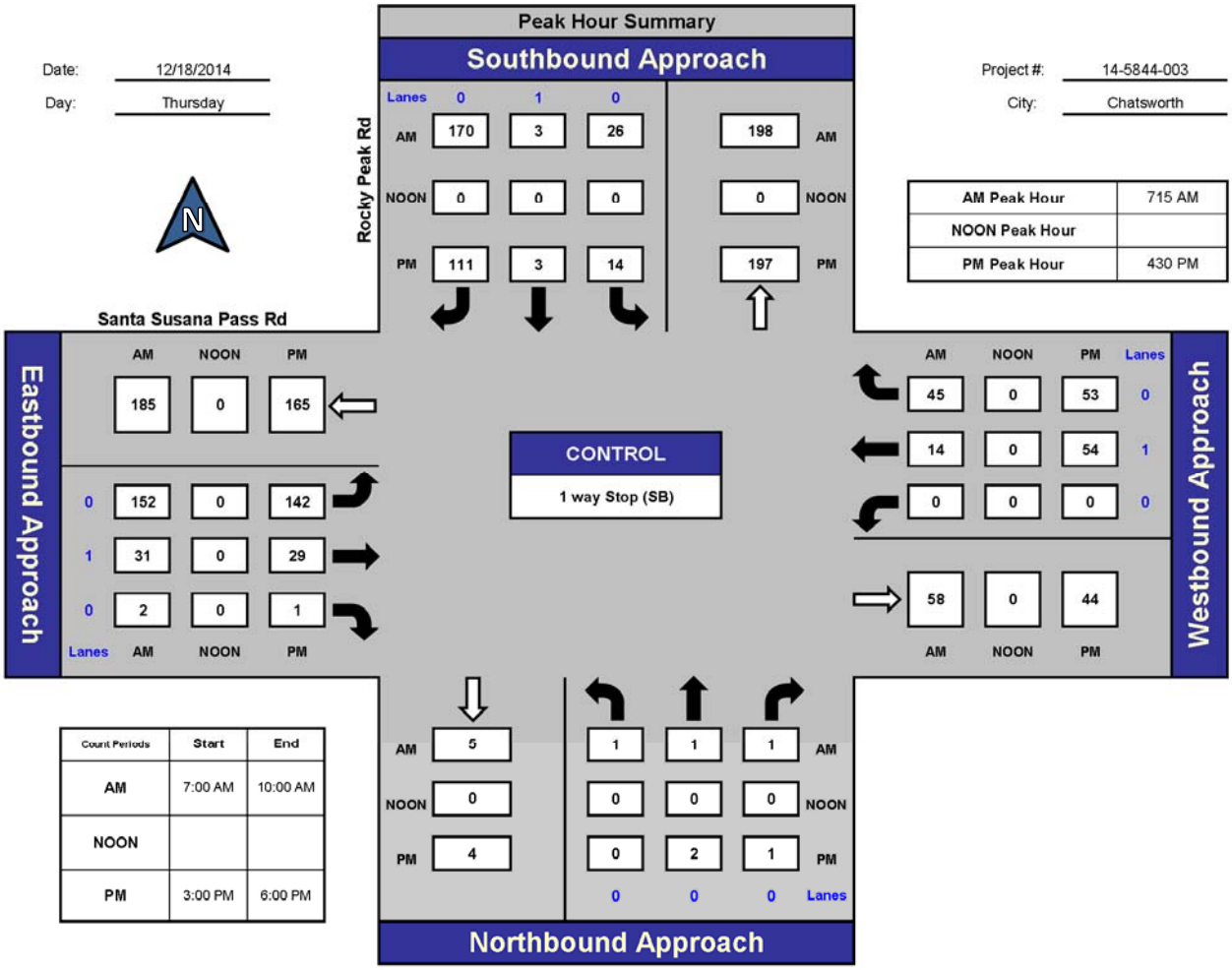
Prepared by:

National Data & Surveying Services

Rocky Peak Rd and Santa Susana Pass Rd , Chatsworth

Date: 12/18/2014
Day: Thursday

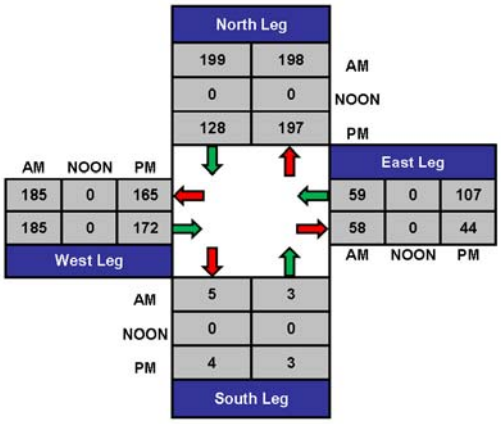
Project #: 14-5844-003
City: Chatsworth



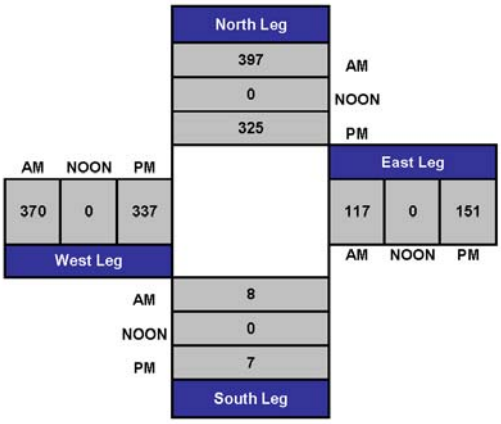
Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5844-005 **Day:** Thursday

City: Chatsworth **Date:** 12/18/2014

AM

NS/EW Streets:	SR-27			SR-27			Plummer St			Plummer St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1.5	0.5	1	1	2	0	
7:00 AM	4	296	10	20	410	28	68	25	43	3	3	9	919
7:15 AM	4	368	9	13	526	31	62	28	53	5	5	6	1110
7:30 AM	9	343	12	22	481	25	63	30	63	12	8	4	1072
7:45 AM	14	314	21	19	470	20	71	38	57	4	7	10	1045
8:00 AM	12	303	18	19	409	36	79	40	57	7	4	11	995
8:15 AM	16	298	17	13	490	34	54	23	41	3	6	7	1002
8:30 AM	14	255	11	18	415	30	46	24	46	2	5	14	880
8:45 AM	16	263	14	12	457	28	23	12	27	1	6	12	871
9:00 AM	16	262	7	23	411	28	29	24	33	5	4	14	856
9:15 AM	8	267	10	18	403	23	24	16	33	3	5	12	822
9:30 AM	11	249	7	15	348	27	26	12	29	3	9	13	749
9:45 AM	13	223	6	14	417	20	24	11	28	3	5	13	777
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	137	3441	142	206	5237	330	569	283	510	51	67	125	11098
APPROACH %'s :	3.68%	92.50%	3.82%	3.57%	90.72%	5.72%	41.78%	20.78%	37.44%	20.99%	27.57%	51.44%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	39	1328	60	73	1886	112	275	136	230	28	24	31	4222
PEAK HR FACTOR :		0.936			0.908			0.911			0.865		0.951

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5844-005 **Day:** Thursday

City: Chatsworth **Date:** 12/18/2014

PM

NS/EW Streets:	SR-27			SR-27			Plummer St			Plummer St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1.5	0.5	1	1	2	0	
3:00 PM	27	421	16	12	388	34	14	13	25	6	18	22	996
3:15 PM	26	416	7	10	357	40	17	7	29	8	14	21	952
3:30 PM	27	438	7	10	370	34	32	6	18	6	14	20	982
3:45 PM	29	429	32	12	382	49	32	17	25	7	17	27	1058
4:00 PM	29	397	15	13	378	49	27	10	14	12	14	33	991
4:15 PM	32	427	25	8	407	45	33	12	21	14	17	24	1065
4:30 PM	39	401	15	7	335	54	17	19	37	10	24	25	983
4:45 PM	27	395	11	4	423	52	37	9	30	13	27	23	1051
5:00 PM	22	405	6	4	388	36	36	16	25	13	42	24	1017
5:15 PM	28	416	24	4	446	44	31	16	29	5	30	21	1094
5:30 PM	32	390	32	10	423	46	30	10	30	12	34	22	1071
5:45 PM	29	403	5	3	375	52	38	8	20	15	20	11	979
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	347	4938	195	97	4672	535	344	143	303	121	271	273	12239
APPROACH %'s :	6.33%	90.11%	3.56%	1.83%	88.08%	10.09%	43.54%	18.10%	38.35%	18.20%	40.75%	41.05%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	109	1606	73	22	1680	178	134	51	114	43	133	90	4233
PEAK HR FACTOR :		0.955			0.951			0.971			0.842		0.967

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

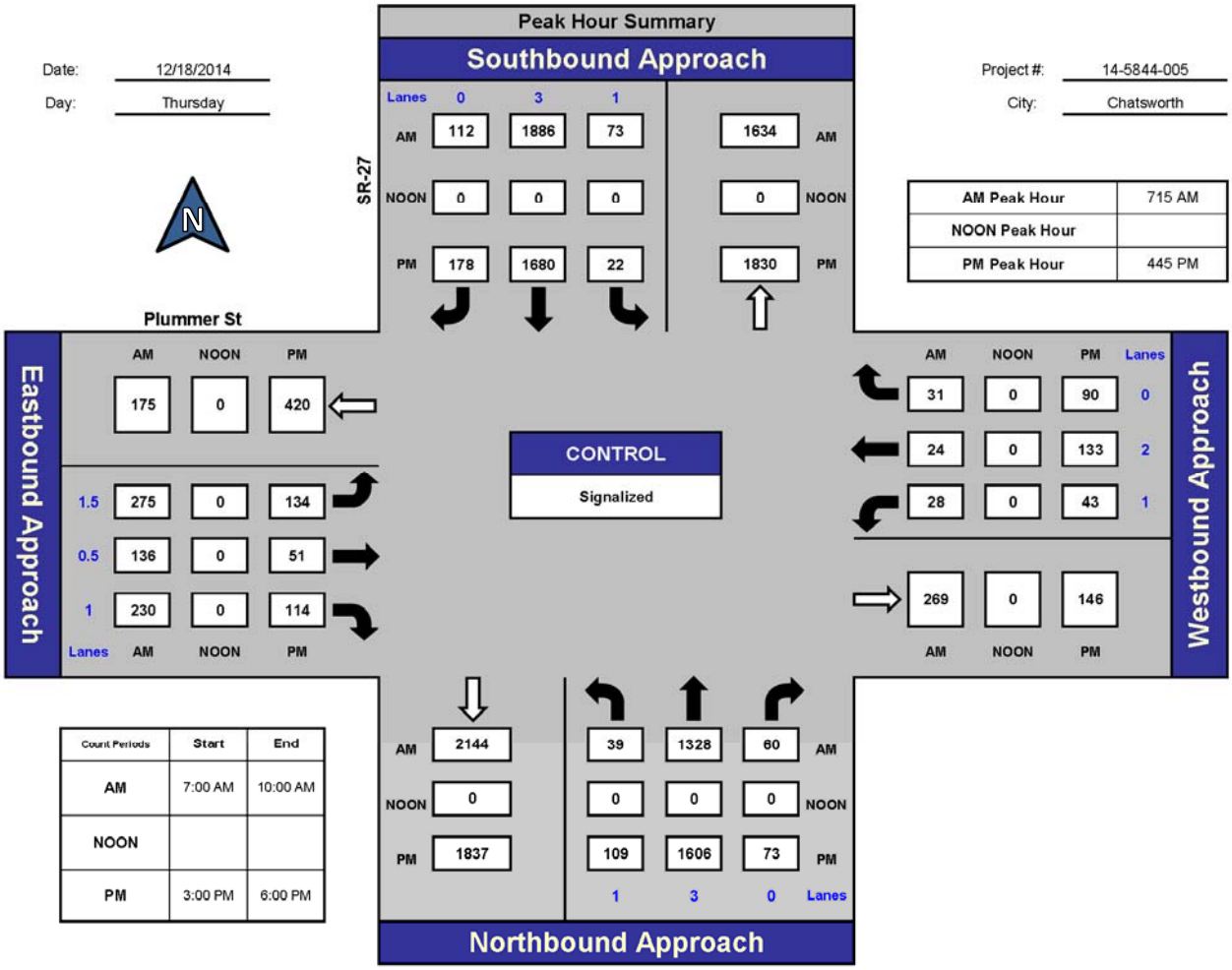
National Data & Surveying Services

SR-27 and Plummer St , Chatsworth

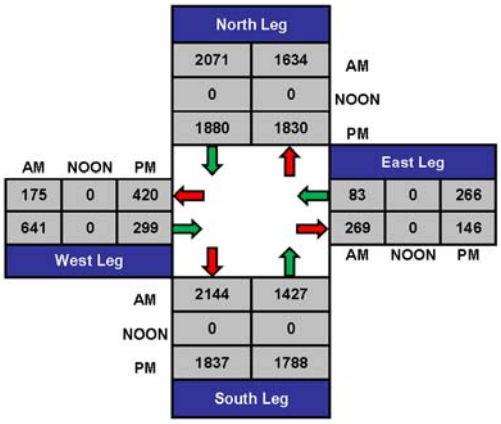
Date: 12/18/2014
Day: Thursday

Project #: 14-5844-005
City: Chatsworth

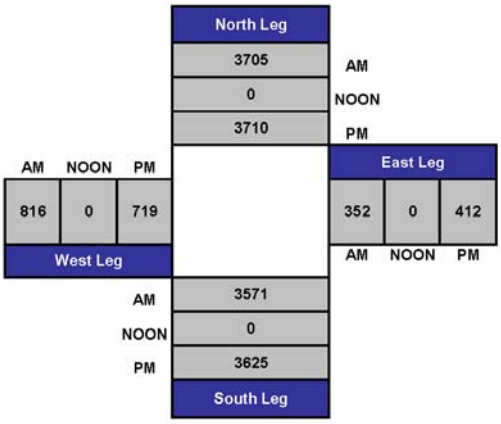
AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	445 PM



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5844-008 **Day:** Thursday

City: Chatsworth **Date:** 12/18/2014

AM

NS/EW Streets:	Valley Cir Blvd			Valley Cir Blvd			Woolsey Canyon Rd			Woolsey Canyon Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	1	0	1	0	0	0	0	
7:00 AM	5	59	0	0	157	3	15	0	33	0	0	0	272
7:15 AM	4	92	0	0	177	5	8	0	28	0	0	0	314
7:30 AM	8	112	0	0	165	2	13	0	20	0	0	0	320
7:45 AM	12	142	0	0	151	5	15	0	37	0	0	0	362
8:00 AM	11	102	0	0	158	8	5	0	30	0	0	0	314
8:15 AM	10	80	0	0	161	5	3	0	11	0	0	0	270
8:30 AM	5	46	0	0	115	3	6	0	11	0	0	0	186
8:45 AM	4	48	0	0	90	2	6	0	11	0	0	0	161
9:00 AM	3	37	0	0	78	4	6	0	10	0	0	0	138
9:15 AM	8	44	0	0	59	1	3	0	15	0	0	0	130
9:30 AM	8	43	0	0	70	3	5	0	11	0	0	0	140
9:45 AM	7	69	0	0	47	2	5	0	10	0	0	0	140
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	85	874	0	0	1428	43	90	0	227	0	0	0	2747
APPROACH %'s :	8.86%	91.14%	0.00%	0.00%	97.08%	2.92%	28.39%	0.00%	71.61%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	35	448	0	0	651	20	41	0	115	0	0	0	1310
PEAK HR FACTOR :		0.784			0.922			0.750			0.000		0.905

CONTROL : 3 Way Stop (NB, SB & EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5844-008 **Day:** Thursday

City: Chatsworth **Date:** 12/18/2014

PM

NS/EW Streets:	Valley Cir Blvd			Valley Cir Blvd			Woolsey Canyon Rd			Woolsey Canyon Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	1	0	1	0	0	0	0	
3:00 PM	15	78	0	0	65	5	3	0	11	0	0	0	177
3:15 PM	20	123	0	0	66	3	4	0	18	0	0	0	234
3:30 PM	19	112	0	0	50	4	7	0	13	0	0	0	205
3:45 PM	21	117	0	0	74	13	10	0	16	0	0	0	251
4:00 PM	22	126	0	0	53	7	11	0	19	0	0	0	238
4:15 PM	25	148	0	0	71	11	16	0	29	0	0	0	300
4:30 PM	16	105	0	0	72	12	6	0	18	0	0	0	229
4:45 PM	19	128	0	0	49	9	6	0	13	0	0	0	224
5:00 PM	34	133	0	0	59	9	7	0	21	0	0	0	263
5:15 PM	23	182	0	0	57	5	7	0	13	0	0	0	287
5:30 PM	22	142	0	0	63	9	11	0	8	0	0	0	255
5:45 PM	17	104	0	0	51	9	4	0	7	0	0	0	192
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	253	1498	0	0	730	96	92	0	186	0	0	0	2855
APPROACH %'s :	14.45%	85.55%	0.00%	0.00%	88.38%	11.62%	33.09%	0.00%	66.91%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	98	585	0	0	228	32	31	0	55	0	0	0	1029
PEAK HR FACTOR :		0.833			0.903			0.768			0.000		0.896

CONTROL : 3 Way Stop (NB, SB & EB)

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

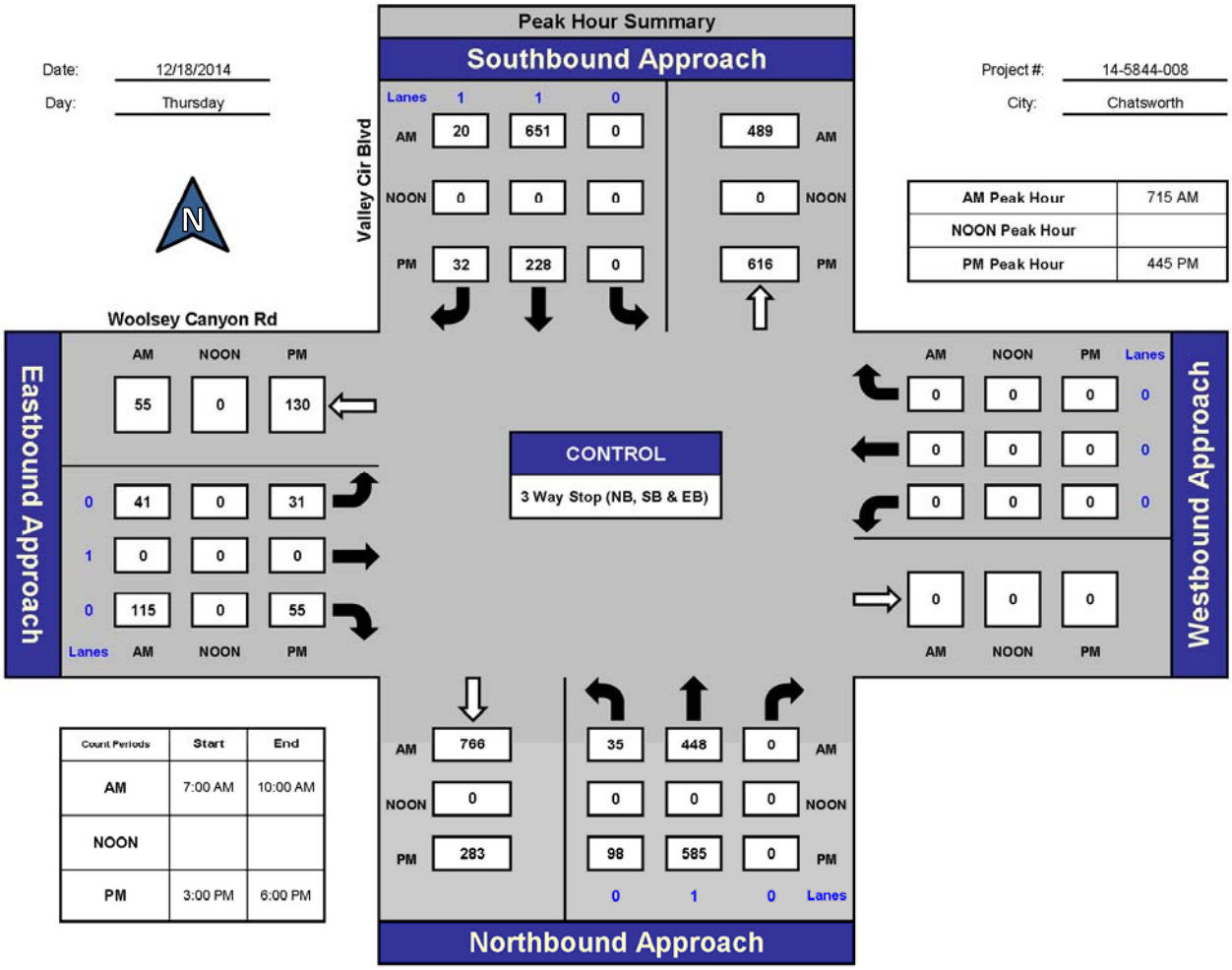
Valley Cir Blvd and Woolsey Canyon Rd , Chatsworth

Date: 12/18/2014

Day: Thursday

Project #: 14-5844-008

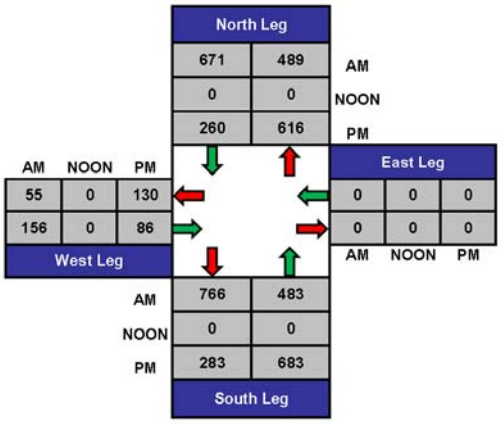
City: Chatsworth



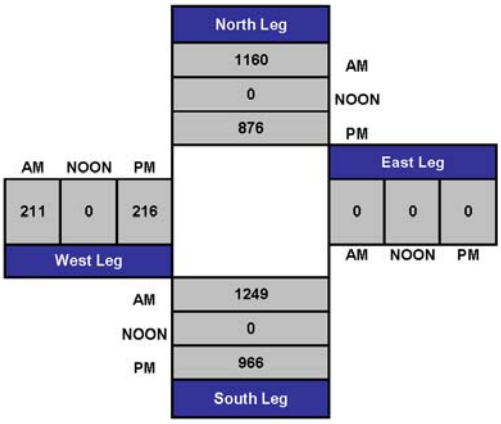
AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5844-006 **Day:** Thursday

City: Chatsworth **Date:** 12/18/2014

AM

NS/EW Streets:	Valley Cir Blvd			Valley Cir Blvd			Roscoe Blvd			Roscoe Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	0	2	0	1	1	0	1	1	1	
7:00 AM	1	55	38	69	124	0	0	0	0	73	0	14	374
7:15 AM	1	77	60	85	143	0	0	0	0	90	0	19	475
7:30 AM	0	98	78	105	130	0	0	1	0	100	0	32	544
7:45 AM	2	124	67	100	99	0	0	0	1	46	0	28	467
8:00 AM	0	73	47	81	112	2	3	2	0	43	1	28	392
8:15 AM	0	60	37	55	123	0	1	0	0	60	0	18	354
8:30 AM	1	38	31	47	87	0	0	1	0	38	0	14	257
8:45 AM	0	39	33	27	87	0	0	1	1	51	2	13	254
9:00 AM	0	33	33	36	71	0	1	0	0	30	0	16	220
9:15 AM	0	35	39	25	57	0	0	0	1	34	0	23	214
9:30 AM	0	42	34	27	58	0	0	1	0	27	0	17	206
9:45 AM	0	46	36	22	46	0	0	0	0	19	0	19	188
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	5	720	533	679	1137	2	5	6	3	611	3	241	3945
APPROACH %'s :	0.40%	57.23%	42.37%	37.35%	62.54%	0.11%	35.71%	42.86%	21.43%	71.46%	0.35%	28.19%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	3	372	252	371	484	2	3	3	1	279	1	107	1878
PEAK HR FACTOR :		0.812			0.912			0.350			0.733		0.863

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5844-006 **Day:** Thursday

City: Chatsworth **Date:** 12/18/2014

PM

NS/EW Streets:	Valley Cir Blvd			Valley Cir Blvd			Roscoe Blvd			Roscoe Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	0	2	0	1	1	0	1	1	1	
3:00 PM	2	73	70	28	53	1	0	0	1	67	0	41	336
3:15 PM	1	100	77	32	58	0	0	2	1	41	0	50	362
3:30 PM	0	99	68	30	42	0	0	0	0	37	1	53	330
3:45 PM	0	95	68	34	60	1	0	2	0	44	0	56	360
4:00 PM	1	105	52	27	43	0	0	0	0	39	0	54	321
4:15 PM	0	90	56	39	62	0	0	1	1	51	0	68	368
4:30 PM	1	95	54	35	54	0	0	1	1	41	0	59	341
4:45 PM	2	105	77	29	41	1	0	0	0	53	1	64	373
5:00 PM	1	112	58	33	42	2	0	1	2	50	0	82	383
5:15 PM	1	122	65	33	49	0	1	0	2	34	1	77	385
5:30 PM	1	119	56	26	55	0	0	0	0	50	0	59	366
5:45 PM	3	70	59	20	46	0	0	0	1	49	1	53	302
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	13	1185	760	366	605	5	1	7	9	556	4	716	4227
APPROACH %'s :	0.66%	60.52%	38.82%	37.50%	61.99%	0.51%	5.88%	41.18%	52.94%	43.57%	0.31%	56.11%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	5	458	256	121	187	3	1	1	4	187	2	282	1507
PEAK HR FACTOR :		0.956			0.948			0.500			0.892		0.979

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

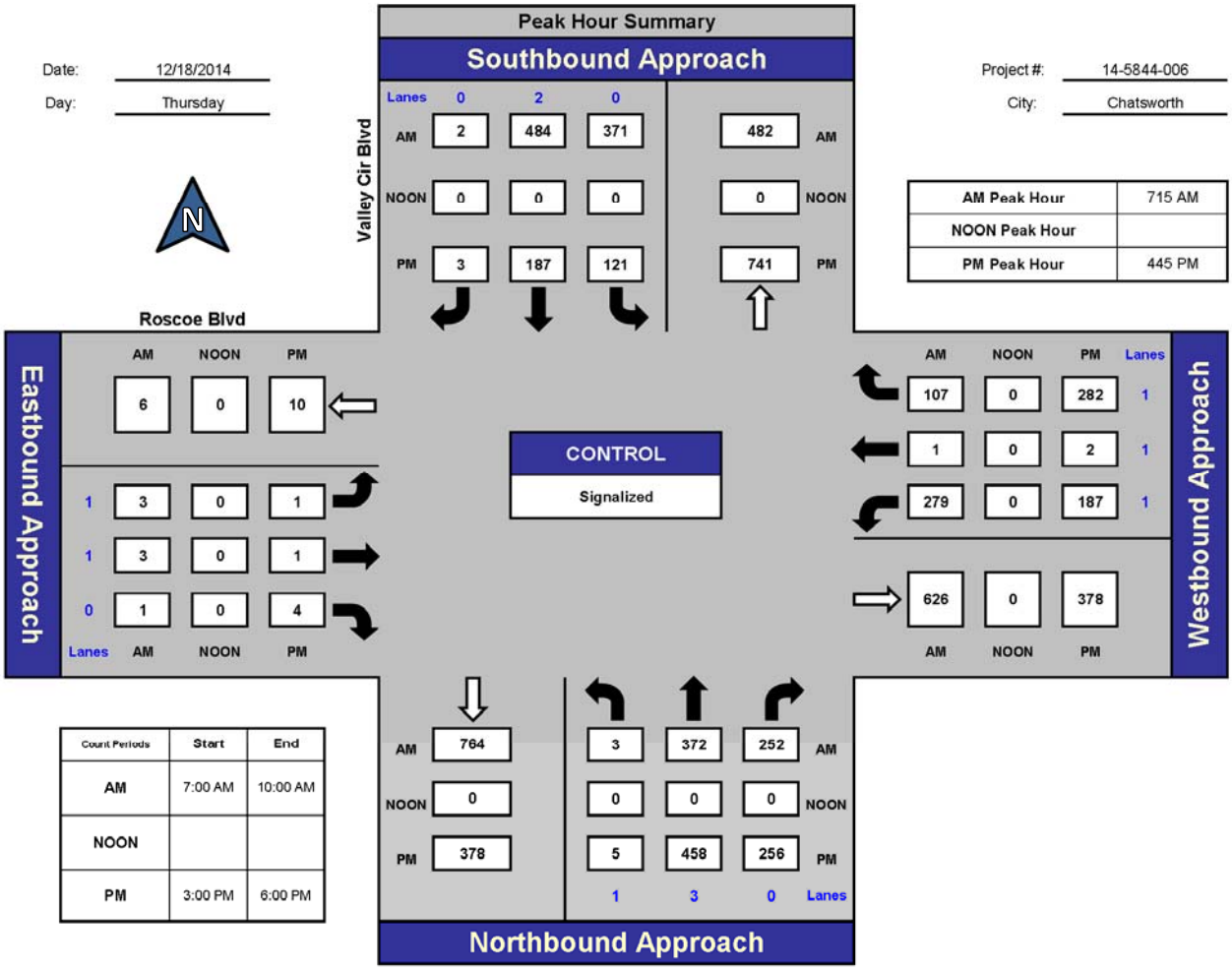
Valley Cir Blvd and Roscoe Blvd , Chatsworth

Date: 12/18/2014

Day: Thursday

Project #: 14-5844-006

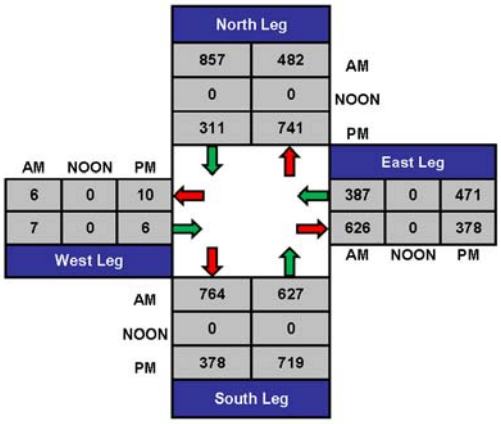
City: Chatsworth



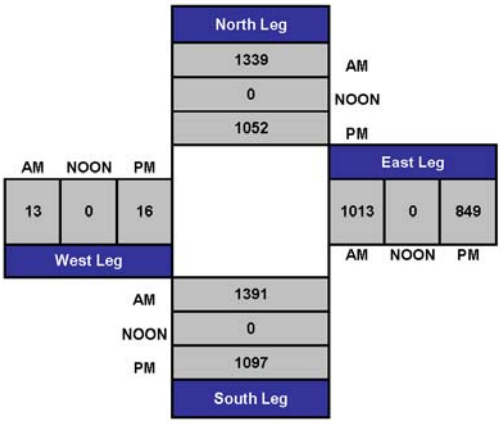
AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5844-007 **Day:** Thursday

City: Chatsworth **Date:** 12/18/2014

AM

NS/EW Streets:	SR-27			SR-27			Roscoe Blvd			Roscoe Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	1	2	2	0	2	2	1	
7:00 AM	19	133	20	19	241	99	98	84	8	35	67	8	831
7:15 AM	14	145	17	12	324	113	119	83	12	47	64	9	959
7:30 AM	17	165	17	11	282	132	122	127	15	48	82	14	1032
7:45 AM	15	193	34	14	293	130	112	120	14	41	91	18	1075
8:00 AM	17	167	26	11	307	138	117	117	12	46	101	11	1070
8:15 AM	13	186	26	16	348	134	110	106	6	35	109	17	1106
8:30 AM	27	163	25	11	302	134	132	123	11	46	122	7	1103
8:45 AM	23	183	22	30	367	155	128	124	7	43	140	18	1240
9:00 AM	13	175	29	18	265	104	115	118	13	48	91	13	1002
9:15 AM	20	191	41	19	334	116	93	86	19	34	84	17	1054
9:30 AM	17	162	25	28	262	110	127	121	11	50	94	25	1032
9:45 AM	13	170	35	27	312	113	113	143	21	42	96	15	1100
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	208	2033	317	216	3637	1478	1386	1352	149	515	1141	172	12604
APPROACH %'s :	8.13%	79.48%	12.39%	4.05%	68.22%	27.72%	48.01%	46.83%	5.16%	28.17%	62.42%	9.41%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	80	699	99	68	1324	561	487	470	36	170	472	53	4519
PEAK HR FACTOR :		0.963			0.885			0.933			0.864		0.911

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5844-007 **Day:** Thursday

City: Chatsworth **Date:** 12/18/2014

PM

NS/EW Streets:	SR-27			SR-27			Roscoe Blvd			Roscoe Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	1	2	2	0	2	2	1	
3:00 PM	27	285	41	26	281	127	141	158	26	35	129	25	1301
3:15 PM	34	291	46	29	283	122	144	165	27	40	117	27	1325
3:30 PM	28	318	47	24	302	140	140	162	20	67	128	25	1401
3:45 PM	29	284	54	36	300	135	130	176	22	60	141	23	1390
4:00 PM	30	341	37	23	315	170	127	199	18	59	123	28	1470
4:15 PM	29	279	51	29	298	140	148	166	23	52	150	28	1393
4:30 PM	29	361	49	29	325	134	102	162	23	64	121	15	1414
4:45 PM	31	265	57	36	295	146	160	163	22	44	139	33	1391
5:00 PM	29	331	52	31	319	131	108	178	19	70	148	25	1441
5:15 PM	28	285	57	23	301	160	153	226	16	62	140	17	1468
5:30 PM	25	324	60	27	346	154	123	198	25	71	139	20	1512
5:45 PM	30	263	60	35	322	152	149	183	18	48	124	29	1413
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	349	3627	611	348	3687	1711	1625	2136	259	672	1599	295	16919
APPROACH %'s :	7.61%	79.07%	13.32%	6.06%	64.17%	29.78%	40.42%	53.13%	6.44%	26.19%	62.31%	11.50%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	112	1203	229	116	1288	597	533	785	78	251	551	91	5834
PEAK HR FACTOR :		0.937			0.949			0.884			0.919		0.965

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

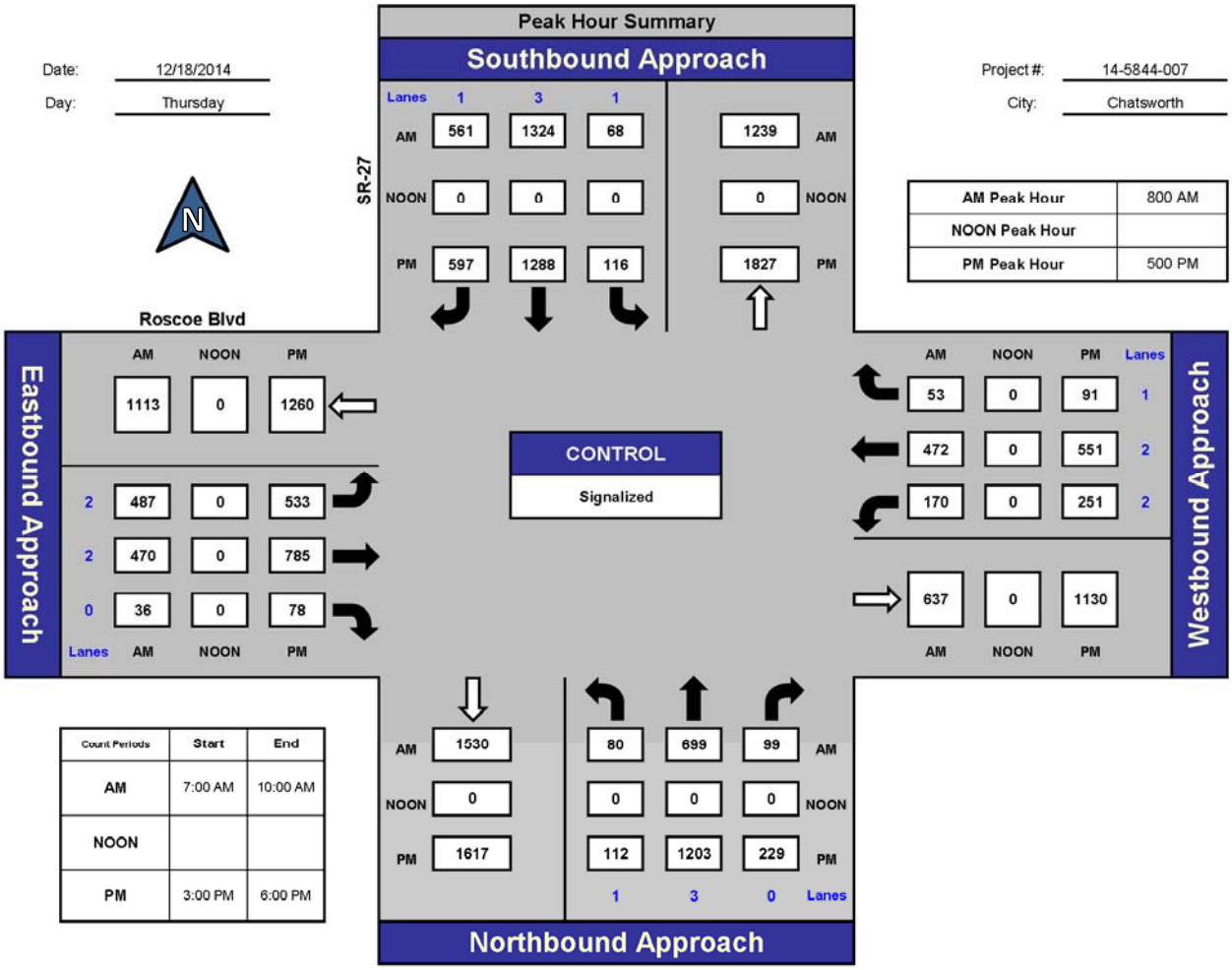
National Data & Surveying Services

SR-27 and Roscoe Blvd , Chatsworth

Date: 12/18/2014
Day: Thursday

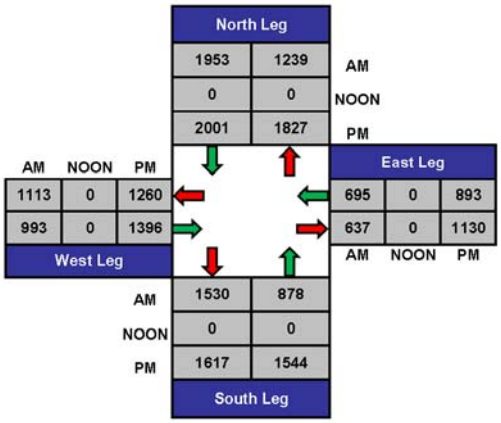
Project #: 14-5844-007
City: Chatsworth

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

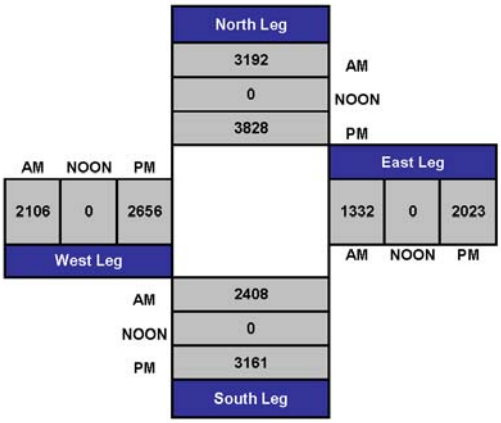


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Date: Wednesday, March 05, 2014
Period: 07:00 AM to 10:00 AM
Intersection: N/S: Topanga Canyon Boulevard
E/W: Sherman Way
AM Peak Hour: 0730-0830

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
	2014	110	1070	119	103	1673	130	229	571	150	234	643	79
1% growth	2015	111	1081	120	104	1690	131	231	577	152	236	649	80

Date: Wednesday, March 05, 2014
Period: 03:00 PM to 06:00 PM
Intersection: N/S: Topanga Canyon Boulevard
E/W: Sherman Way
AM Peak Hour: 0500-0600

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
	2014	143	1419	181	136	1288	179	271	613	169	217	566	126
1% growth	2015	144	1433	183	137	1301	181	274	619	171	219	572	127

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5249-001 **Day:** Tuesday

City: Calabasas **Date:** 4/28/2015

AM

NS/EW Streets:	Valley Cir Blvd			Valley Cir Blvd			Victory Blvd			Victory Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1	3	0	1	3	0	
7:00 AM	3	77	23	30	219	6	6	23	6	32	7	13	445
7:15 AM	5	98	19	45	349	3	8	30	14	48	6	18	643
7:30 AM	4	213	74	59	410	6	38	69	26	96	10	27	1032
7:45 AM	9	231	108	55	298	10	36	64	14	70	21	33	949
8:00 AM	9	153	38	45	223	15	11	33	8	56	13	35	639
8:15 AM	6	90	26	45	259	9	8	23	7	49	19	22	563
8:30 AM	4	63	22	43	241	8	6	30	3	40	16	14	490
8:45 AM	6	81	28	44	214	8	6	34	14	33	12	20	500
9:00 AM	3	86	27	44	168	5	14	30	5	28	14	21	445
9:15 AM	5	74	20	38	149	5	8	32	11	29	16	26	413
9:30 AM	3	64	25	23	128	6	9	25	5	27	12	18	345
9:45 AM	2	68	25	22	126	2	11	13	9	21	12	18	329
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	59	1298	435	493	2784	83	161	406	122	529	158	265	6793
APPROACH %'s :	3.29%	72.43%	24.27%	14.67%	82.86%	2.47%	23.37%	58.93%	17.71%	55.57%	16.60%	27.84%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	27	695	239	204	1280	34	93	196	62	270	50	113	3263
PEAK HR FACTOR :		0.690			0.799			0.660			0.814		0.790

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5249-001 **Day:** Tuesday

City: Calabasas **Date:** 4/28/2015

PM

NS/EW Streets:	Valley Cir Blvd			Valley Cir Blvd			Victory Blvd			Victory Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1	3	0	1	3	0	
3:00 PM	7	145	26	22	145	4	11	22	4	40	18	44	488
3:15 PM	10	261	63	39	151	9	9	26	7	54	26	41	696
3:30 PM	10	282	59	32	129	5	12	30	5	52	26	46	688
3:45 PM	7	246	46	33	131	9	7	22	6	47	20	36	610
4:00 PM	6	205	53	41	108	4	14	29	2	50	17	30	559
4:15 PM	8	244	50	27	119	17	7	24	5	46	27	60	634
4:30 PM	11	234	40	24	133	4	7	19	7	39	22	47	587
4:45 PM	9	242	27	30	103	3	6	22	6	34	21	56	559
5:00 PM	11	210	33	37	120	11	13	25	2	52	23	47	584
5:15 PM	3	288	33	24	137	6	9	27	5	58	32	52	674
5:30 PM	11	254	50	33	112	5	10	28	8	33	15	41	600
5:45 PM	9	275	45	31	101	8	7	29	5	27	35	46	618
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	102	2886	525	373	1489	85	112	303	62	532	282	546	7297
APPROACH %'s :	2.90%	82.15%	14.94%	19.16%	76.48%	4.37%	23.48%	63.52%	13.00%	39.12%	20.74%	40.15%	
PEAK HR START TIME :	315 PM												TOTAL
PEAK HR VOL :	33	994	221	145	519	27	42	107	20	203	89	153	2553
PEAK HR FACTOR :		0.889			0.868			0.899			0.897		0.917

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

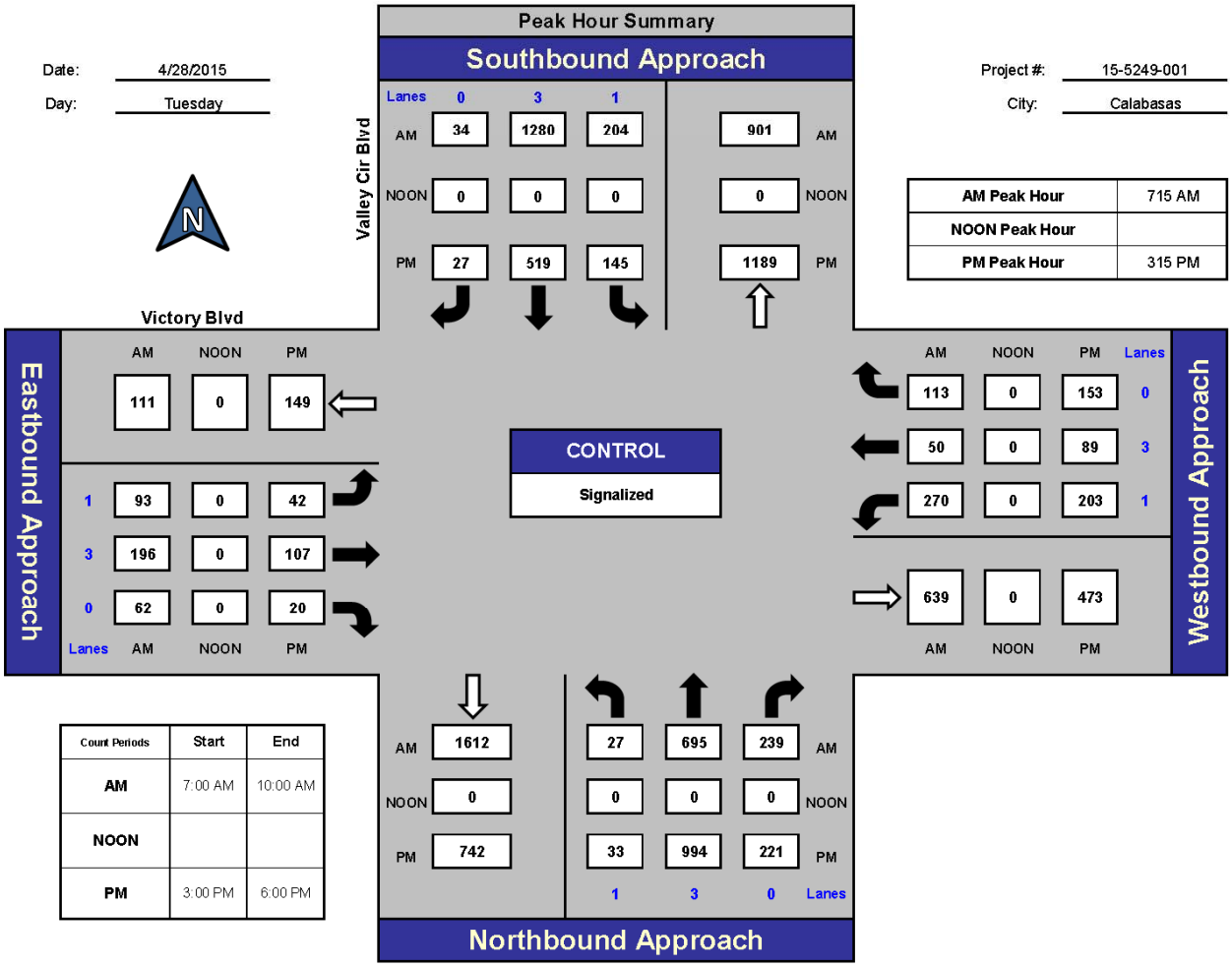
Valley Cir Blvd and Victory Blvd , Calabasas

Date: 4/28/2015

Day: Tuesday

Project #: 15-5249-001

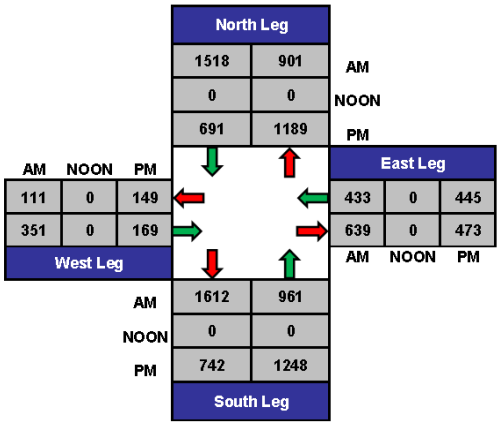
City: Calabasas



AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	315 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



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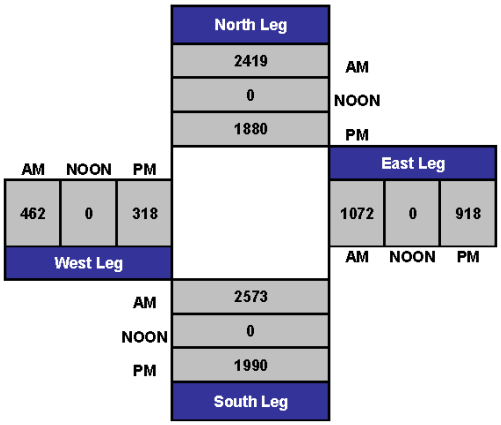


Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5395-001 **Day:** Thursday

City: San Fernando Valley **Date:** 6/18/2015

AM

NS/EW Streets:	Topanga Cyn			Topanga Cyn			Victory Blvd			Victory Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	3	0	2	2	1	2	2	1	
7:00 AM	10	125	12	38	321	12	13	80	14	27	77	22	751
7:15 AM	5	156	10	30	277	17	22	92	14	32	93	10	758
7:30 AM	12	150	15	51	377	24	17	150	23	48	141	15	1023
7:45 AM	23	158	22	41	365	23	25	159	33	58	113	29	1049
8:00 AM	19	149	29	40	310	20	26	132	26	59	130	21	961
8:15 AM	15	164	23	26	307	18	21	138	26	54	140	24	956
8:30 AM	23	188	29	39	343	32	29	153	31	55	119	27	1068
8:45 AM	29	193	27	37	315	25	28	165	37	40	131	26	1053
9:00 AM	20	180	24	35	295	22	17	150	38	35	110	39	965
9:15 AM	22	159	33	38	275	27	25	164	36	37	106	28	950
9:30 AM	27	173	36	29	239	25	22	131	47	40	108	21	898
9:45 AM	19	190	34	33	279	25	33	132	39	40	97	31	952
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	224	1985	294	437	3703	270	278	1646	364	525	1365	293	11384
APPROACH %'s :	8.95%	79.30%	11.75%	9.91%	83.97%	6.12%	12.15%	71.94%	15.91%	24.05%	62.53%	13.42%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	87	725	103	137	1260	97	95	606	132	184	500	116	4042
PEAK HR FACTOR :		0.919			0.902			0.905			0.917		0.946

CONTROL : Signalized

2013 count

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	101	903	125	202	1521	88	83	870	124	180	534	106	4837
PEAK HR FACTOR :		0.000			0.000			0.000			0.000		0.000

2015 Factored Count	106	885	126	167	1538	118	116	740	161	225	610	142	4934

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5395-001 **Day:** Thursday

City: San Fernando Valley **Date:** 6/18/2015

PM

NS/EW Streets:	Topanga Cyn			Topanga Cyn			Victory Blvd			Victory Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	3	0	2	2	1	2	2	1	
3:00 PM	25	243	47	36	256	34	42	131	30	49	153	47	1093
3:15 PM	26	171	64	46	255	28	33	182	50	50	170	51	1126
3:30 PM	19	200	41	51	248	38	45	172	39	56	156	70	1135
3:45 PM	20	189	41	37	201	24	40	156	32	53	167	39	999
4:00 PM	15	203	32	49	243	24	38	187	42	58	172	79	1142
4:15 PM	21	159	35	48	238	29	43	160	28	52	168	57	1038
4:30 PM	17	195	36	51	250	29	40	168	41	48	168	80	1123
4:45 PM	15	203	44	41	276	20	44	203	45	62	194	72	1219
5:00 PM	24	196	41	58	264	35	38	157	40	66	195	68	1182
5:15 PM	24	200	26	31	232	33	50	194	32	55	210	81	1168
5:30 PM	20	227	36	54	287	47	41	180	32	54	162	67	1207
5:45 PM	11	185	37	52	249	27	47	188	39	44	196	50	1125
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	237	2371	480	554	2999	368	501	2078	450	647	2111	761	13557
APPROACH %'s :	7.67%	76.78%	15.54%	14.13%	76.49%	9.39%	16.54%	68.60%	14.86%	18.39%	59.99%	21.63%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	83	826	147	184	1059	135	173	734	149	237	761	288	4776
PEAK HR FACTOR :		0.933			0.888			0.904			0.929		0.979

CONTROL : Signalized

2013 count

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	142	1348	252	228	1113	108	222	955	148	304	884	309	6013
PEAK HR FACTOR :		0.000			0.000			0.000			0.000		0.000

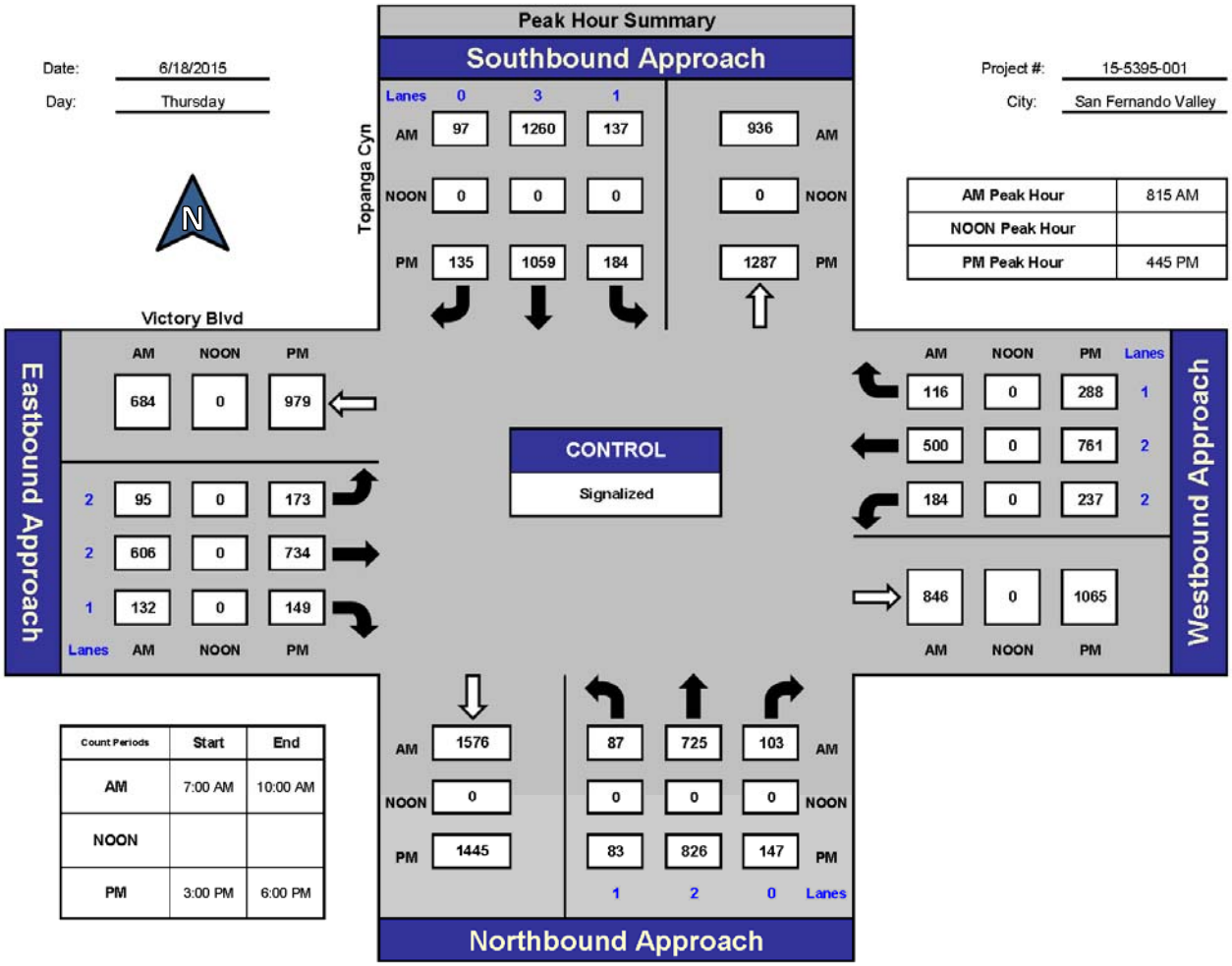
2015 Factored Count	107	1061	189	236	1360	173	222	943	191	304	977	370	6133

ITM Peak Hour Summary

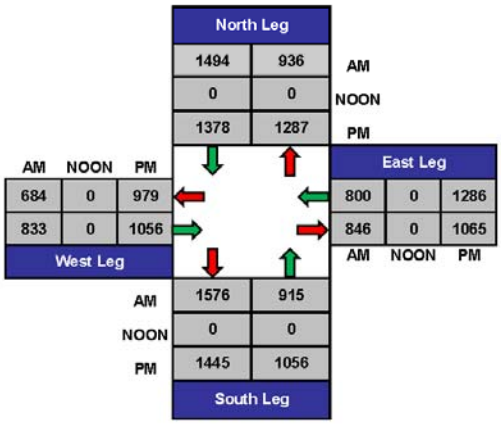
Prepared by:

National Data & Surveying Services

Topanga Cyn and Victory Blvd , San Fernando Valley



Total Ins & Outs



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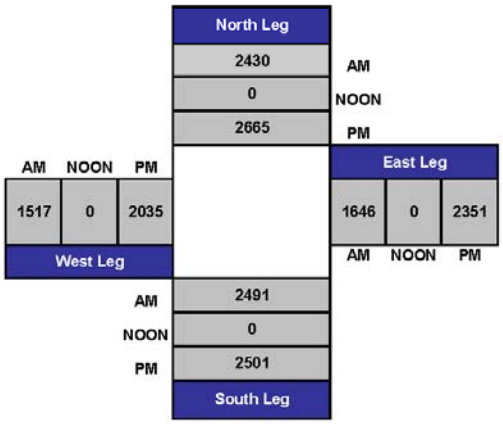


Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5395-002

Day: Thursday

City: San Fernando Valley

Date: 6/18/2015

AM

NS/EW Streets:	Topanga Cyn			Topanga Cyn			Burbank Blvd			Burbank Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	1	1	2	0	1	2	1	
7:00 AM	39	231	69	18	190	118	9	36	33	30	86	2	861
7:15 AM	45	250	85	22	230	96	5	53	29	21	96	2	934
7:30 AM	30	248	101	22	232	126	12	64	43	33	112	8	1031
7:45 AM	41	316	134	22	258	129	3	76	39	20	132	4	1174
8:00 AM	40	295	129	22	249	113	6	79	39	48	114	10	1144
8:15 AM	36	304	107	21	257	123	8	99	41	28	95	15	1134
8:30 AM	53	373	115	24	253	113	5	69	44	26	112	7	1194
8:45 AM	56	363	105	31	234	106	8	78	57	25	110	10	1183
9:00 AM	54	349	113	15	270	104	4	65	45	41	87	13	1160
9:15 AM	64	293	87	24	233	100	10	54	31	22	81	8	1007
9:30 AM	60	338	83	16	205	83	7	52	40	46	89	8	1027
9:45 AM	49	324	99	17	260	87	12	36	33	40	90	13	1060
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	567	3684	1227	254	2871	1298	89	761	474	380	1204	100	12909
APPROACH %'s :	10.35%	67.25%	22.40%	5.74%	64.91%	29.35%	6.72%	57.48%	35.80%	22.57%	71.50%	5.94%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	199	1389	440	91	1014	446	25	311	187	120	404	45	4671
PEAK HR FACTOR :		0.937			0.967			0.883			0.981		0.978

CONTROL : Signalized

2015 Factored Count

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	243	1695	537	111	1238	544	31	380	228	146	493	55	5701
PEAK HR FACTOR :		0.000			0.000			0.000			0.000		0.000

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5395-002 **Day:** Thursday

City: San Fernando Valley **Date:** 6/18/2015

PM

NS/EW Streets:	Topanga Cyn			Topanga Cyn			Burbank Blvd			Burbank Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	1	1	2	0	1	2	1	
3:00 PM	71	335	80	13	272	115	7	41	35	54	139	9	1171
3:15 PM	71	381	76	12	280	102	4	36	42	55	120	11	1190
3:30 PM	64	387	92	14	262	101	8	48	29	46	149	13	1213
3:45 PM	67	363	107	17	262	108	10	50	23	36	119	16	1178
4:00 PM	56	373	75	7	251	100	6	28	44	55	154	15	1164
4:15 PM	63	380	77	10	258	113	5	49	38	46	173	15	1227
4:30 PM	62	361	87	8	271	109	4	43	29	47	178	11	1210
4:45 PM	65	363	75	11	280	112	6	34	24	65	178	12	1225
5:00 PM	68	395	91	11	282	133	8	55	39	51	182	16	1331
5:15 PM	62	398	104	11	258	104	4	53	41	68	211	15	1329
5:30 PM	67	435	83	16	265	122	8	65	35	57	182	6	1341
5:45 PM	79	448	99	13	244	118	6	50	50	51	183	13	1354
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	795	4619	1046	143	3185	1337	76	552	429	631	1968	152	14933
APPROACH %'s :	12.31%	71.50%	16.19%	3.07%	68.27%	28.66%	7.19%	52.22%	40.59%	22.94%	71.54%	5.53%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	276	1676	377	51	1049	477	26	223	165	227	758	50	5355
PEAK HR FACTOR :		0.930			0.925			0.958			0.880		0.989

CONTROL : Signalized

2015 Factored Count

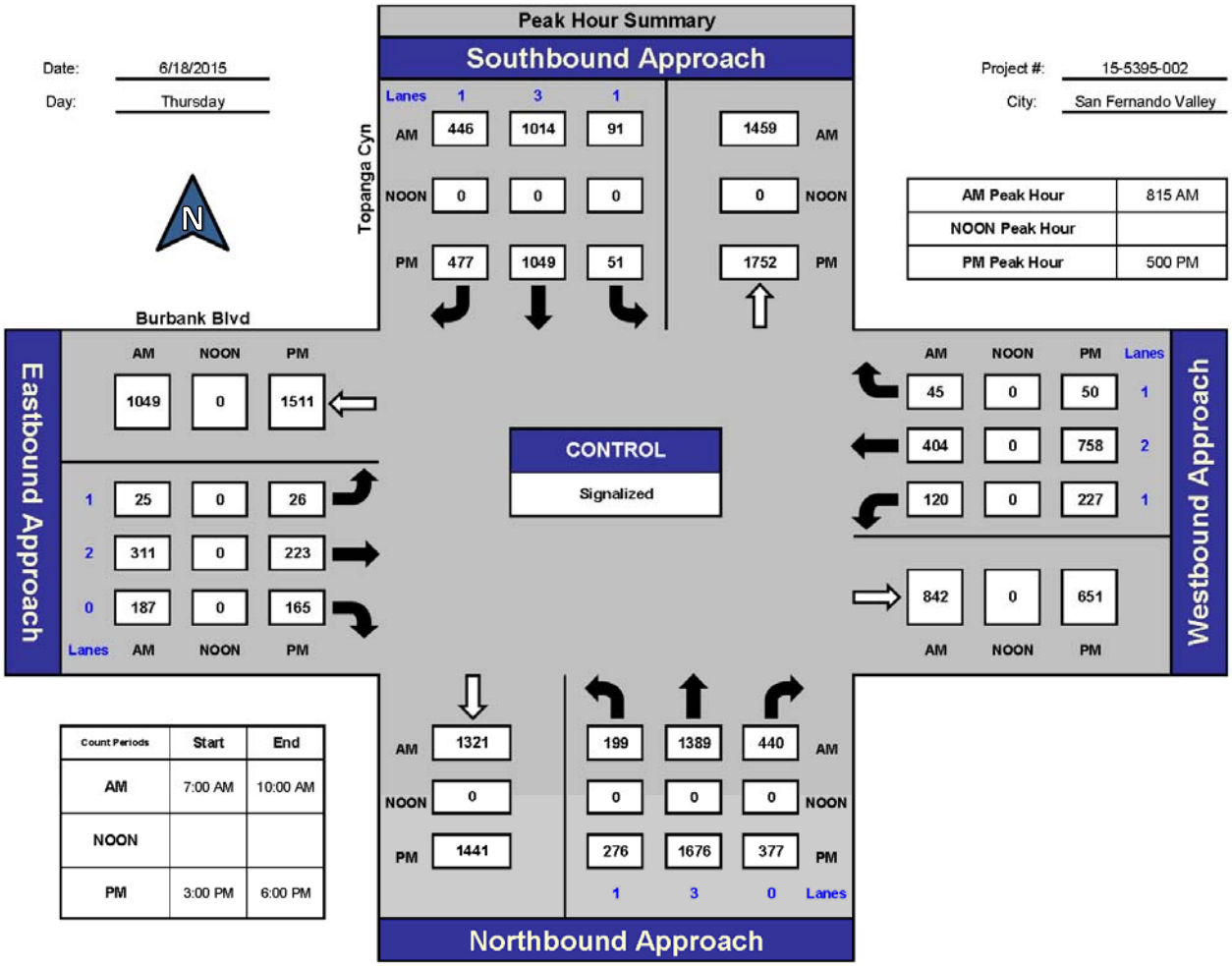
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	354	2152	484	65	1347	613	33	286	212	292	973	64	6877
PEAK HR FACTOR :		0.000			0.000			0.000			0.000		0.000

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Topanga Cyn and Burbank Blvd , San Fernando Valley



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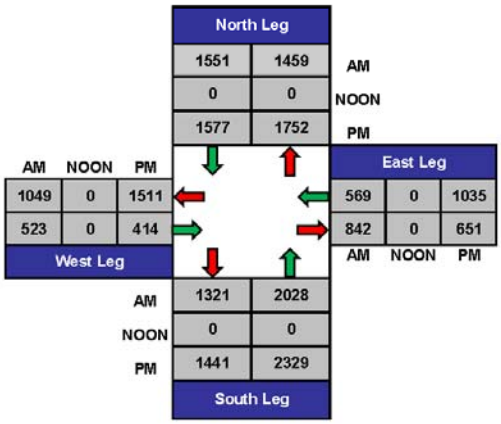
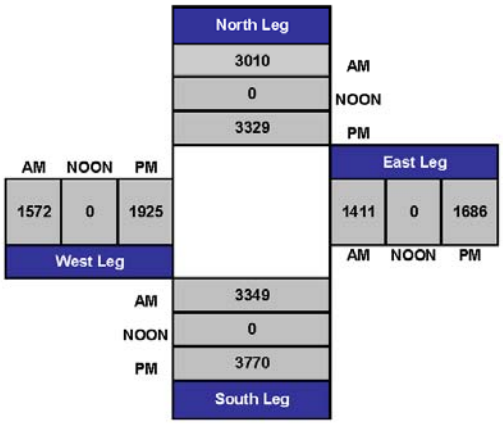


Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5395-003 **Day:** Thursday

City: San Fernando Valley **Date:** 6/18/2015

AM

NS/EW Streets:	Topanga Cyn			Topanga Cyn			US-101 WB Off-Ramps			US-101 WB Off-Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	0	0	4	0	0	0	1	0	0	2	
7:00 AM		244			273				115			90	722
7:15 AM		275			284				100			108	767
7:30 AM		292			317				90			84	783
7:45 AM		389			313				148			109	959
8:00 AM		340			344				135			122	941
8:15 AM		355			317				145			97	914
8:30 AM		398			329				150			138	1015
8:45 AM		397			308				159			136	1000
9:00 AM		349			364				128			157	998
9:15 AM		326			287				135			124	872
9:30 AM		334			303				120			141	898
9:45 AM		336			333				121			145	935
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	4035	0	0	3772	0	0	0	1546	0	0	1451	10804
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	0	1499	0	0	1318	0	0	0	582	0	0	528	3927
PEAK HR FACTOR :		0.942			0.905			0.915			0.841		0.967

CONTROL : 1-Way Stop (WB)

2015 Factored Count

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	1830	0	0	1609	0	0	0	710	0	0	644	4793
PEAK HR FACTOR :		0.000			0.000			0.000			0.000		0.000

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5395-003 **Day:** Thursday

City: San Fernando Valley **Date:** 6/18/2015

PM

NS/EW Streets:	Topanga Cyn			Topanga Cyn			US-101 WB Off-Ramps			US-101 WB Off-Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	0	0	4	0	0	0	1	0	0	2	
3:00 PM		368			370				76			115	929
3:15 PM		401			374				120			131	1026
3:30 PM		415			345				120			124	1004
3:45 PM		425			324				128			115	992
4:00 PM		373			360				118			128	979
4:15 PM		409			340				115			119	983
4:30 PM		392			356				165			113	1026
4:45 PM		405			366				149			102	1022
5:00 PM		444			381				150			108	1083
5:15 PM		441			363				172			131	1107
5:30 PM		461			366				130			121	1078
5:45 PM		495			346				153			133	1127
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	5029	0	0	4291	0	0	0	1596	0	0	1440	12356
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	1841	0	0	1456	0	0	0	605	0	0	493	4395
PEAK HR FACTOR :		0.930			0.955			0.879			0.927		0.975

CONTROL : 1-Way Stop (WB)

2015 Factored Count

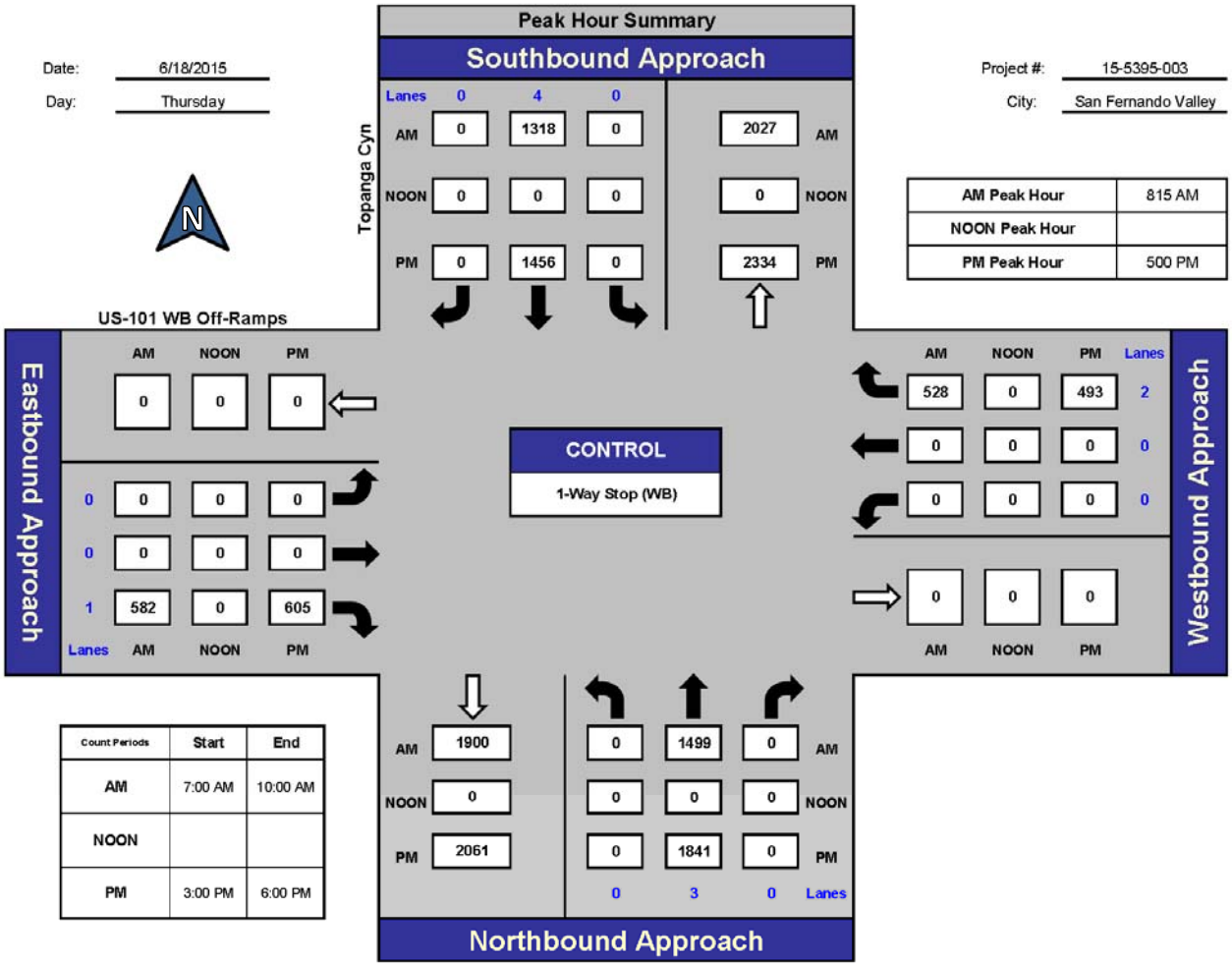
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	2364	0	0	1870	0	0	0	777	0	0	633	5644
PEAK HR FACTOR :		0.000			0.000			0.000			0.000		0.000

ITM Peak Hour Summary

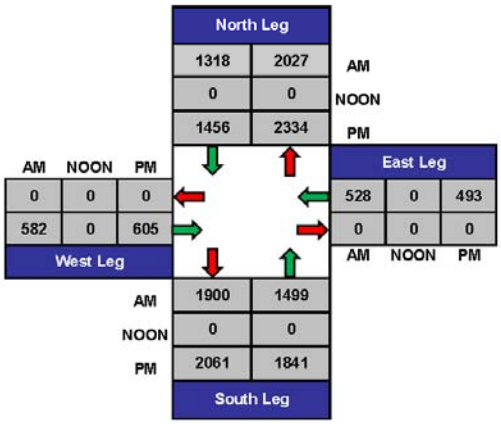
Prepared by:

National Data & Surveying Services

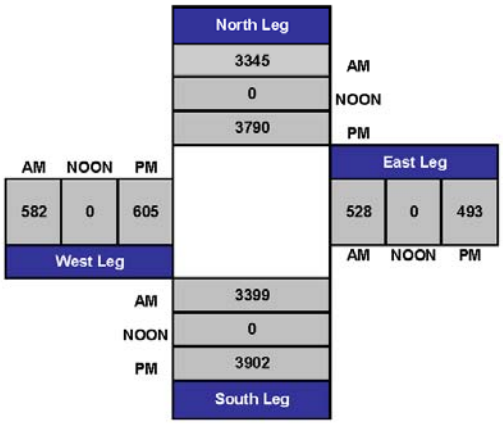
Topanga Cyn and US-101 WB Off-Ramps , San Fernando Valley



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5249-002 **Day:** Tuesday

City: Calabasas **Date:** 4/28/2015

AM

NS/EW Streets:	Valley Cir Blvd			Valley Cir Blvd			US-101 NB Off Ramp_Long Valley Rd			US-101 NB Off Ramp_Long Valley Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	3	1	1	0	1	1.5	1	1.5	
7:00 AM	65	124	0	0	275	138	2	0	15	168	15	72	874
7:15 AM	85	181	0	0	344	194	4	0	25	131	14	112	1090
7:30 AM	108	262	0	0	349	201	3	0	30	91	7	126	1177
7:45 AM	118	224	0	0	371	224	6	0	19	99	10	88	1159
8:00 AM	116	170	0	0	358	213	4	0	15	108	16	46	1046
8:15 AM	124	160	0	0	327	230	5	0	20	109	13	33	1021
8:30 AM	88	174	0	0	372	247	2	0	18	106	7	29	1043
8:45 AM	106	217	0	0	310	188	4	0	25	125	14	28	1017
9:00 AM	85	160	0	0	275	170	9	0	10	143	18	42	912
9:15 AM	68	122	0	0	252	147	6	0	23	153	17	51	839
9:30 AM	65	137	0	0	246	139	3	0	14	147	6	55	812
9:45 AM	76	167	0	0	241	119	10	0	15	134	9	51	822
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1104	2098	0	0	3720	2210	58	0	229	1514	146	733	11812
APPROACH %'s :	34.48%	65.52%	0.00%	0.00%	62.73%	37.27%	20.21%	0.00%	79.79%	63.27%	6.10%	30.63%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	427	837	0	0	1422	832	17	0	89	429	47	372	4472
PEAK HR FACTOR :		0.854			0.947			0.803			0.825		0.950

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5249-002 **Day:** Tuesday

City: Calabasas **Date:** 4/28/2015

PM

NS/EW Streets:	Valley Cir Blvd			Valley Cir Blvd			US-101 NB Off Ramp_Long Valley Rd			US-101 NB Off Ramp_Long Valley Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	3	1	1	0	1	1.5	1	1.5	
3:00 PM	94	318	0	0	192	118	7	0	25	142	9	136	1041
3:15 PM	99	353	0	0	244	133	4	0	21	126	16	148	1144
3:30 PM	88	346	0	0	276	120	8	0	28	147	7	124	1144
3:45 PM	88	340	0	0	198	123	6	0	24	118	11	129	1037
4:00 PM	72	346	0	0	167	108	17	0	26	134	11	139	1020
4:15 PM	71	385	0	0	186	131	7	0	19	116	12	110	1037
4:30 PM	74	387	0	0	178	113	15	0	21	140	5	104	1037
4:45 PM	75	372	0	0	178	92	17	0	27	111	11	106	989
5:00 PM	64	411	0	0	180	119	12	0	14	142	6	136	1084
5:15 PM	70	412	0	0	210	104	6	0	16	122	8	142	1090
5:30 PM	70	438	0	0	194	106	4	0	6	116	12	136	1082
5:45 PM	54	430	0	0	206	103	11	0	15	136	7	149	1111
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	919	4538	0	0	2409	1370	114	0	242	1550	115	1559	12816
APPROACH %'s :	16.84%	83.16%	0.00%	0.00%	63.75%	36.25%	32.02%	0.00%	67.98%	48.08%	3.57%	48.36%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	258	1691	0	0	790	432	33	0	51	516	33	563	4367
PEAK HR FACTOR :		0.959			0.973			0.808			0.952		0.983

CONTROL : Signalized

ITM Peak Hour Summary

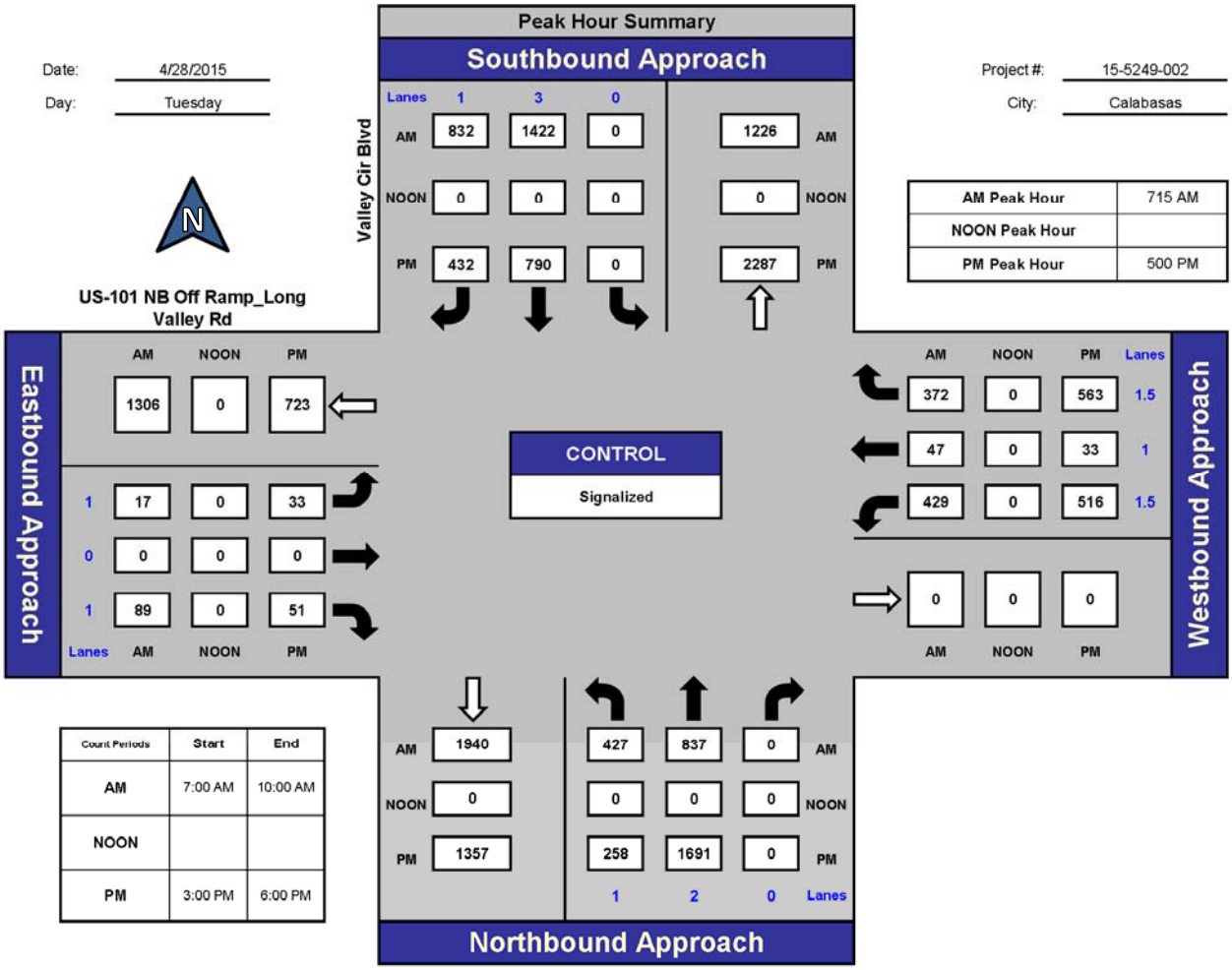
Prepared by:

National Data & Surveying Services

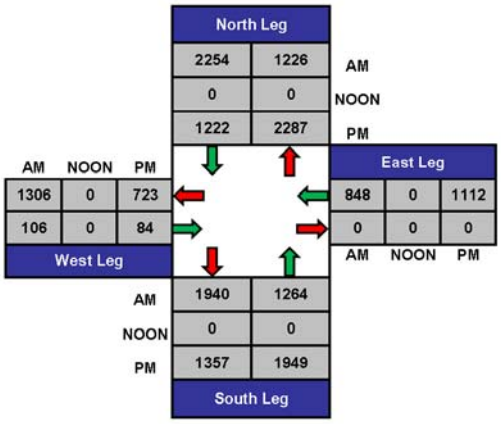
Valley Cir Blvd and US-101 NB Off Ramp Long Valley Rd , Calabasas

Date: 4/28/2015
Day: Tuesday
Project #: 15-5249-002
City: Calabasas

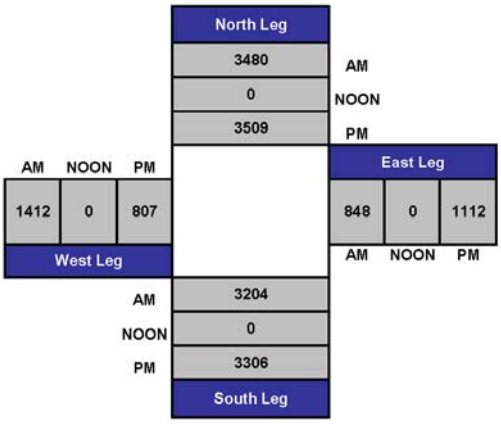
AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	500 PM



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5249-003 **Day:** Tuesday

City: Calabasas **Date:** 4/28/2015

AM

NS/EW Streets:	Valley Cir Blvd			Valley Cir Blvd			Calabasas Rd_Avenue San Luis			Calabasas Rd_Avenue San Luis			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	2	2	2	0	1	1	1	
7:00 AM	15	145	4	17	206	230	81	20	83	12	29	39	881
7:15 AM	13	213	11	25	249	231	107	26	122	14	35	36	1082
7:30 AM	21	277	19	18	194	257	145	30	115	21	45	76	1218
7:45 AM	22	265	17	28	204	258	111	34	98	26	57	82	1202
8:00 AM	20	254	13	24	203	250	94	32	84	18	69	56	1117
8:15 AM	39	265	16	14	198	248	95	29	108	36	84	50	1182
8:30 AM	31	216	13	14	190	283	125	33	107	22	64	31	1129
8:45 AM	25	271	19	20	171	260	142	32	108	29	83	41	1201
9:00 AM	35	225	12	18	129	272	96	26	63	21	53	34	984
9:15 AM	31	183	11	17	143	276	88	33	49	12	37	22	902
9:30 AM	27	161	10	18	131	255	98	30	57	13	30	42	872
9:45 AM	26	188	12	16	138	239	127	36	69	12	28	42	933
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	305	2663	157	229	2156	3059	1309	361	1063	236	614	551	12703
APPROACH %'s :	9.76%	85.22%	5.02%	4.21%	39.60%	56.19%	47.90%	13.21%	38.89%	16.85%	43.83%	39.33%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	102	1061	65	84	799	1013	445	125	405	101	255	264	4719
PEAK HR FACTOR :		0.959			0.967			0.841			0.912		0.969

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5249-003 **Day:** Tuesday

City: Calabasas **Date:** 4/28/2015

PM

NS/EW Streets:	Valley Cir Blvd			Valley Cir Blvd			Calabasas Rd_Avenue San Luis			Calabasas Rd_Avenue San Luis			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	2	2	2	0	1	1	1	
3:00 PM	28	258	20	17	177	157	196	65	90	21	26	61	1116
3:15 PM	35	269	22	22	186	191	240	68	98	26	42	65	1264
3:30 PM	23	252	17	19	199	222	249	91	89	25	31	52	1269
3:45 PM	29	272	21	23	162	166	225	84	75	18	31	41	1147
4:00 PM	29	225	25	32	140	153	256	99	67	14	32	59	1131
4:15 PM	37	235	13	27	162	134	271	101	68	25	25	48	1146
4:30 PM	27	228	24	22	157	158	270	95	83	18	24	34	1140
4:45 PM	34	193	22	18	161	143	272	99	55	20	41	39	1097
5:00 PM	24	242	24	17	162	163	295	101	60	25	36	43	1192
5:15 PM	36	245	31	24	182	144	318	108	55	19	24	44	1230
5:30 PM	25	259	28	25	145	149	305	99	56	21	35	35	1182
5:45 PM	24	233	25	23	170	156	291	110	61	16	46	39	1194
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	351	2911	272	269	2003	1936	3188	1120	857	248	393	560	14108
APPROACH %'s :	9.93%	82.37%	7.70%	6.39%	47.60%	46.01%	61.72%	21.68%	16.59%	20.65%	32.72%	46.63%	
PEAK HR START TIME :	315 PM												TOTAL
PEAK HR VOL :	116	1018	85	96	687	732	970	342	329	83	136	217	4811
PEAK HR FACTOR :		0.935			0.861			0.956			0.820		0.948

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

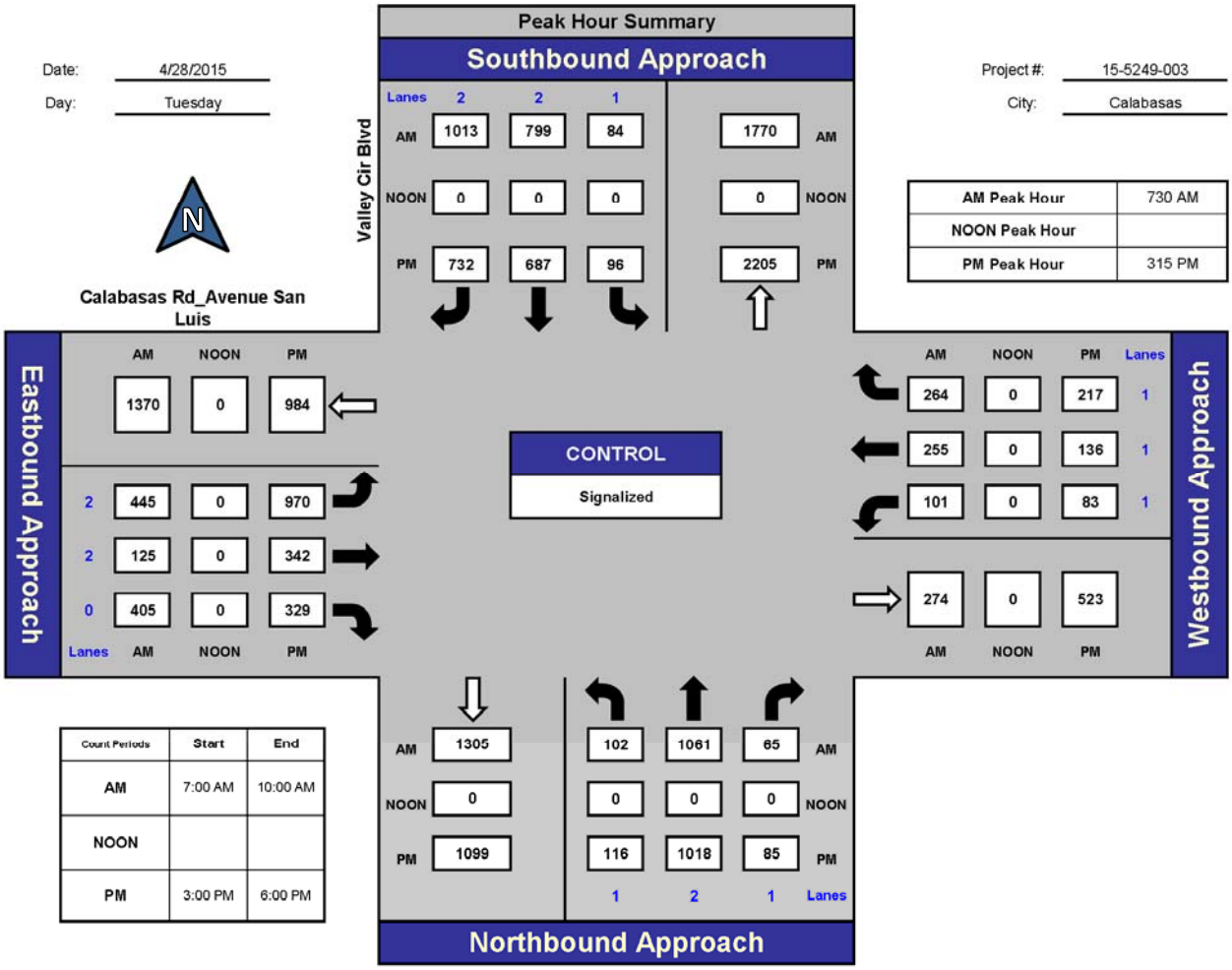
Valley Cir Blvd and Calabasas Rd Avenue San Luis , Calabasas

Date: 4/28/2015

Day: Tuesday

Project #: 15-5249-003

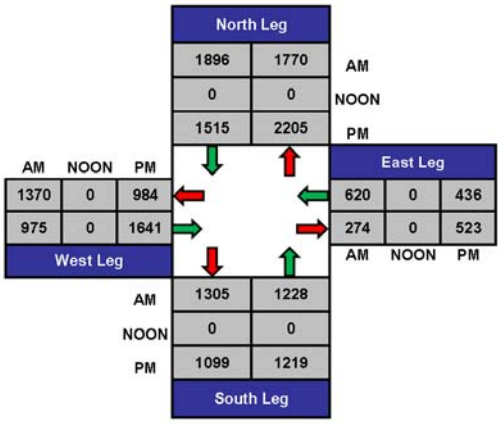
City: Calabasas



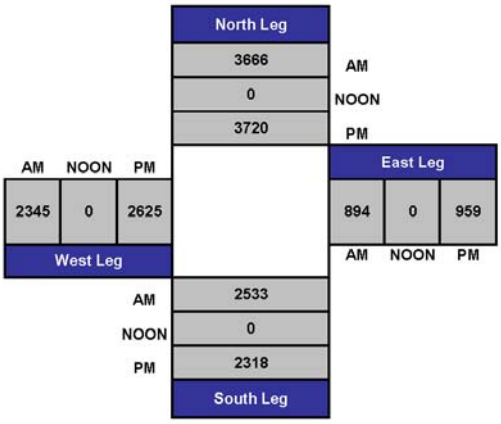
AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	315 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5249-004 **Day:** Tuesday

City: Calabasas **Date:** 4/28/2015

AM

NS/EW Streets:	US-101 SB Ramps			US-101 SB Ramps			Calabasas Rd			Calabasas Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	2	0	1	2	2	0	0	2	2	
7:00 AM	0	0	0	137	0	4	23	50	0	0	132	144	490
7:15 AM	0	0	0	186	0	11	23	66	0	0	124	153	563
7:30 AM	0	0	0	214	0	10	26	83	0	0	196	132	661
7:45 AM	0	0	0	141	0	8	23	95	0	0	209	123	599
8:00 AM	0	0	0	132	0	9	29	79	0	0	242	100	591
8:15 AM	0	0	0	141	0	12	23	91	0	0	297	71	635
8:30 AM	0	0	0	181	0	8	41	90	0	0	287	95	702
8:45 AM	0	0	0	155	0	11	27	121	0	0	275	89	678
9:00 AM	0	0	0	95	0	5	37	94	0	0	264	100	595
9:15 AM	0	0	0	68	0	5	47	98	0	0	233	107	558
9:30 AM	0	0	0	74	0	6	35	115	0	0	200	115	545
9:45 AM	0	0	0	99	0	2	51	129	0	0	181	109	571
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	1623	0	91	385	1111	0	0	2640	1338	7188
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	94.69%	0.00%	5.31%	25.74%	74.26%	0.00%	0.00%	66.37%	33.63%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	0	0	0	572	0	36	128	396	0	0	1123	355	2610
PEAK HR FACTOR :	0.000			0.804			0.885			0.967			0.929

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5249-004 **Day:** Tuesday

City: Calabasas **Date:** 4/28/2015

PM

NS/EW Streets:	US-101 SB Ramps			US-101 SB Ramps			Calabasas Rd			Calabasas Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	2	0	1	2	2	0	0	2	2	
3:00 PM	0	0	0	202	0	10	51	154	0	0	145	72	634
3:15 PM	0	0	0	221	0	12	44	181	0	0	165	98	721
3:30 PM	0	0	0	237	0	4	58	198	0	0	163	118	778
3:45 PM	0	0	0	152	0	7	62	226	0	0	158	62	667
4:00 PM	0	0	0	175	0	3	59	251	0	0	157	60	705
4:15 PM	0	0	0	162	0	3	50	274	0	0	142	51	682
4:30 PM	0	0	0	188	0	2	54	264	0	0	141	66	715
4:45 PM	0	0	0	176	0	3	48	255	0	0	158	61	701
5:00 PM	0	0	0	172	0	6	60	280	0	0	165	57	740
5:15 PM	0	0	0	182	0	4	56	299	0	0	149	56	746
5:30 PM	0	0	0	186	0	3	49	273	0	0	154	54	719
5:45 PM	0	0	0	173	0	6	34	295	0	0	172	54	734
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	2226	0	63	625	2950	0	0	1869	809	8542
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	97.25%	0.00%	2.75%	17.48%	82.52%	0.00%	0.00%	69.79%	30.21%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	713	0	19	199	1147	0	0	640	221	2939
PEAK HR FACTOR :	0.000			0.968			0.948			0.952			0.985

CONTROL : Signalized

ITM Peak Hour Summary

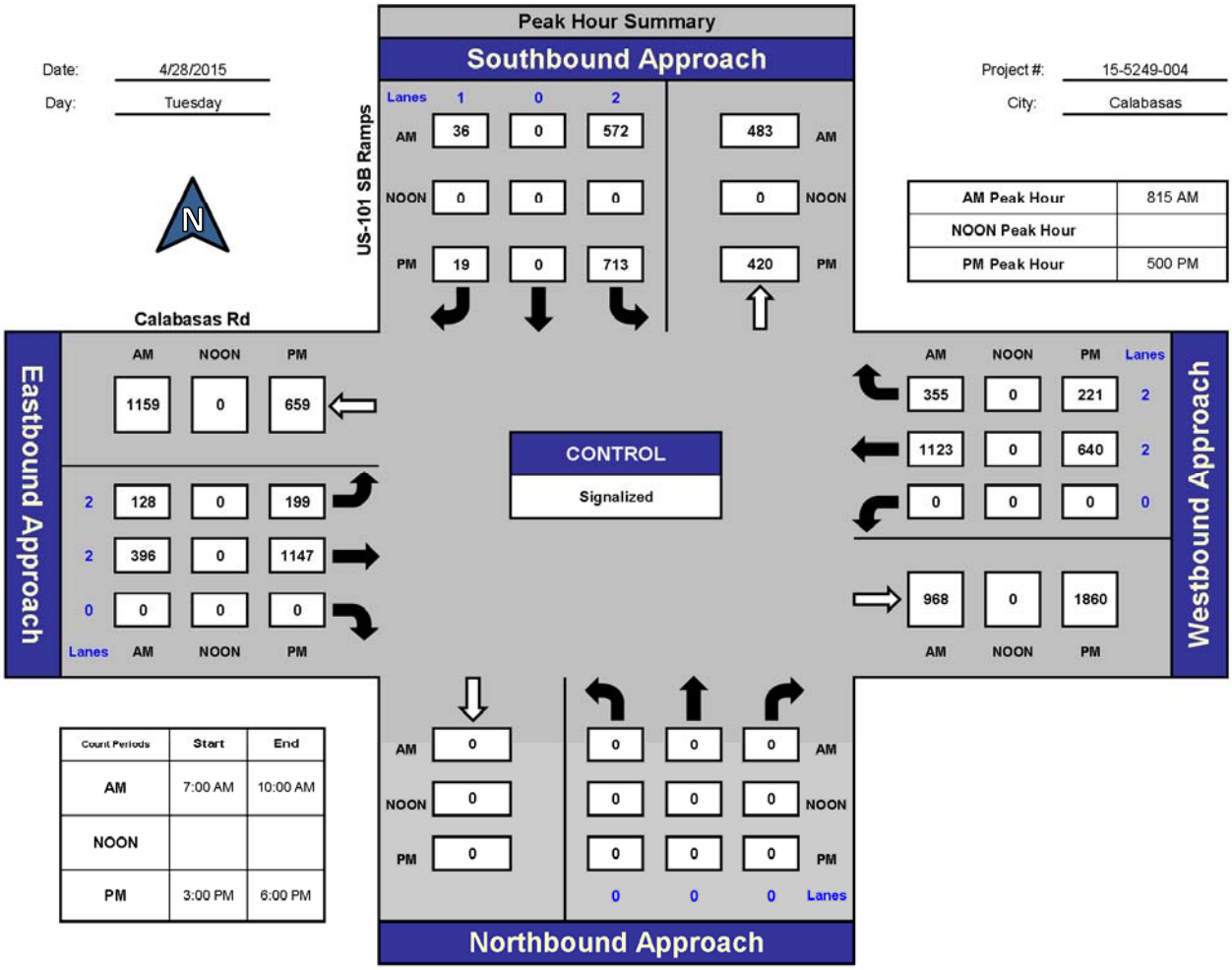
Prepared by:

National Data & Surveying Services

US-101 SB Ramps and Calabasas Rd , Calabasas

Date: 4/28/2015
Day: Tuesday

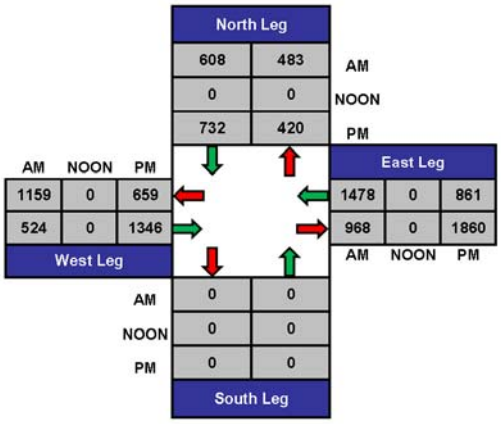
Project #: 15-5249-004
City: Calabasas



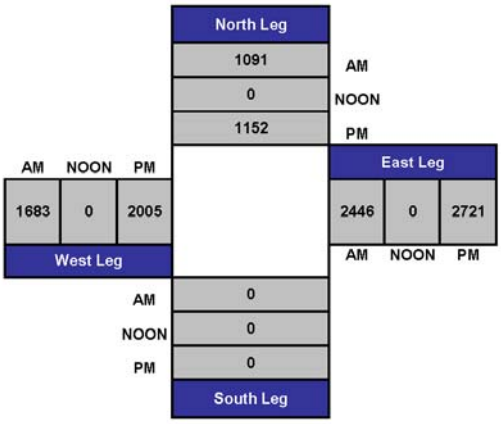
AM Peak Hour	815 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Prepared by NDS/ATD

VOLUME

Box Canyon Rd Bet. Santa Susana Pass Rd & Roberson Rd

Day: Thursday
Date: 12/18/2014

City: Chatsworth
Project #: CA14_5845_001

DAILY TOTALS	NB	SB	EB	WB	Total
	1,929	1,761	0	0	3,690

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	1		1				2		12:00	16		16				32	
00:15	0		1				1		12:15	24		14				38	
00:30	0		1				1		12:30	16		22				38	
00:45	0	1	1	4			1	5	12:45	24	80	22	74			46	154
01:00	0		0				0		13:00	18		18				36	
01:15	3		1				4		13:15	18		21				39	
01:30	2		0				2		13:30	18		22				40	
01:45	0	5	0	1			0	6	13:45	26	80	13	74			39	154
02:00	0		0				0		14:00	19		11				30	
02:15	0		0				0		14:15	22		27				49	
02:30	0		1				1		14:30	19		13				32	
02:45	0		1	2			1	2	14:45	31	91	14	65			45	156
03:00	0		1				1		15:00	41		22				63	
03:15	0		1				1		15:15	34		22				56	
03:30	1		0				1		15:30	42		25				67	
03:45	1	2	1	3			2	5	15:45	45	162	15	84			60	246
04:00	2		0				2		16:00	70		21				91	
04:15	2		1				3		16:15	79		21				100	
04:30	1		1				2		16:30	68		24				92	
04:45	3	8	0	2			3	10	16:45	68	285	30	96			98	381
05:00	1		1				2		17:00	83		22				105	
05:15	5		6				11		17:15	99		31				130	
05:30	5		4				9		17:30	99		20				119	
05:45	3	14	10	21			13	35	17:45	68	349	14	87			82	436
06:00	8		21				29		18:00	58		18				76	
06:15	4		21				25		18:15	47		11				58	
06:30	13		58				71		18:30	39		22				61	
06:45	19	44	63	163			82	207	18:45	29	173	12	63			41	236
07:00	28		76				104		19:00	23		8				31	
07:15	26		98				124		19:15	17		13				30	
07:30	43		99				142		19:30	14		16				30	
07:45	49	146	70	343			119	489	19:45	12	66	5	42			17	108
08:00	36		88				124		20:00	7		7				14	
08:15	37		79				116		20:15	11		5				16	
08:30	22		74				96		20:30	8		6				14	
08:45	21	116	54	295			75	411	20:45	9	35	4	22			13	57
09:00	20		31				51		21:00	5		3				8	
09:15	14		30				44		21:15	11		6				17	
09:30	18		40				58		21:30	8		7				15	
09:45	20	72	23	124			43	196	21:45	5	29	11	27			16	56
10:00	20		16				36		22:00	4		3				7	
10:15	14		20				34		22:15	5		11				16	
10:30	19		21				40		22:30	5		5				10	
10:45	14	67	15	72			29	139	22:45	2	16	5	24			7	40
11:00	17		14				31		23:00	3		4				7	
11:15	15		17				32		23:15	3		5				8	
11:30	15		18				33		23:30	4		0				4	
11:45	30	77	14	63			44	140	23:45	1	11	1	10			2	21
TOTALS		552		1093				**1645**	**TOTALS**		1377		668				**2045**
SPLIT %		33.6%		66.4%				**44.6%**	**SPLIT %**		67.3%		32.7%				**55.4%**

DAILY TOTALS	NB	SB	EB	WB	Total
	1,929	1,761	0	0	3,690

AM Peak Hour	07:30	07:15				**07:15**	**PM Peak Hour**	16:45	16:30				**16:45**
AM Pk Volume	165	355				**509**	**PM Pk Volume**	349	107				**452**
Pk Hr Factor	0.842	0.896				**0.896**	**Pk Hr Factor**	0.881	0.863				**0.869**
7 - 9 Volume	262	638	0	0		**900**	**4 - 6 Volume**	634	183	0	0		**817**
7 - 9 Peak Hour	07:30	07:15				**07:15**	**4 - 6 Peak Hour**	16:45	16:30				**16:45**
7 - 9 Pk Volume	165	355	0	0		**509**	**4 - 6 Pk Volume**	349	107	0	0		**452**
Pk Hr Factor	0.842	0.896	0.000	0.000		**0.896**	**Pk Hr Factor**	0.881	0.863	0.000	0.000		**0.869**

Prepared by NDS/ATD

VOLUME

Santa Susana Pass Rd Bet. Rocky Peak Rd & Box Canyon Rd

Day: Thursday
Date: 12/18/2014

City: Chatsworth
Project #: CA14_5845_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,575	1,749	3,324

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			3		2		5		12:00			11		18		29	
00:15			1		1		2		12:15			14		19		33	
00:30			3		1		4		12:30			17		20		37	
00:45			2	9	0	4	2	13	12:45			22	64	15	72	37	136
01:00			0		0		0		13:00			19		19		38	
01:15			1		0		1		13:15			16		19		35	
01:30			0		0		0		13:30			19		18		37	
01:45			0	1	0		0	1	13:45			15	69	17	73	32	142
02:00			0		0		0		14:00			14		18		32	
02:15			1		0		1		14:15			18		22		40	
02:30			1		0		1		14:30			15		18		33	
02:45			1	3	2	2	3	5	14:45			25	72	27	85	52	157
03:00			0		1		1		15:00			30		34		64	
03:15			1		2		3		15:15			38		23		61	
03:30			0		1		1		15:30			31		52		83	
03:45			0	1	2	6	2	7	15:45			26	125	28	137	54	262
04:00			0		5		5		16:00			33		34		67	
04:15			0		3		3		16:15			54		39		93	
04:30			1		5		6		16:30			43		52		95	
04:45			0	1	5	18	5	19	16:45			36	166	43	168	79	334
05:00			6		14		20		17:00			46		32		78	
05:15			4		18		22		17:15			36		42		78	
05:30			5		13		18		17:30			42		37		79	
05:45			7	22	17	62	24	84	17:45			40	164	50	161	90	325
06:00			12		14		26		18:00			36		41		77	
06:15			21		19		40		18:15			27		28		55	
06:30			21		32		53		18:30			21		38		59	
06:45			27	81	43	108	70	189	18:45			14	98	15	122	29	220
07:00			35		46		81		19:00			21		21		42	
07:15			44		44		88		19:15			8		11		19	
07:30			46		52		98		19:30			10		19		29	
07:45			52	177	33	175	85	352	19:45			13	52	7	58	20	110
08:00			43		51		94		20:00			8		3		11	
08:15			39		35		74		20:15			17		10		27	
08:30			34		37		71		20:30			10		7		17	
08:45			21	137	25	148	46	285	20:45			7	42	5	25	12	67
09:00			23		28		51		21:00			5		11		16	
09:15			18		24		42		21:15			16		10		26	
09:30			23		32		55		21:30			10		4		14	
09:45			12	76	15	99	27	175	21:45			11	42	7	32	18	74
10:00			15		25		40		22:00			6		8		14	
10:15			13		20		33		22:15			5		7		12	
10:30			18		21		39		22:30			6		7		13	
10:45			13	59	21	87	34	146	22:45			10	27	3	25	13	52
11:00			17		16		33		23:00			5		2		7	
11:15			14		15		29		23:15			7		6		13	
11:30			17		13		30		23:30			7		3		10	
11:45			17	65	24	68	41	133	23:45			3	22	3	14	6	36
TOTALS				632		777		**1409**	**TOTALS**				943		972		**1915**
SPLIT %				44.9%		55.1%		**42.4%**	**SPLIT %**				49.2%		50.8%		**57.6%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,575	1,749	3,324

AM Peak Hour			07:15	06:45	**07:15**	**PM Peak Hour**			16:15	17:15	**16:15**
AM Pk Volume			185	185	**365**	**PM Pk Volume**			179	170	**345**
Pk Hr Factor			0.889	0.889	**0.931**	**Pk Hr Factor**			0.829	0.850	**0.908**
7 - 9 Volume	0	0	314	323	**637**	**4 - 6 Volume**	0	0	330	329	**659**
7 - 9 Peak Hour			07:15	07:15	**07:15**	**4 - 6 Peak Hour**			16:15	16:30	**16:15**
7 - 9 Pk Volume	0	0	185	180	**365**	**4 - 6 Pk Volume**	0	0	179	169	**345**
Pk Hr Factor	0.000	0.000	0.889	0.865	**0.931**	**Pk Hr Factor**	0.000	0.000	0.829	0.813	**0.908**

Prepared by NDS/ATD

VOLUME

Woolsey Canyon Rd Bet. Valley Cir Blvd & Knapp Ranch Rd

Day: Thursday
Date: 12/18/2014

City: Chatsworth
Project #: CA14_5845_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,225	1,192	2,417

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			4		4		8		12:00			9		9		18	
00:15			1		3		4		12:15			18		15		33	
00:30			1		6		7		12:30			12		15		27	
00:45			1	7	3	16	4	23	12:45			20	59	13	52	33	111
01:00			3		0		3		13:00			14		15		29	
01:15			2		5		7		13:15			12		13		25	
01:30			2		2		4		13:30			17		11		28	
01:45			3	10	2	9	5	19	13:45			20	63	25	64	45	127
02:00			1		1		2		14:00			12		25		37	
02:15			0		2		2		14:15			15		14		29	
02:30			0		1		1		14:30			17		15		32	
02:45			1	2	0	4	1	6	14:45			12	56	16	70	28	126
03:00			0		0		0		15:00			10		26		36	
03:15			0		3		3		15:15			25		13		38	
03:30			2		1		3		15:30			11		26		37	
03:45			3	5	0	4	3	9	15:45			30	76	30	95	60	171
04:00			0		0		0		16:00			29		34		63	
04:15			4		0		4		16:15			48		30		78	
04:30			4		1		5		16:30			20		33		53	
04:45			4	12	4	5	8	17	16:45			23	120	23	120	46	240
05:00			6		0		6		17:00			23		45		68	
05:15			7		3		10		17:15			23		24		47	
05:30			6		3		9		17:30			18		40		58	
05:45			15	34	7	13	22	47	17:45			12	76	23	132	35	208
06:00			20		7		27		18:00			10		28		38	
06:15			18		5		23		18:15			15		15		30	
06:30			29		4		33		18:30			11		16		27	
06:45			15	82	5	21	20	103	18:45			16	52	30	89	46	141
07:00			42		12		54		19:00			14		21		35	
07:15			42		5		47		19:15			7		16		23	
07:30			30		11		41		19:30			8		15		23	
07:45			55	169	16	44	71	213	19:45			13	42	21	73	34	115
08:00			38		17		55		20:00			7		20		27	
08:15			14		18		32		20:15			7		21		28	
08:30			17		6		23		20:30			8		14		22	
08:45			18	87	9	50	27	137	20:45			5	27	17	72	22	99
09:00			11		6		17		21:00			4		22		26	
09:15			23		10		33		21:15			6		14		20	
09:30			15		7		22		21:30			3		20		23	
09:45			17	66	10	33	27	99	21:45			3	16	13	69	16	85
10:00			13		10		23		22:00			4		12		16	
10:15			15		11		26		22:15			3		7		10	
10:30			15		11		26		22:30			5		14		19	
10:45			15	58	11	43	26	101	22:45			7	19	11	44	18	63
11:00			17		9		26		23:00			7		10		17	
11:15			20		10		30		23:15			8		5		13	
11:30			16		9		25		23:30			6		6		12	
11:45			10	63	16	44	26	107	23:45			3	24	5	26	8	50
TOTALS				595		286		**881**	**TOTALS**				630		906		**1536**
SPLIT %				67.5%		32.5%		**36.5%**	**SPLIT %**				41.0%		59.0%		**63.5%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,225	1,192	2,417

AM Peak Hour			07:00	07:30	**07:15**	**PM Peak Hour**			15:45	16:45	**15:45**
AM Pk Volume			169	62	**214**	**PM Pk Volume**			127	132	**254**
Pk Hr Factor			0.768	0.861	**0.754**	**Pk Hr Factor**			0.661	0.733	**0.814**
7 - 9 Volume	0	0	256	94	**350**	**4 - 6 Volume**	0	0	196	252	**448**
7 - 9 Peak Hour			07:00	07:30	**07:15**	**4 - 6 Peak Hour**			16:00	16:45	**16:15**
7 - 9 Pk Volume	0	0	169	62	**214**	**4 - 6 Pk Volume**	0	0	120	132	**245**
Pk Hr Factor	0.000	0.000	0.768	0.861	**0.754**	**Pk Hr Factor**	0.000	0.000	0.625	0.733	**0.785**

Prepared by NDS/ATD

VOLUME

Valley Cir Blvd Bet. Box Canyon Rd & Woolsey Canyon Rd

Day: Thursday
Date: 12/18/2014

City: Chatsworth
Project #: CA14_5845_004

DAILY TOTALS	NB	SB	EB	WB	Total
	4,511	4,275	0	0	8,786

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	6		3				9		12:00	43		38				81	
00:15	1		4				5		12:15	43		47				90	
00:30	4		3				7		12:30	49		43				92	
00:45	2	13	1	11			3	24	12:45	45	180	61	189			106	369
01:00	6		0				6		13:00	60		40				100	
01:15	3		1				4		13:15	41		64				105	
01:30	3		2				5		13:30	33		54				87	
01:45	0	12	3	6			3	18	13:45	63	197	63	221			126	418
02:00	0		1				1		14:00	52		48				100	
02:15	0		1				1		14:15	63		65				128	
02:30	2		1				3		14:30	75		55				130	
02:45	2	4	0	3			2	7	14:45	65	255	61	229			126	484
03:00	0		1				1		15:00	88		65				153	
03:15	2		4				6		15:15	117		74				191	
03:30	2		0				2		15:30	126		51				177	
03:45	2	6	2	7			4	13	15:45	122	453	92	282			214	735
04:00	1		2				3		16:00	142		51				193	
04:15	0		3				3		16:15	159		87				246	
04:30	4		1				5		16:30	118		69				187	
04:45	2	7	5	11			7	18	16:45	124	543	62	269			186	812
05:00	7		4				11		17:00	148		64				212	
05:15	11		10				21		17:15	181		69				250	
05:30	5		14				19		17:30	156		66				222	
05:45	10	33	19	47			29	80	17:45	103	588	58	257			161	845
06:00	17		26				43		18:00	109		69				178	
06:15	16		40				56		18:15	114		59				173	
06:30	27		64				91		18:30	64		54				118	
06:45	51	111	118	248			169	359	18:45	63	350	43	225			106	575
07:00	83		153				236		19:00	56		39				95	
07:15	91		189				280		19:15	33		36				69	
07:30	134		164				298		19:30	41		36				77	
07:45	148	456	161	667			309	1123	19:45	30	160	36	147			66	307
08:00	116		161				277		20:00	25		24				49	
08:15	83		171				254		20:15	39		25				64	
08:30	52		113				165		20:30	24		18				42	
08:45	53	304	97	542			150	846	20:45	26	114	16	83			42	197
09:00	45		81				126		21:00	23		25				48	
09:15	38		64				102		21:15	21		15				36	
09:30	54		70				124		21:30	20		22				42	
09:45	70	207	57	272			127	479	21:45	11	75	10	72			21	147
10:00	46		48				94		22:00	15		13				28	
10:15	44		58				102		22:15	14		14				28	
10:30	37		48				85		22:30	10		16				26	
10:45	41	168	48	202			89	370	22:45	10	49	10	53			20	102
11:00	36		45				81		23:00	12		11				23	
11:15	46		55				101		23:15	4		10				14	
11:30	61		37				98		23:30	14		5				19	
11:45	49	192	62	199			111	391	23:45	4	34	7	33			11	67
TOTALS		1513		2215				3728	TOTALS		2998		2060				5058
SPLIT %		40.6%		59.4%				42.4%	SPLIT %		59.3%		40.7%				57.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	4,511	4,275	0	0	8,786

AM Peak Hour	07:15	07:15				07:15	PM Peak Hour	16:45	15:45				16:45
AM Pk Volume	489	675				1164	PM Pk Volume	609	299				870
Pk Hr Factor	0.826	0.893				0.942	Pk Hr Factor	0.841	0.813				0.870
7 - 9 Volume	760	1209	0	0		1969	4 - 6 Volume	1131	526	0	0		1657
7 - 9 Peak Hour	07:15	07:15				07:15	4 - 6 Peak Hour	16:45	16:15				16:45
7 - 9 Pk Volume	489	675	0	0		1164	4 - 6 Pk Volume	609	282	0	0		870
Pk Hr Factor	0.826	0.893	0.000	0.000		0.942	Pk Hr Factor	0.841	0.810	0.000	0.000		0.870

Prepared by NDS/ATD

VOLUME

Valley Cir Blvd Bet. Plummer St & Schumann Rd

Day: Thursday
Date: 12/18/2014

City: Chatsworth
Project #: CA14_5845_005

DAILY TOTALS	NB	SB	EB	WB	Total
	3,328	2,858	0	0	6,186

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	2		6				8		12:00	41		30				71	
00:15	2		7				9		12:15	42		46				88	
00:30	3		6				9		12:30	40		28				68	
00:45	3	10	1	20			4	30	12:45	46	169	29	133			75	302
01:00	2		1				3		13:00	59		39				98	
01:15	1		0				1		13:15	41		47				88	
01:30	4		4				8		13:30	29		31				60	
01:45	0	7	6	11			6	18	13:45	53	182	39	156			92	338
02:00	0		1				1		14:00	33		37				70	
02:15	0		4				4		14:15	59		44				103	
02:30	2		0				2		14:30	61		48				109	
02:45	2	4	0	5			2	9	14:45	53	206	52	181			105	387
03:00	0		0				0		15:00	50		45				95	
03:15	2		2				4		15:15	54		70				124	
03:30	1		1				2		15:30	65		65				130	
03:45	1	4	1	4			2	8	15:45	65	234	65	245			130	479
04:00	2		0				2		16:00	69		53				122	
04:15	5		1				6		16:15	70		54				124	
04:30	5		0				5		16:30	52		56				108	
04:45	8	20	5	6			13	26	16:45	65	256	61	224			126	480
05:00	10		3				13		17:00	78		58				136	
05:15	17		5				22		17:15	62		77				139	
05:30	14		8				22		17:30	60		68				128	
05:45	20	61	4	20			24	81	17:45	62	262	59	262			121	524
06:00	26		9				35		18:00	47		71				118	
06:15	30		16				46		18:15	52		53				105	
06:30	31		31				62		18:30	46		47				93	
06:45	62	149	42	98			104	247	18:45	33	178	32	203			65	381
07:00	62		41				103		19:00	35		41				76	
07:15	85		62				147		19:15	22		39				61	
07:30	136		65				201		19:30	18		33				51	
07:45	116	399	53	221			169	620	19:45	25	100	38	151			63	251
08:00	126		44				170		20:00	23		30				53	
08:15	88		50				138		20:15	25		32				57	
08:30	74		60				134		20:30	10		28				38	
08:45	55	343	53	207			108	550	20:45	12	70	26	116			38	186
09:00	60		39				99		21:00	19		31				50	
09:15	52		34				86		21:15	8		17				25	
09:30	39		31				70		21:30	17		25				42	
09:45	62	213	41	145			103	358	21:45	12	56	16	89			28	145
10:00	50		25				75		22:00	9		17				26	
10:15	42		29				71		22:15	10		18				28	
10:30	49		24				73		22:30	10		16				26	
10:45	32	173	22	100			54	273	22:45	6	35	18	69			24	104
11:00	47		29				76		23:00	10		13				23	
11:15	43		42				85		23:15	4		8				12	
11:30	44		39				83		23:30	6		7				13	
11:45	40	174	43	153			83	327	23:45	3	23	11	39			14	62
TOTALS		1557		990				**2547**	**TOTALS**		1771		1868				**3639**
SPLIT %		61.1%		38.9%				**41.2%**	**SPLIT %**		48.7%		51.3%				**58.8%**

DAILY TOTALS	NB	SB	EB	WB	Total
	3,328	2,858	0	0	6,186

AM Peak Hour	07:30	07:15				**07:15**	**PM Peak Hour**	15:30	17:15				**16:45**
AM Pk Volume	466	224				**687**	**PM Pk Volume**	269	275				**529**
Pk Hr Factor	0.857	0.862				**0.854**	**Pk Hr Factor**	0.961	0.893				**0.951**
7 - 9 Volume	742	428	0	0		**1170**	**4 - 6 Volume**	518	486	0	0		**1004**
7 - 9 Peak Hour	07:30	07:15				**07:15**	**4 - 6 Peak Hour**	16:15	16:45				**16:45**
7 - 9 Pk Volume	466	224	0	0		**687**	**4 - 6 Pk Volume**	265	264	0	0		**529**
Pk Hr Factor	0.857	0.862	0.000	0.000		**0.854**	**Pk Hr Factor**	0.849	0.857	0.000	0.000		**0.951**

Prepared by NDS/ATD

VOLUME

Plummer St W/O Farralone Ave

Day: Thursday
Date: 12/18/2014

City: Chatsworth
Project #: CA14_5845_006

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,554	3,257	6,811

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			3		5		8		12:00			37		29		66	
00:15			0		10		10		12:15			37		41		78	
00:30			2		5		7		12:30			35		34		69	
00:45			5	10	0	20	5	30	12:45			36	145	20	124	56	269
01:00			1		1		2		13:00			56		47		103	
01:15			1		3		4		13:15			48		48		96	
01:30			4		4		8		13:30			38		35		73	
01:45			0	6	4	12	4	18	13:45			50	192	43	173	93	365
02:00			0		2		2		14:00			31		44		75	
02:15			1		4		5		14:15			42		36		78	
02:30			2		0		2		14:30			39		40		79	
02:45			0	3	1	7	1	10	14:45			38	150	59	179	97	329
03:00			1		0		1		15:00			45		62		107	
03:15			0		3		3		15:15			61		69		130	
03:30			1		0		1		15:30			52		80		132	
03:45			2	4	1	4	3	8	15:45			65	223	89	300	154	523
04:00			4		0		4		16:00			54		95		149	
04:15			4		1		5		16:15			72		86		158	
04:30			5		0		5		16:30			66		105		171	
04:45			8	21	2	3	10	24	16:45			67	259	111	397	178	656
05:00			11		2		13		17:00			83		93		176	
05:15			11		3		14		17:15			65		96		161	
05:30			17		6		23		17:30			58		105		163	
05:45			19	58	5	16	24	74	17:45			73	279	113	407	186	686
06:00			29		9		38		18:00			54		76		130	
06:15			32		18		50		18:15			43		55		98	
06:30			31		25		56		18:30			40		48		88	
06:45			60	152	33	85	93	237	18:45			35	172	48	227	83	399
07:00			114		37		151		19:00			26		51		77	
07:15			127		37		164		19:15			26		43		69	
07:30			133		36		169		19:30			17		34		51	
07:45			146	520	41	151	187	671	19:45			26	95	42	170	68	265
08:00			153		54		207		20:00			19		31		50	
08:15			125		45		170		20:15			24		46		70	
08:30			109		60		169		20:30			10		30		40	
08:45			74	461	42	201	116	662	20:45			17	70	30	137	47	207
09:00			67		51		118		21:00			11		26		37	
09:15			59		34		93		21:15			11		22		33	
09:30			65		51		116		21:30			9		25		34	
09:45			63	254	29	165	92	419	21:45			13	44	25	98	38	142
10:00			51		27		78		22:00			13		18		31	
10:15			56		33		89		22:15			11		19		30	
10:30			45		28		73		22:30			13		17		30	
10:45			50	202	27	115	77	317	22:45			5	42	19	73	24	115
11:00			39		35		74		23:00			14		14		28	
11:15			49		36		85		23:15			3		12		15	
11:30			45		41		86		23:30			4		8		12	
11:45			33	166	39	151	72	317	23:45			5	26	8	42	13	68
TOTALS				1857		930		**2787**	**TOTALS**				1697		2327		**4024**
SPLIT %				66.6%		33.4%		**40.9%**	**SPLIT %**				42.2%		57.8%		**59.1%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,554	3,257	6,811

AM Peak Hour			07:15	08:00	**07:30**	**PM Peak Hour**			16:15	17:00	**16:30**
AM Pk Volume			559	201	**733**	**PM Pk Volume**			288	407	**686**
Pk Hr Factor			0.913	0.838	**0.885**	**Pk Hr Factor**			0.867	0.900	**0.963**
7 - 9 Volume	0	0	981	352	**1333**	**4 - 6 Volume**	0	0	538	804	**1342**
7 - 9 Peak Hour			07:15	08:00	**07:30**	**4 - 6 Peak Hour**			16:15	17:00	**16:30**
7 - 9 Pk Volume	0	0	559	201	**733**	**4 - 6 Pk Volume**	0	0	288	407	**686**
Pk Hr Factor	0.000	0.000	0.913	0.838	**0.885**	**Pk Hr Factor**	0.000	0.000	0.867	0.900	**0.963**

Prepared by NDS/ATD

VOLUME

Valley Cir Blvd Bet. Woolsey Canyon Rd & Chatlake Dr

Day: Thursday
Date: 12/18/2014

City: Chatsworth
Project #: CA14_5845_007

DAILY TOTALS	NB	SB	EB	WB	Total
	4,823	4,664	0	0	9,487

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	6		4				10		12:00	42		39				81	
00:15	4		4				8		12:15	50		48				98	
00:30	6		2				8		12:30	53		42				95	
00:45	4	20	4	14			8	34	12:45	43	188	56	185			99	373
01:00	3		3				6		13:00	61		45				106	
01:15	5		4				9		13:15	48		54				102	
01:30	2		2				4		13:30	34		62				96	
01:45	0	10	3	12			3	22	13:45	68	211	55	216			123	427
02:00	2		2				4		14:00	71		49				120	
02:15	1		2				3		14:15	68		58				126	
02:30	1		0				1		14:30	75		54				129	
02:45	1	5	0	4			1	9	14:45	70	284	55	216			125	500
03:00	0		1				1		15:00	88		78				166	
03:15	4		3				7		15:15	148		82				230	
03:30	0		0				0		15:30	128		68				196	
03:45	1	5	6	10			7	15	15:45	145	509	78	306			223	815
04:00	1		3				4		16:00	141		79				220	
04:15	0		6				6		16:15	178		93				271	
04:30	3		5				8		16:30	116		93				209	
04:45	2	6	8	22			10	28	16:45	151	586	57	322			208	908
05:00	3		10				13		17:00	160		85				245	
05:15	8		11				19		17:15	211		65				276	
05:30	4		16				20		17:30	157		76				233	
05:45	12	27	27	64			39	91	17:45	133	661	53	279			186	940
06:00	8		33				41		18:00	116		69				185	
06:15	20		53				73		18:15	114		61				175	
06:30	18		77				95		18:30	70		49				119	
06:45	47	93	132	295			179	388	18:45	70	370	43	222			113	592
07:00	54		194				248		19:00	62		43				105	
07:15	106		198				304		19:15	31		34				65	
07:30	112		192				304		19:30	46		39				85	
07:45	160	432	176	760			336	1192	19:45	38	177	34	150			72	327
08:00	110		193				303		20:00	42		25				67	
08:15	93		167				260		20:15	45		28				73	
08:30	53		137				190		20:30	26		19				45	
08:45	50	306	97	594			147	900	20:45	36	149	23	95			59	244
09:00	46		92				138		21:00	30		21				51	
09:15	43		74				117		21:15	27		18				45	
09:30	59		80				139		21:30	33		21				54	
09:45	71	219	65	311			136	530	21:45	20	110	12	72			32	182
10:00	45		42				87		22:00	17		10				27	
10:15	47		63				110		22:15	18		18				36	
10:30	38		48				86		22:30	18		18				36	
10:45	36	166	50	203			86	369	22:45	14	67	17	63			31	130
11:00	38		48				86		23:00	15		19				34	
11:15	45		57				102		23:15	7		16				23	
11:30	55		37				92		23:30	8		13				21	
11:45	50	188	53	195			103	383	23:45	4	34	6	54			10	88
TOTALS		1477		2484				3961	TOTALS		3346		2180				5526
SPLIT %		37.3%		62.7%				41.8%	SPLIT %		60.6%		39.4%				58.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	4,823	4,664	0	0	9,487

AM Peak Hour	07:15	07:00				07:15	PM Peak Hour	16:45	15:45				16:45
AM Pk Volume	488	760				1247	PM Pk Volume	679	343				962
Pk Hr Factor	0.763	0.960				0.928	Pk Hr Factor	0.805	0.922				0.871
7 - 9 Volume	738	1354	0	0		2092	4 - 6 Volume	1247	601	0	0		1848
7 - 9 Peak Hour	07:15	07:00				07:15	4 - 6 Peak Hour	16:45	16:15				16:45
7 - 9 Pk Volume	488	760	0	0		1247	4 - 6 Pk Volume	679	328	0	0		962
Pk Hr Factor	0.763	0.960	0.000	0.000		0.928	Pk Hr Factor	0.805	0.882	0.000	0.000		0.871

Prepared by NDS/ATD

VOLUME

Roscoe Blvd E/O Woodlake Ave

Day: Thursday
Date: 12/18/2014

City: Chatsworth
Project #: CA14_5845_008

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,175	6,133	12,308

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			8		16		24		12:00			102		107		209	
00:15			9		12		21		12:15			92		79		171	
00:30			5		12		17		12:30			100		94		194	
00:45			4	26	11	51	15	77	12:45			119	413	91	371	210	784
01:00			5		8		13		13:00			110		92		202	
01:15			4		12		16		13:15			81		75		156	
01:30			3		11		14		13:30			103		88		191	
01:45			4	16	6	37	10	53	13:45			101	395	104	359	205	754
02:00			7		6		13		14:00			95		100		195	
02:15			3		2		5		14:15			109		107		216	
02:30			2		2		4		14:30			97		106		203	
02:45			2	14	5	15	7	29	14:45			83	384	95	408	178	792
03:00			1		5		6		15:00			93		110		203	
03:15			3		4		7		15:15			109		110		219	
03:30			3		4		7		15:30			121		111		232	
03:45			4	11	3	16	7	27	15:45			114	437	123	454	237	891
04:00			5		1		6		16:00			97		121		218	
04:15			6		2		8		16:15			100		124		224	
04:30			6		3		9		16:30			118		138		256	
04:45			11	28	9	15	20	43	16:45			102	417	126	509	228	926
05:00			21		3		24		17:00			108		140		248	
05:15			17		8		25		17:15			103		151		254	
05:30			26		11		37		17:30			108		158		266	
05:45			32	96	20	42	52	138	17:45			97	416	154	603	251	1019
06:00			42		16		58		18:00			82		127		209	
06:15			47		26		73		18:15			84		111		195	
06:30			66		35		101		18:30			86		125		211	
06:45			87	242	47	124	134	366	18:45			75	327	122	485	197	812
07:00			101		47		148		19:00			61		92		153	
07:15			155		60		215		19:15			53		97		150	
07:30			175		66		241		19:30			42		83		125	
07:45			187	618	90	263	277	881	19:45			34	190	64	336	98	526
08:00			180		71		251		20:00			52		74		126	
08:15			148		82		230		20:15			35		70		105	
08:30			100		86		186		20:30			30		50		80	
08:45			115	543	110	349	225	892	20:45			39	156	54	248	93	404
09:00			107		83		190		21:00			31		52		83	
09:15			103		73		176		21:15			35		64		99	
09:30			104		62		166		21:30			23		61		84	
09:45			115	429	78	296	193	725	21:45			29	118	57	234	86	352
10:00			84		92		176		22:00			23		39		62	
10:15			94		79		173		22:15			19		38		57	
10:30			103		73		176		22:30			12		54		66	
10:45			94	375	83	327	177	702	22:45			14	68	34	165	48	233
11:00			95		84		179		23:00			11		28		39	
11:15			113		98		211		23:15			11		22		33	
11:30			100		82		182		23:30			13		17		30	
11:45			105	413	81	345	186	758	23:45			8	43	14	81	22	124
TOTALS				2811		1880		**4691**	**TOTALS**				3364		4253		**7617**
SPLIT %				59.9%		40.1%		**38.1%**	**SPLIT %**				44.2%		55.8%		**61.9%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,175	6,133	12,308

AM Peak Hour			07:15	11:15	**07:30**	**PM Peak Hour**			15:15	17:00	**17:00**
AM Pk Volume			697	368	**999**	**PM Pk Volume**			441	603	**1019**
Pk Hr Factor			0.932	0.860	**0.902**	**Pk Hr Factor**			0.911	0.954	**0.958**
7 - 9 Volume	0	0	1161	612	**1773**	**4 - 6 Volume**	0	0	833	1112	**1945**
7 - 9 Peak Hour			07:15	08:00	**07:30**	**4 - 6 Peak Hour**			16:30	17:00	**17:00**
7 - 9 Pk Volume	0	0	697	349	**999**	**4 - 6 Pk Volume**	0	0	431	603	**1019**
Pk Hr Factor	0.000	0.000	0.932	0.793	**0.902**	**Pk Hr Factor**	0.000	0.000	0.913	0.954	**0.958**

Prepared by NDS/ATD

VOLUME

Roscoe Blvd Bet. Shoup Ave & Farralone Ave

Day: Thursday
Date: 12/18/2014

City: Chatsworth
Project #: CA14_5845_009

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	15,485	15,588	31,073

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			31		26		57		12:00			248		193		441	
00:15			18		23		41		12:15			198		222		420	
00:30			32		16		48		12:30			214		229		443	
00:45			21	102	24	89	45	191	12:45			225	885	230	874	455	1759
01:00			14		10		24		13:00			220		220		440	
01:15			17		16		33		13:15			216		304		520	
01:30			11		16		27		13:30			263		261		524	
01:45			12	54	13	55	25	109	13:45			270	969	276	1061	546	2030
02:00			9		14		23		14:00			226		228		454	
02:15			11		11		22		14:15			259		211		470	
02:30			4		16		20		14:30			235		223		458	
02:45			5	29	14	55	19	84	14:45			226	946	270	932	496	1878
03:00			5		9		14		15:00			307		278		585	
03:15			8		14		22		15:15			306		277		583	
03:30			18		10		28		15:30			352		286		638	
03:45			13	44	11	44	24	88	15:45			294	1259	311	1152	605	2411
04:00			11		15		26		16:00			357		319		676	
04:15			17		11		28		16:15			299		285		584	
04:30			23		26		49		16:30			289		305		594	
04:45			24	75	47	99	71	174	16:45			337	1282	284	1193	621	2475
05:00			44		28		72		17:00			317		319		636	
05:15			46		50		96		17:15			352		309		661	
05:30			63		70		133		17:30			340		330		670	
05:45			73	226	97	245	170	471	17:45			362	1371	278	1236	640	2607
06:00			104		98		202		18:00			271		308		579	
06:15			121		124		245		18:15			236		245		481	
06:30			161		194		355		18:30			244		272		516	
06:45			190	576	241	657	431	1233	18:45			207	958	243	1068	450	2026
07:00			185		192		377		19:00			217		241		458	
07:15			225		195		420		19:15			178		214		392	
07:30			283		255		538		19:30			165		168		333	
07:45			260	953	258	900	518	1853	19:45			128	688	176	799	304	1487
08:00			255		272		527		20:00			138		151		289	
08:15			249		269		518		20:15			118		114		232	
08:30			223		276		499		20:30			120		143		263	
08:45			269	996	313	1130	582	2126	20:45			126	502	128	536	254	1038
09:00			219		238		457		21:00			121		126		247	
09:15			226		230		456		21:15			113		115		228	
09:30			242		225		467		21:30			88		111		199	
09:45			302	989	220	913	522	1902	21:45			95	417	115	467	210	884
10:00			227		174		401		22:00			97		87		184	
10:15			214		197		411		22:15			83		82		165	
10:30			187		181		368		22:30			61		62		123	
10:45			207	835	216	768	423	1603	22:45			60	301	61	292	121	593
11:00			225		181		406		23:00			47		57		104	
11:15			217		219		436		23:15			39		52		91	
11:30			217		188		405		23:30			40		36		76	
11:45			215	874	246	834	461	1708	23:45			28	154	44	189	72	343
TOTALS				5753		5789		**11542**	**TOTALS**				9732		9799		**19531**
SPLIT %				49.8%		50.2%		**37.1%**	**SPLIT %**				49.8%		50.2%		**62.9%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	15,485	15,588	31,073

AM Peak Hour			07:30	08:00	**08:00**	**PM Peak Hour**			17:00	16:45	**17:00**
AM Pk Volume			1047	1130	**2126**	**PM Pk Volume**			1371	1242	**2607**
Pk Hr Factor			0.925	0.903	**0.913**	**Pk Hr Factor**			0.947	0.941	**0.973**
7 - 9 Volume	0	0	1949	2030	**3979**	**4 - 6 Volume**	0	0	2653	2429	**5082**
7 - 9 Peak Hour			07:30	08:00	**08:00**	**4 - 6 Peak Hour**			17:00	16:45	**17:00**
7 - 9 Pk Volume	0	0	1047	1130	**2126**	**4 - 6 Pk Volume**	0	0	1371	1242	**2607**
Pk Hr Factor	0.000	0.000	0.925	0.903	**0.913**	**Pk Hr Factor**	0.000	0.000	0.947	0.941	**0.973**

Prepared by NDS/ATD

VOLUME

Valley Circle Blvd Bet. Vanowen St & Victory Blvd

Day: Tuesday
Date: 4/28/2015

City: Calabasas
Project #: CA15_5250_001

DAILY TOTALS	NB	SB	EB	WB	Total
	10,735	10,275	0	0	21,010

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	13		12				25		12:00	109		92				201	
00:15	18		5				23		12:15	112		120				232	
00:30	4		7				11		12:30	113		97				210	
00:45	7	42	7	31			14	73	12:45	140	474	136	445			276	919
01:00	6		3				9		13:00	123		145				268	
01:15	4		3				7		13:15	134		126				260	
01:30	3		3				6		13:30	171		150				321	
01:45	2	15	3	12			5	27	13:45	186	614	129	550			315	1164
02:00	2		0				2		14:00	136		135				271	
02:15	5		1				6		14:15	176		130				306	
02:30	0		1				1		14:30	171		150				321	
02:45	2	9	2	4			4	13	14:45	206	689	148	563			354	1252
03:00	3		3				6		15:00	181		167				348	
03:15	5		5				10		15:15	262		182				444	
03:30	1		5				6		15:30	361		164				525	
03:45	0	9	7	20			7	29	15:45	267	1071	174	687			441	1758
04:00	1		7				8		16:00	259		141				400	
04:15	1		8				9		16:15	287		152				439	
04:30	1		13				14		16:30	254		145				399	
04:45	0	3	12	40			12	43	16:45	292	1092	132	570			424	1662
05:00	4		17				21		17:00	250		155				405	
05:15	3		37				40		17:15	328		164				492	
05:30	6		56				62		17:30	306		133				439	
05:45	2	15	73	183			75	198	17:45	273	1157	143	595			416	1752
06:00	13		95				108		18:00	272		149				421	
06:15	9		123				132		18:15	266		131				397	
06:30	17		183				200		18:30	240		165				405	
06:45	29	68	231	632			260	700	18:45	252	1030	175	620			427	1650
07:00	77		232				309		19:00	219		120				339	
07:15	99		365				464		19:15	225		127				352	
07:30	229		437				666		19:30	156		123				279	
07:45	265	670	360	1394			625	2064	19:45	137	737	138	508			275	1245
08:00	177		247				424		20:00	134		91				225	
08:15	129		309				438		20:15	147		73				220	
08:30	94		262				356		20:30	128		61				189	
08:45	120	520	254	1072			374	1592	20:45	132	541	55	280			187	821
09:00	131		195				326		21:00	107		47				154	
09:15	114		194				308		21:15	84		54				138	
09:30	95		153				248		21:30	79		55				134	
09:45	109	449	146	688			255	1137	21:45	75	345	38	194			113	539
10:00	83		128				211		22:00	83		29				112	
10:15	100		133				233		22:15	66		31				97	
10:30	94		135				229		22:30	48		22				70	
10:45	92	369	128	524			220	893	22:45	59	256	16	98			75	354
11:00	114		110				224		23:00	39		22				61	
11:15	105		106				211		23:15	31		17				48	
11:30	123		131				254		23:30	34		13				47	
11:45	87	429	149	496			236	925	23:45	27	131	17	69			44	200
TOTALS		2598		5096				**7694**	**TOTALS**		8137		5179				**13316**
SPLIT %		33.8%		66.2%				**36.6%**	**SPLIT %**		61.1%		38.9%				**63.4%**

DAILY TOTALS	NB	SB	EB	WB	Total
	10,735	10,275	0	0	21,010

AM Peak Hour	07:30	07:15				**07:15**	**PM Peak Hour**	17:15	15:00				**15:15**
AM Pk Volume	800	1409				**2179**	**PM Pk Volume**	1179	687				**1810**
Pk Hr Factor	0.755	0.806				**0.818**	**Pk Hr Factor**	0.899	0.944				**0.862**
7 - 9 Volume	1190	2466	0	0		**3656**	**4 - 6 Volume**	2249	1165	0	0		**3414**
7 - 9 Peak Hour	07:30	07:15				**07:15**	**4 - 6 Peak Hour**	16:45	16:30				**16:45**
7 - 9 Pk Volume	800	1409	0	0		**2179**	**4 - 6 Pk Volume**	1176	596	0	0		**1760**
Pk Hr Factor	0.755	0.806	0.000	0.000		**0.818**	**Pk Hr Factor**	0.896	0.909	0.000	0.000		**0.894**

Prepared by NDS/ATD

VOLUME

Valley Circle Blvd Bet. Burbank Blvd & US-101

Day: Tuesday
Date: 4/28/2015

City: Calabasas
Project #: CA15_5250_002

DAILY TOTALS	NB	SB	EB	WB	Total
	18,140	16,891	0	0	35,031

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	42		16				58		12:00	201		201				402	
00:15	32		12				44		12:15	224		197				421	
00:30	19		13				32		12:30	235		261				496	
00:45	24	117	10	51			34	168	12:45	237	897	223	882			460	1779
01:00	20		3				23		13:00	229		235				464	
01:15	15		5				20		13:15	264		242				506	
01:30	14		7				21		13:30	276		246				522	
01:45	11	60	2	17			13	77	13:45	266	1035	280	1003			546	2038
02:00	14		0				14		14:00	228		227				455	
02:15	8		3				11		14:15	297		245				542	
02:30	5		1				6		14:30	277		253				530	
02:45	5	32	4	8			9	40	14:45	310	1112	278	1003			588	2115
03:00	8		4				12		15:00	364		227				591	
03:15	10		10				20		15:15	412		344				756	
03:30	6		8				14		15:30	387		308				695	
03:45	4	28	11	33			15	61	15:45	429	1592	251	1130			680	2722
04:00	2		8				10		16:00	384		226				610	
04:15	2		22				24		16:15	408		269				677	
04:30	9		26				35		16:30	396		227				623	
04:45	5	18	35	91			40	109	16:45	416	1604	250	972			666	2576
05:00	15		38				53		17:00	419		239				658	
05:15	16		77				93		17:15	464		251				715	
05:30	22		109				131		17:30	496		239				735	
05:45	26	79	159	383			185	462	17:45	489	1868	220	949			709	2817
06:00	45		182				227		18:00	466		217				683	
06:15	44		223				267		18:15	442		221				663	
06:30	106		298				404		18:30	398		222				620	
06:45	199	394	353	1056			552	1450	18:45	428	1734	206	866			634	2600
07:00	189		351				540		19:00	360		179				539	
07:15	259		474				733		19:15	348		174				522	
07:30	386		480				866		19:30	288		185				473	
07:45	326	1160	468	1773			794	2933	19:45	261	1257	169	707			430	1964
08:00	241		460				701		20:00	267		142				409	
08:15	153		447				600		20:15	215		114				329	
08:30	163		401				564		20:30	201		106				307	
08:45	188	745	383	1691			571	2436	20:45	211	894	98	460			309	1354
09:00	189		336				525		21:00	170		88				258	
09:15	146		344				490		21:15	171		84				255	
09:30	153		317				470		21:30	149		81				230	
09:45	171	659	282	1279			453	1938	21:45	146	636	81	334			227	970
10:00	176		258				434		22:00	155		62				217	
10:15	178		245				423		22:15	129		42				171	
10:30	171		247				418		22:30	120		43				163	
10:45	167	692	271	1021			438	1713	22:45	96	500	44	191			140	691
11:00	169		219				388		23:00	79		28				107	
11:15	194		227				421		23:15	55		33				88	
11:30	221		228				449		23:30	53		18				71	
11:45	196	780	213	887			409	1667	23:45	60	247	25	104			85	351
TOTALS		4764		8290				13054	TOTALS		13376		8601				21977
SPLIT %		36.5%		63.5%				37.3%	SPLIT %		60.9%		39.1%				62.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	18,140	16,891	0	0	35,031

AM Peak Hour	07:15	07:15					07:15		PM Peak Hour	17:15	14:45					17:15		
AM Pk Volume	1212	1882					3094		PM Pk Volume	1915	1157					2842		
Pk Hr Factor	0.785	0.980					0.893		Pk Hr Factor	0.965	0.841					0.967		
7 - 9 Volume	1905	3464	0	0			5369		4 - 6 Volume	3472	1921	0	0			5393		
7 - 9 Peak Hour	07:15	07:15					07:15		4 - 6 Peak Hour	17:00	16:15					17:00		
7 - 9 Pk Volume	1212	1882	0	0			3094		4 - 6 Pk Volume	1868	985	0	0			2817		
Pk Hr Factor	0.785	0.980	0.000	0.000			0.893		Pk Hr Factor	0.942	0.915	0.000	0.000			0.958		

Prepared by NDS/ATD

VOLUME

Box Canyon Rd Bet. Santa Susana Pass Rd & Roberson Rd

Day: Thursday
Date: 12/18/2014

City: Chatsworth
Project #: CA14_5845_001

DAILY TOTALS	NB	SB	EB	WB	Total
	1,929	1,761	0	0	3,690

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	1		1				2		12:00	16		16				32	
00:15	0		1				1		12:15	24		14				38	
00:30	0		1				1		12:30	16		22				38	
00:45	0	1	1	4			1	5	12:45	24	80	22	74			46	154
01:00	0		0				0		13:00	18		18				36	
01:15	3		1				4		13:15	18		21				39	
01:30	2		0				2		13:30	18		22				40	
01:45	0	5	0	1			0	6	13:45	26	80	13	74			39	154
02:00	0		0				0		14:00	19		11				30	
02:15	0		0				0		14:15	22		27				49	
02:30	0		1				1		14:30	19		13				32	
02:45	0		1	2			1	2	14:45	31	91	14	65			45	156
03:00	0		1				1		15:00	41		22				63	
03:15	0		1				1		15:15	34		22				56	
03:30	1		0				1		15:30	42		25				67	
03:45	1	2	1	3			2	5	15:45	45	162	15	84			60	246
04:00	2		0				2		16:00	70		21				91	
04:15	2		1				3		16:15	79		21				100	
04:30	1		1				2		16:30	68		24				92	
04:45	3	8	0	2			3	10	16:45	68	285	30	96			98	381
05:00	1		1				2		17:00	83		22				105	
05:15	5		6				11		17:15	99		31				130	
05:30	5		4				9		17:30	99		20				119	
05:45	3	14	10	21			13	35	17:45	68	349	14	87			82	436
06:00	8		21				29		18:00	58		18				76	
06:15	4		21				25		18:15	47		11				58	
06:30	13		58				71		18:30	39		22				61	
06:45	19	44	63	163			82	207	18:45	29	173	12	63			41	236
07:00	28		76				104		19:00	23		8				31	
07:15	26		98				124		19:15	17		13				30	
07:30	43		99				142		19:30	14		16				30	
07:45	49	146	70	343			119	489	19:45	12	66	5	42			17	108
08:00	36		88				124		20:00	7		7				14	
08:15	37		79				116		20:15	11		5				16	
08:30	22		74				96		20:30	8		6				14	
08:45	21	116	54	295			75	411	20:45	9	35	4	22			13	57
09:00	20		31				51		21:00	5		3				8	
09:15	14		30				44		21:15	11		6				17	
09:30	18		40				58		21:30	8		7				15	
09:45	20	72	23	124			43	196	21:45	5	29	11	27			16	56
10:00	20		16				36		22:00	4		3				7	
10:15	14		20				34		22:15	5		11				16	
10:30	19		21				40		22:30	5		5				10	
10:45	14	67	15	72			29	139	22:45	2	16	5	24			7	40
11:00	17		14				31		23:00	3		4				7	
11:15	15		17				32		23:15	3		5				8	
11:30	15		18				33		23:30	4		0				4	
11:45	30	77	14	63			44	140	23:45	1	11	1	10			2	21
TOTALS		552		1093				**1645**	**TOTALS**		1377		668				**2045**
SPLIT %		33.6%		66.4%				**44.6%**	**SPLIT %**		67.3%		32.7%				**55.4%**

DAILY TOTALS	NB	SB	EB	WB	Total
	1,929	1,761	0	0	3,690

AM Peak Hour	07:30	07:15				**07:15**	**PM Peak Hour**	16:45	16:30				**16:45**
AM Pk Volume	165	355				**509**	**PM Pk Volume**	349	107				**452**
Pk Hr Factor	0.842	0.896				**0.896**	**Pk Hr Factor**	0.881	0.863				**0.869**
7 - 9 Volume	262	638	0	0		**900**	**4 - 6 Volume**	634	183	0	0		**817**
7 - 9 Peak Hour	07:30	07:15				**07:15**	**4 - 6 Peak Hour**	16:45	16:30				**16:45**
7 - 9 Pk Volume	165	355	0	0		**509**	**4 - 6 Pk Volume**	349	107	0	0		**452**
Pk Hr Factor	0.842	0.896	0.000	0.000		**0.896**	**Pk Hr Factor**	0.881	0.863	0.000	0.000		**0.869**

Prepared by NDS/ATD

VOLUME

Santa Susana Pass Rd Bet. Rocky Peak Rd & Box Canyon Rd

Day: Thursday
Date: 12/18/2014

City: Chatsworth
Project #: CA14_5845_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,575	1,749	3,324

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			3		2		5		12:00			11		18		29	
00:15			1		1		2		12:15			14		19		33	
00:30			3		1		4		12:30			17		20		37	
00:45			2	9	0	4	2	13	12:45			22	64	15	72	37	136
01:00			0		0		0		13:00			19		19		38	
01:15			1		0		1		13:15			16		19		35	
01:30			0		0		0		13:30			19		18		37	
01:45			0	1	0		0	1	13:45			15	69	17	73	32	142
02:00			0		0		0		14:00			14		18		32	
02:15			1		0		1		14:15			18		22		40	
02:30			1		0		1		14:30			15		18		33	
02:45			1	3	2	2	3	5	14:45			25	72	27	85	52	157
03:00			0		1		1		15:00			30		34		64	
03:15			1		2		3		15:15			38		23		61	
03:30			0		1		1		15:30			31		52		83	
03:45			0	1	2	6	2	7	15:45			26	125	28	137	54	262
04:00			0		5		5		16:00			33		34		67	
04:15			0		3		3		16:15			54		39		93	
04:30			1		5		6		16:30			43		52		95	
04:45			0	1	5	18	5	19	16:45			36	166	43	168	79	334
05:00			6		14		20		17:00			46		32		78	
05:15			4		18		22		17:15			36		42		78	
05:30			5		13		18		17:30			42		37		79	
05:45			7	22	17	62	24	84	17:45			40	164	50	161	90	325
06:00			12		14		26		18:00			36		41		77	
06:15			21		19		40		18:15			27		28		55	
06:30			21		32		53		18:30			21		38		59	
06:45			27	81	43	108	70	189	18:45			14	98	15	122	29	220
07:00			35		46		81		19:00			21		21		42	
07:15			44		44		88		19:15			8		11		19	
07:30			46		52		98		19:30			10		19		29	
07:45			52	177	33	175	85	352	19:45			13	52	7	58	20	110
08:00			43		51		94		20:00			8		3		11	
08:15			39		35		74		20:15			17		10		27	
08:30			34		37		71		20:30			10		7		17	
08:45			21	137	25	148	46	285	20:45			7	42	5	25	12	67
09:00			23		28		51		21:00			5		11		16	
09:15			18		24		42		21:15			16		10		26	
09:30			23		32		55		21:30			10		4		14	
09:45			12	76	15	99	27	175	21:45			11	42	7	32	18	74
10:00			15		25		40		22:00			6		8		14	
10:15			13		20		33		22:15			5		7		12	
10:30			18		21		39		22:30			6		7		13	
10:45			13	59	21	87	34	146	22:45			10	27	3	25	13	52
11:00			17		16		33		23:00			5		2		7	
11:15			14		15		29		23:15			7		6		13	
11:30			17		13		30		23:30			7		3		10	
11:45			17	65	24	68	41	133	23:45			3	22	3	14	6	36
TOTALS				632		777		**1409**	**TOTALS**				943		972		**1915**
SPLIT %				44.9%		55.1%		**42.4%**	**SPLIT %**				49.2%		50.8%		**57.6%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,575	1,749	3,324

AM Peak Hour			07:15	06:45	**07:15**	**PM Peak Hour**			16:15	17:15	**16:15**
AM Pk Volume			185	185	**365**	**PM Pk Volume**			179	170	**345**
Pk Hr Factor			0.889	0.889	**0.931**	**Pk Hr Factor**			0.829	0.850	**0.908**
7 - 9 Volume	0	0	314	323	**637**	**4 - 6 Volume**	0	0	330	329	**659**
7 - 9 Peak Hour			07:15	07:15	**07:15**	**4 - 6 Peak Hour**			16:15	16:30	**16:15**
7 - 9 Pk Volume	0	0	185	180	**365**	**4 - 6 Pk Volume**	0	0	179	169	**345**
Pk Hr Factor	0.000	0.000	0.889	0.865	**0.931**	**Pk Hr Factor**	0.000	0.000	0.829	0.813	**0.908**

Prepared by NDS/ATD

VOLUME

Woolsey Canyon Rd Bet. Valley Cir Blvd & Knapp Ranch Rd

Day: Thursday
Date: 12/18/2014

City: Chatsworth
Project #: CA14_5845_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,225	1,192	2,417

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			4		4		8		12:00			9		9		18	
00:15			1		3		4		12:15			18		15		33	
00:30			1		6		7		12:30			12		15		27	
00:45			1	7	3	16	4	23	12:45			20	59	13	52	33	111
01:00			3		0		3		13:00			14		15		29	
01:15			2		5		7		13:15			12		13		25	
01:30			2		2		4		13:30			17		11		28	
01:45			3	10	2	9	5	19	13:45			20	63	25	64	45	127
02:00			1		1		2		14:00			12		25		37	
02:15			0		2		2		14:15			15		14		29	
02:30			0		1		1		14:30			17		15		32	
02:45			1	2	0	4	1	6	14:45			12	56	16	70	28	126
03:00			0		0		0		15:00			10		26		36	
03:15			0		3		3		15:15			25		13		38	
03:30			2		1		3		15:30			11		26		37	
03:45			3	5	0	4	3	9	15:45			30	76	30	95	60	171
04:00			0		0		0		16:00			29		34		63	
04:15			4		0		4		16:15			48		30		78	
04:30			4		1		5		16:30			20		33		53	
04:45			4	12	4	5	8	17	16:45			23	120	23	120	46	240
05:00			6		0		6		17:00			23		45		68	
05:15			7		3		10		17:15			23		24		47	
05:30			6		3		9		17:30			18		40		58	
05:45			15	34	7	13	22	47	17:45			12	76	23	132	35	208
06:00			20		7		27		18:00			10		28		38	
06:15			18		5		23		18:15			15		15		30	
06:30			29		4		33		18:30			11		16		27	
06:45			15	82	5	21	20	103	18:45			16	52	30	89	46	141
07:00			42		12		54		19:00			14		21		35	
07:15			42		5		47		19:15			7		16		23	
07:30			30		11		41		19:30			8		15		23	
07:45			55	169	16	44	71	213	19:45			13	42	21	73	34	115
08:00			38		17		55		20:00			7		20		27	
08:15			14		18		32		20:15			7		21		28	
08:30			17		6		23		20:30			8		14		22	
08:45			18	87	9	50	27	137	20:45			5	27	17	72	22	99
09:00			11		6		17		21:00			4		22		26	
09:15			23		10		33		21:15			6		14		20	
09:30			15		7		22		21:30			3		20		23	
09:45			17	66	10	33	27	99	21:45			3	16	13	69	16	85
10:00			13		10		23		22:00			4		12		16	
10:15			15		11		26		22:15			3		7		10	
10:30			15		11		26		22:30			5		14		19	
10:45			15	58	11	43	26	101	22:45			7	19	11	44	18	63
11:00			17		9		26		23:00			7		10		17	
11:15			20		10		30		23:15			8		5		13	
11:30			16		9		25		23:30			6		6		12	
11:45			10	63	16	44	26	107	23:45			3	24	5	26	8	50
TOTALS				595		286		**881**	**TOTALS**				630		906		**1536**
SPLIT %				67.5%		32.5%		**36.5%**	**SPLIT %**				41.0%		59.0%		**63.5%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,225	1,192	2,417

AM Peak Hour			07:00	07:30	**07:15**	**PM Peak Hour**			15:45	16:45	**15:45**
AM Pk Volume			169	62	**214**	**PM Pk Volume**			127	132	**254**
Pk Hr Factor			0.768	0.861	**0.754**	**Pk Hr Factor**			0.661	0.733	**0.814**
7 - 9 Volume	0	0	256	94	**350**	**4 - 6 Volume**	0	0	196	252	**448**
7 - 9 Peak Hour			07:00	07:30	**07:15**	**4 - 6 Peak Hour**			16:00	16:45	**16:15**
7 - 9 Pk Volume	0	0	169	62	**214**	**4 - 6 Pk Volume**	0	0	120	132	**245**
Pk Hr Factor	0.000	0.000	0.768	0.861	**0.754**	**Pk Hr Factor**	0.000	0.000	0.625	0.733	**0.785**

Prepared by NDS/ATD

VOLUME

Valley Cir Blvd Bet. Box Canyon Rd & Woolsey Canyon Rd

Day: Thursday
Date: 12/18/2014

City: Chatsworth
Project #: CA14_5845_004

DAILY TOTALS	NB	SB	EB	WB	Total
	4,511	4,275	0	0	8,786

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	6		3				9		12:00	43		38				81	
00:15	1		4				5		12:15	43		47				90	
00:30	4		3				7		12:30	49		43				92	
00:45	2	13	1	11			3	24	12:45	45	180	61	189			106	369
01:00	6		0				6		13:00	60		40				100	
01:15	3		1				4		13:15	41		64				105	
01:30	3		2				5		13:30	33		54				87	
01:45	0	12	3	6			3	18	13:45	63	197	63	221			126	418
02:00	0		1				1		14:00	52		48				100	
02:15	0		1				1		14:15	63		65				128	
02:30	2		1				3		14:30	75		55				130	
02:45	2	4	0	3			2	7	14:45	65	255	61	229			126	484
03:00	0		1				1		15:00	88		65				153	
03:15	2		4				6		15:15	117		74				191	
03:30	2		0				2		15:30	126		51				177	
03:45	2	6	2	7			4	13	15:45	122	453	92	282			214	735
04:00	1		2				3		16:00	142		51				193	
04:15	0		3				3		16:15	159		87				246	
04:30	4		1				5		16:30	118		69				187	
04:45	2	7	5	11			7	18	16:45	124	543	62	269			186	812
05:00	7		4				11		17:00	148		64				212	
05:15	11		10				21		17:15	181		69				250	
05:30	5		14				19		17:30	156		66				222	
05:45	10	33	19	47			29	80	17:45	103	588	58	257			161	845
06:00	17		26				43		18:00	109		69				178	
06:15	16		40				56		18:15	114		59				173	
06:30	27		64				91		18:30	64		54				118	
06:45	51	111	118	248			169	359	18:45	63	350	43	225			106	575
07:00	83		153				236		19:00	56		39				95	
07:15	91		189				280		19:15	33		36				69	
07:30	134		164				298		19:30	41		36				77	
07:45	148	456	161	667			309	1123	19:45	30	160	36	147			66	307
08:00	116		161				277		20:00	25		24				49	
08:15	83		171				254		20:15	39		25				64	
08:30	52		113				165		20:30	24		18				42	
08:45	53	304	97	542			150	846	20:45	26	114	16	83			42	197
09:00	45		81				126		21:00	23		25				48	
09:15	38		64				102		21:15	21		15				36	
09:30	54		70				124		21:30	20		22				42	
09:45	70	207	57	272			127	479	21:45	11	75	10	72			21	147
10:00	46		48				94		22:00	15		13				28	
10:15	44		58				102		22:15	14		14				28	
10:30	37		48				85		22:30	10		16				26	
10:45	41	168	48	202			89	370	22:45	10	49	10	53			20	102
11:00	36		45				81		23:00	12		11				23	
11:15	46		55				101		23:15	4		10				14	
11:30	61		37				98		23:30	14		5				19	
11:45	49	192	62	199			111	391	23:45	4	34	7	33			11	67
TOTALS		1513		2215				3728	TOTALS		2998		2060				5058
SPLIT %		40.6%		59.4%				42.4%	SPLIT %		59.3%		40.7%				57.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	4,511	4,275	0	0	8,786

AM Peak Hour	07:15	07:15				07:15	PM Peak Hour	16:45	15:45				16:45
AM Pk Volume	489	675				1164	PM Pk Volume	609	299				870
Pk Hr Factor	0.826	0.893				0.942	Pk Hr Factor	0.841	0.813				0.870
7 - 9 Volume	760	1209	0	0		1969	4 - 6 Volume	1131	526	0	0		1657
7 - 9 Peak Hour	07:15	07:15				07:15	4 - 6 Peak Hour	16:45	16:15				16:45
7 - 9 Pk Volume	489	675	0	0		1164	4 - 6 Pk Volume	609	282	0	0		870
Pk Hr Factor	0.826	0.893	0.000	0.000		0.942	Pk Hr Factor	0.841	0.810	0.000	0.000		0.870

Prepared by NDS/ATD

VOLUME

Valley Cir Blvd Bet. Plummer St & Schumann Rd

Day: Thursday
Date: 12/18/2014

City: Chatsworth
Project #: CA14_5845_005

DAILY TOTALS	NB	SB	EB	WB	Total
	3,328	2,858	0	0	6,186

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	2		6				8		12:00	41		30				71	
00:15	2		7				9		12:15	42		46				88	
00:30	3		6				9		12:30	40		28				68	
00:45	3	10	1	20			4	30	12:45	46	169	29	133			75	302
01:00	2		1				3		13:00	59		39				98	
01:15	1		0				1		13:15	41		47				88	
01:30	4		4				8		13:30	29		31				60	
01:45	0	7	6	11			6	18	13:45	53	182	39	156			92	338
02:00	0		1				1		14:00	33		37				70	
02:15	0		4				4		14:15	59		44				103	
02:30	2		0				2		14:30	61		48				109	
02:45	2	4	0	5			2	9	14:45	53	206	52	181			105	387
03:00	0		0				0		15:00	50		45				95	
03:15	2		2				4		15:15	54		70				124	
03:30	1		1				2		15:30	65		65				130	
03:45	1	4	1	4			2	8	15:45	65	234	65	245			130	479
04:00	2		0				2		16:00	69		53				122	
04:15	5		1				6		16:15	70		54				124	
04:30	5		0				5		16:30	52		56				108	
04:45	8	20	5	6			13	26	16:45	65	256	61	224			126	480
05:00	10		3				13		17:00	78		58				136	
05:15	17		5				22		17:15	62		77				139	
05:30	14		8				22		17:30	60		68				128	
05:45	20	61	4	20			24	81	17:45	62	262	59	262			121	524
06:00	26		9				35		18:00	47		71				118	
06:15	30		16				46		18:15	52		53				105	
06:30	31		31				62		18:30	46		47				93	
06:45	62	149	42	98			104	247	18:45	33	178	32	203			65	381
07:00	62		41				103		19:00	35		41				76	
07:15	85		62				147		19:15	22		39				61	
07:30	136		65				201		19:30	18		33				51	
07:45	116	399	53	221			169	620	19:45	25	100	38	151			63	251
08:00	126		44				170		20:00	23		30				53	
08:15	88		50				138		20:15	25		32				57	
08:30	74		60				134		20:30	10		28				38	
08:45	55	343	53	207			108	550	20:45	12	70	26	116			38	186
09:00	60		39				99		21:00	19		31				50	
09:15	52		34				86		21:15	8		17				25	
09:30	39		31				70		21:30	17		25				42	
09:45	62	213	41	145			103	358	21:45	12	56	16	89			28	145
10:00	50		25				75		22:00	9		17				26	
10:15	42		29				71		22:15	10		18				28	
10:30	49		24				73		22:30	10		16				26	
10:45	32	173	22	100			54	273	22:45	6	35	18	69			24	104
11:00	47		29				76		23:00	10		13				23	
11:15	43		42				85		23:15	4		8				12	
11:30	44		39				83		23:30	6		7				13	
11:45	40	174	43	153			83	327	23:45	3	23	11	39			14	62
TOTALS		1557		990				**2547**	**TOTALS**		1771		1868				**3639**
SPLIT %		61.1%		38.9%				**41.2%**	**SPLIT %**		48.7%		51.3%				**58.8%**

DAILY TOTALS	NB	SB	EB	WB	Total
	3,328	2,858	0	0	6,186

AM Peak Hour	07:30	07:15				**07:15**	**PM Peak Hour**	15:30	17:15				**16:45**
AM Pk Volume	466	224				**687**	**PM Pk Volume**	269	275				**529**
Pk Hr Factor	0.857	0.862				**0.854**	**Pk Hr Factor**	0.961	0.893				**0.951**
7 - 9 Volume	742	428	0	0		**1170**	**4 - 6 Volume**	518	486	0	0		**1004**
7 - 9 Peak Hour	07:30	07:15				**07:15**	**4 - 6 Peak Hour**	16:15	16:45				**16:45**
7 - 9 Pk Volume	466	224	0	0		**687**	**4 - 6 Pk Volume**	265	264	0	0		**529**
Pk Hr Factor	0.857	0.862	0.000	0.000		**0.854**	**Pk Hr Factor**	0.849	0.857	0.000	0.000		**0.951**

Prepared by NDS/ATD

VOLUME

Plummer St W/O Farralone Ave

Day: Thursday
Date: 12/18/2014

City: Chatsworth
Project #: CA14_5845_006

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,554	3,257	6,811

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			3		5		8		12:00			37		29		66	
00:15			0		10		10		12:15			37		41		78	
00:30			2		5		7		12:30			35		34		69	
00:45			5	10	0	20	5	30	12:45			36	145	20	124	56	269
01:00			1		1		2		13:00			56		47		103	
01:15			1		3		4		13:15			48		48		96	
01:30			4		4		8		13:30			38		35		73	
01:45			0	6	4	12	4	18	13:45			50	192	43	173	93	365
02:00			0		2		2		14:00			31		44		75	
02:15			1		4		5		14:15			42		36		78	
02:30			2		0		2		14:30			39		40		79	
02:45			0	3	1	7	1	10	14:45			38	150	59	179	97	329
03:00			1		0		1		15:00			45		62		107	
03:15			0		3		3		15:15			61		69		130	
03:30			1		0		1		15:30			52		80		132	
03:45			2	4	1	4	3	8	15:45			65	223	89	300	154	523
04:00			4		0		4		16:00			54		95		149	
04:15			4		1		5		16:15			72		86		158	
04:30			5		0		5		16:30			66		105		171	
04:45			8	21	2	3	10	24	16:45			67	259	111	397	178	656
05:00			11		2		13		17:00			83		93		176	
05:15			11		3		14		17:15			65		96		161	
05:30			17		6		23		17:30			58		105		163	
05:45			19	58	5	16	24	74	17:45			73	279	113	407	186	686
06:00			29		9		38		18:00			54		76		130	
06:15			32		18		50		18:15			43		55		98	
06:30			31		25		56		18:30			40		48		88	
06:45			60	152	33	85	93	237	18:45			35	172	48	227	83	399
07:00			114		37		151		19:00			26		51		77	
07:15			127		37		164		19:15			26		43		69	
07:30			133		36		169		19:30			17		34		51	
07:45			146	520	41	151	187	671	19:45			26	95	42	170	68	265
08:00			153		54		207		20:00			19		31		50	
08:15			125		45		170		20:15			24		46		70	
08:30			109		60		169		20:30			10		30		40	
08:45			74	461	42	201	116	662	20:45			17	70	30	137	47	207
09:00			67		51		118		21:00			11		26		37	
09:15			59		34		93		21:15			11		22		33	
09:30			65		51		116		21:30			9		25		34	
09:45			63	254	29	165	92	419	21:45			13	44	25	98	38	142
10:00			51		27		78		22:00			13		18		31	
10:15			56		33		89		22:15			11		19		30	
10:30			45		28		73		22:30			13		17		30	
10:45			50	202	27	115	77	317	22:45			5	42	19	73	24	115
11:00			39		35		74		23:00			14		14		28	
11:15			49		36		85		23:15			3		12		15	
11:30			45		41		86		23:30			4		8		12	
11:45			33	166	39	151	72	317	23:45			5	26	8	42	13	68
TOTALS				1857		930		**2787**	**TOTALS**				1697		2327		**4024**
SPLIT %				66.6%		33.4%		**40.9%**	**SPLIT %**				42.2%		57.8%		**59.1%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,554	3,257	6,811

AM Peak Hour			07:15	08:00	**07:30**	**PM Peak Hour**			16:15	17:00	**16:30**
AM Pk Volume			559	201	**733**	**PM Pk Volume**			288	407	**686**
Pk Hr Factor			0.913	0.838	**0.885**	**Pk Hr Factor**			0.867	0.900	**0.963**
7 - 9 Volume	0	0	981	352	**1333**	**4 - 6 Volume**	0	0	538	804	**1342**
7 - 9 Peak Hour			07:15	08:00	**07:30**	**4 - 6 Peak Hour**			16:15	17:00	**16:30**
7 - 9 Pk Volume	0	0	559	201	**733**	**4 - 6 Pk Volume**	0	0	288	407	**686**
Pk Hr Factor	0.000	0.000	0.913	0.838	**0.885**	**Pk Hr Factor**	0.000	0.000	0.867	0.900	**0.963**

Prepared by NDS/ATD

VOLUME

Valley Cir Blvd Bet. Woolsey Canyon Rd & Chatlake Dr

Day: Thursday
Date: 12/18/2014

City: Chatsworth
Project #: CA14_5845_007

DAILY TOTALS	NB	SB	EB	WB	Total
	4,823	4,664	0	0	9,487

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	6		4				10		12:00	42		39				81	
00:15	4		4				8		12:15	50		48				98	
00:30	6		2				8		12:30	53		42				95	
00:45	4	20	4	14			8	34	12:45	43	188	56	185			99	373
01:00	3		3				6		13:00	61		45				106	
01:15	5		4				9		13:15	48		54				102	
01:30	2		2				4		13:30	34		62				96	
01:45	0	10	3	12			3	22	13:45	68	211	55	216			123	427
02:00	2		2				4		14:00	71		49				120	
02:15	1		2				3		14:15	68		58				126	
02:30	1		0				1		14:30	75		54				129	
02:45	1	5	0	4			1	9	14:45	70	284	55	216			125	500
03:00	0		1				1		15:00	88		78				166	
03:15	4		3				7		15:15	148		82				230	
03:30	0		0				0		15:30	128		68				196	
03:45	1	5	6	10			7	15	15:45	145	509	78	306			223	815
04:00	1		3				4		16:00	141		79				220	
04:15	0		6				6		16:15	178		93				271	
04:30	3		5				8		16:30	116		93				209	
04:45	2	6	8	22			10	28	16:45	151	586	57	322			208	908
05:00	3		10				13		17:00	160		85				245	
05:15	8		11				19		17:15	211		65				276	
05:30	4		16				20		17:30	157		76				233	
05:45	12	27	27	64			39	91	17:45	133	661	53	279			186	940
06:00	8		33				41		18:00	116		69				185	
06:15	20		53				73		18:15	114		61				175	
06:30	18		77				95		18:30	70		49				119	
06:45	47	93	132	295			179	388	18:45	70	370	43	222			113	592
07:00	54		194				248		19:00	62		43				105	
07:15	106		198				304		19:15	31		34				65	
07:30	112		192				304		19:30	46		39				85	
07:45	160	432	176	760			336	1192	19:45	38	177	34	150			72	327
08:00	110		193				303		20:00	42		25				67	
08:15	93		167				260		20:15	45		28				73	
08:30	53		137				190		20:30	26		19				45	
08:45	50	306	97	594			147	900	20:45	36	149	23	95			59	244
09:00	46		92				138		21:00	30		21				51	
09:15	43		74				117		21:15	27		18				45	
09:30	59		80				139		21:30	33		21				54	
09:45	71	219	65	311			136	530	21:45	20	110	12	72			32	182
10:00	45		42				87		22:00	17		10				27	
10:15	47		63				110		22:15	18		18				36	
10:30	38		48				86		22:30	18		18				36	
10:45	36	166	50	203			86	369	22:45	14	67	17	63			31	130
11:00	38		48				86		23:00	15		19				34	
11:15	45		57				102		23:15	7		16				23	
11:30	55		37				92		23:30	8		13				21	
11:45	50	188	53	195			103	383	23:45	4	34	6	54			10	88
TOTALS		1477		2484				3961	TOTALS		3346		2180				5526
SPLIT %		37.3%		62.7%				41.8%	SPLIT %		60.6%		39.4%				58.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	4,823	4,664	0	0	9,487

AM Peak Hour	07:15	07:00				07:15	PM Peak Hour	16:45	15:45				16:45
AM Pk Volume	488	760				1247	PM Pk Volume	679	343				962
Pk Hr Factor	0.763	0.960				0.928	Pk Hr Factor	0.805	0.922				0.871
7 - 9 Volume	738	1354	0	0		2092	4 - 6 Volume	1247	601	0	0		1848
7 - 9 Peak Hour	07:15	07:00				07:15	4 - 6 Peak Hour	16:45	16:15				16:45
7 - 9 Pk Volume	488	760	0	0		1247	4 - 6 Pk Volume	679	328	0	0		962
Pk Hr Factor	0.763	0.960	0.000	0.000		0.928	Pk Hr Factor	0.805	0.882	0.000	0.000		0.871

Prepared by NDS/ATD

VOLUME

Roscoe Blvd E/O Woodlake Ave

Day: Thursday
Date: 12/18/2014

City: Chatsworth
Project #: CA14_5845_008

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,175	6,133	12,308

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			8		16		24		12:00			102		107		209	
00:15			9		12		21		12:15			92		79		171	
00:30			5		12		17		12:30			100		94		194	
00:45			4	26	11	51	15	77	12:45			119	413	91	371	210	784
01:00			5		8		13		13:00			110		92		202	
01:15			4		12		16		13:15			81		75		156	
01:30			3		11		14		13:30			103		88		191	
01:45			4	16	6	37	10	53	13:45			101	395	104	359	205	754
02:00			7		6		13		14:00			95		100		195	
02:15			3		2		5		14:15			109		107		216	
02:30			2		2		4		14:30			97		106		203	
02:45			2	14	5	15	7	29	14:45			83	384	95	408	178	792
03:00			1		5		6		15:00			93		110		203	
03:15			3		4		7		15:15			109		110		219	
03:30			3		4		7		15:30			121		111		232	
03:45			4	11	3	16	7	27	15:45			114	437	123	454	237	891
04:00			5		1		6		16:00			97		121		218	
04:15			6		2		8		16:15			100		124		224	
04:30			6		3		9		16:30			118		138		256	
04:45			11	28	9	15	20	43	16:45			102	417	126	509	228	926
05:00			21		3		24		17:00			108		140		248	
05:15			17		8		25		17:15			103		151		254	
05:30			26		11		37		17:30			108		158		266	
05:45			32	96	20	42	52	138	17:45			97	416	154	603	251	1019
06:00			42		16		58		18:00			82		127		209	
06:15			47		26		73		18:15			84		111		195	
06:30			66		35		101		18:30			86		125		211	
06:45			87	242	47	124	134	366	18:45			75	327	122	485	197	812
07:00			101		47		148		19:00			61		92		153	
07:15			155		60		215		19:15			53		97		150	
07:30			175		66		241		19:30			42		83		125	
07:45			187	618	90	263	277	881	19:45			34	190	64	336	98	526
08:00			180		71		251		20:00			52		74		126	
08:15			148		82		230		20:15			35		70		105	
08:30			100		86		186		20:30			30		50		80	
08:45			115	543	110	349	225	892	20:45			39	156	54	248	93	404
09:00			107		83		190		21:00			31		52		83	
09:15			103		73		176		21:15			35		64		99	
09:30			104		62		166		21:30			23		61		84	
09:45			115	429	78	296	193	725	21:45			29	118	57	234	86	352
10:00			84		92		176		22:00			23		39		62	
10:15			94		79		173		22:15			19		38		57	
10:30			103		73		176		22:30			12		54		66	
10:45			94	375	83	327	177	702	22:45			14	68	34	165	48	233
11:00			95		84		179		23:00			11		28		39	
11:15			113		98		211		23:15			11		22		33	
11:30			100		82		182		23:30			13		17		30	
11:45			105	413	81	345	186	758	23:45			8	43	14	81	22	124
TOTALS				2811		1880		**4691**	**TOTALS**				3364		4253		**7617**
SPLIT %				59.9%		40.1%		**38.1%**	**SPLIT %**				44.2%		55.8%		**61.9%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,175	6,133	12,308

AM Peak Hour			07:15	11:15	**07:30**	**PM Peak Hour**			15:15	17:00	**17:00**
AM Pk Volume			697	368	**999**	**PM Pk Volume**			441	603	**1019**
Pk Hr Factor			0.932	0.860	**0.902**	**Pk Hr Factor**			0.911	0.954	**0.958**
7 - 9 Volume	0	0	1161	612	**1773**	**4 - 6 Volume**	0	0	833	1112	**1945**
7 - 9 Peak Hour			07:15	08:00	**07:30**	**4 - 6 Peak Hour**			16:30	17:00	**17:00**
7 - 9 Pk Volume	0	0	697	349	**999**	**4 - 6 Pk Volume**	0	0	431	603	**1019**
Pk Hr Factor	0.000	0.000	0.932	0.793	**0.902**	**Pk Hr Factor**	0.000	0.000	0.913	0.954	**0.958**

Prepared by NDS/ATD

VOLUME

Roscoe Blvd Bet. Shoup Ave & Farralone Ave

Day: Thursday
Date: 12/18/2014

City: Chatsworth
Project #: CA14_5845_009

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	15,485	15,588	31,073

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			31		26		57		12:00			248		193		441	
00:15			18		23		41		12:15			198		222		420	
00:30			32		16		48		12:30			214		229		443	
00:45			21	102	24	89	45	191	12:45			225	885	230	874	455	1759
01:00			14		10		24		13:00			220		220		440	
01:15			17		16		33		13:15			216		304		520	
01:30			11		16		27		13:30			263		261		524	
01:45			12	54	13	55	25	109	13:45			270	969	276	1061	546	2030
02:00			9		14		23		14:00			226		228		454	
02:15			11		11		22		14:15			259		211		470	
02:30			4		16		20		14:30			235		223		458	
02:45			5	29	14	55	19	84	14:45			226	946	270	932	496	1878
03:00			5		9		14		15:00			307		278		585	
03:15			8		14		22		15:15			306		277		583	
03:30			18		10		28		15:30			352		286		638	
03:45			13	44	11	44	24	88	15:45			294	1259	311	1152	605	2411
04:00			11		15		26		16:00			357		319		676	
04:15			17		11		28		16:15			299		285		584	
04:30			23		26		49		16:30			289		305		594	
04:45			24	75	47	99	71	174	16:45			337	1282	284	1193	621	2475
05:00			44		28		72		17:00			317		319		636	
05:15			46		50		96		17:15			352		309		661	
05:30			63		70		133		17:30			340		330		670	
05:45			73	226	97	245	170	471	17:45			362	1371	278	1236	640	2607
06:00			104		98		202		18:00			271		308		579	
06:15			121		124		245		18:15			236		245		481	
06:30			161		194		355		18:30			244		272		516	
06:45			190	576	241	657	431	1233	18:45			207	958	243	1068	450	2026
07:00			185		192		377		19:00			217		241		458	
07:15			225		195		420		19:15			178		214		392	
07:30			283		255		538		19:30			165		168		333	
07:45			260	953	258	900	518	1853	19:45			128	688	176	799	304	1487
08:00			255		272		527		20:00			138		151		289	
08:15			249		269		518		20:15			118		114		232	
08:30			223		276		499		20:30			120		143		263	
08:45			269	996	313	1130	582	2126	20:45			126	502	128	536	254	1038
09:00			219		238		457		21:00			121		126		247	
09:15			226		230		456		21:15			113		115		228	
09:30			242		225		467		21:30			88		111		199	
09:45			302	989	220	913	522	1902	21:45			95	417	115	467	210	884
10:00			227		174		401		22:00			97		87		184	
10:15			214		197		411		22:15			83		82		165	
10:30			187		181		368		22:30			61		62		123	
10:45			207	835	216	768	423	1603	22:45			60	301	61	292	121	593
11:00			225		181		406		23:00			47		57		104	
11:15			217		219		436		23:15			39		52		91	
11:30			217		188		405		23:30			40		36		76	
11:45			215	874	246	834	461	1708	23:45			28	154	44	189	72	343
TOTALS				5753		5789		**11542**	**TOTALS**				9732		9799		**19531**
SPLIT %				49.8%		50.2%		**37.1%**	**SPLIT %**				49.8%		50.2%		**62.9%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	15,485	15,588	31,073

AM Peak Hour			07:30	08:00	**08:00**	**PM Peak Hour**			17:00	16:45	**17:00**
AM Pk Volume			1047	1130	**2126**	**PM Pk Volume**			1371	1242	**2607**
Pk Hr Factor			0.925	0.903	**0.913**	**Pk Hr Factor**			0.947	0.941	**0.973**
7 - 9 Volume	0	0	1949	2030	**3979**	**4 - 6 Volume**	0	0	2653	2429	**5082**
7 - 9 Peak Hour			07:30	08:00	**08:00**	**4 - 6 Peak Hour**			17:00	16:45	**17:00**
7 - 9 Pk Volume	0	0	1047	1130	**2126**	**4 - 6 Pk Volume**	0	0	1371	1242	**2607**
Pk Hr Factor	0.000	0.000	0.925	0.903	**0.913**	**Pk Hr Factor**	0.000	0.000	0.947	0.941	**0.973**

Prepared by NDS/ATD

VOLUME

Valley Circle Blvd Bet. Vanowen St & Victory Blvd

Day: Tuesday
Date: 4/28/2015

City: Calabasas
Project #: CA15_5250_001

DAILY TOTALS	NB	SB	EB	WB	Total
	10,735	10,275	0	0	21,010

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	13		12				25		12:00	109		92				201	
00:15	18		5				23		12:15	112		120				232	
00:30	4		7				11		12:30	113		97				210	
00:45	7	42	7	31			14	73	12:45	140	474	136	445			276	919
01:00	6		3				9		13:00	123		145				268	
01:15	4		3				7		13:15	134		126				260	
01:30	3		3				6		13:30	171		150				321	
01:45	2	15	3	12			5	27	13:45	186	614	129	550			315	1164
02:00	2		0				2		14:00	136		135				271	
02:15	5		1				6		14:15	176		130				306	
02:30	0		1				1		14:30	171		150				321	
02:45	2	9	2	4			4	13	14:45	206	689	148	563			354	1252
03:00	3		3				6		15:00	181		167				348	
03:15	5		5				10		15:15	262		182				444	
03:30	1		5				6		15:30	361		164				525	
03:45	0	9	7	20			7	29	15:45	267	1071	174	687			441	1758
04:00	1		7				8		16:00	259		141				400	
04:15	1		8				9		16:15	287		152				439	
04:30	1		13				14		16:30	254		145				399	
04:45	0	3	12	40			12	43	16:45	292	1092	132	570			424	1662
05:00	4		17				21		17:00	250		155				405	
05:15	3		37				40		17:15	328		164				492	
05:30	6		56				62		17:30	306		133				439	
05:45	2	15	73	183			75	198	17:45	273	1157	143	595			416	1752
06:00	13		95				108		18:00	272		149				421	
06:15	9		123				132		18:15	266		131				397	
06:30	17		183				200		18:30	240		165				405	
06:45	29	68	231	632			260	700	18:45	252	1030	175	620			427	1650
07:00	77		232				309		19:00	219		120				339	
07:15	99		365				464		19:15	225		127				352	
07:30	229		437				666		19:30	156		123				279	
07:45	265	670	360	1394			625	2064	19:45	137	737	138	508			275	1245
08:00	177		247				424		20:00	134		91				225	
08:15	129		309				438		20:15	147		73				220	
08:30	94		262				356		20:30	128		61				189	
08:45	120	520	254	1072			374	1592	20:45	132	541	55	280			187	821
09:00	131		195				326		21:00	107		47				154	
09:15	114		194				308		21:15	84		54				138	
09:30	95		153				248		21:30	79		55				134	
09:45	109	449	146	688			255	1137	21:45	75	345	38	194			113	539
10:00	83		128				211		22:00	83		29				112	
10:15	100		133				233		22:15	66		31				97	
10:30	94		135				229		22:30	48		22				70	
10:45	92	369	128	524			220	893	22:45	59	256	16	98			75	354
11:00	114		110				224		23:00	39		22				61	
11:15	105		106				211		23:15	31		17				48	
11:30	123		131				254		23:30	34		13				47	
11:45	87	429	149	496			236	925	23:45	27	131	17	69			44	200
TOTALS		2598		5096				**7694**	**TOTALS**		8137		5179				**13316**
SPLIT %		33.8%		66.2%				**36.6%**	**SPLIT %**		61.1%		38.9%				**63.4%**

DAILY TOTALS	NB	SB	EB	WB	Total
	10,735	10,275	0	0	21,010

AM Peak Hour	07:30	07:15				**07:15**	**PM Peak Hour**	17:15	15:00				**15:15**
AM Pk Volume	800	1409				**2179**	**PM Pk Volume**	1179	687				**1810**
Pk Hr Factor	0.755	0.806				**0.818**	**Pk Hr Factor**	0.899	0.944				**0.862**
7 - 9 Volume	1190	2466	0	0		**3656**	**4 - 6 Volume**	2249	1165	0	0		**3414**
7 - 9 Peak Hour	07:30	07:15				**07:15**	**4 - 6 Peak Hour**	16:45	16:30				**16:45**
7 - 9 Pk Volume	800	1409	0	0		**2179**	**4 - 6 Pk Volume**	1176	596	0	0		**1760**
Pk Hr Factor	0.755	0.806	0.000	0.000		**0.818**	**Pk Hr Factor**	0.896	0.909	0.000	0.000		**0.894**

Prepared by NDS/ATD

VOLUME

Valley Circle Blvd Bet. Burbank Blvd & US-101

Day: Tuesday
Date: 4/28/2015

City: Calabasas
Project #: CA15_5250_002

DAILY TOTALS	NB	SB	EB	WB	Total
	18,140	16,891	0	0	35,031

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	42		16				58		12:00	201		201				402	
00:15	32		12				44		12:15	224		197				421	
00:30	19		13				32		12:30	235		261				496	
00:45	24	117	10	51			34	168	12:45	237	897	223	882			460	1779
01:00	20		3				23		13:00	229		235				464	
01:15	15		5				20		13:15	264		242				506	
01:30	14		7				21		13:30	276		246				522	
01:45	11	60	2	17			13	77	13:45	266	1035	280	1003			546	2038
02:00	14		0				14		14:00	228		227				455	
02:15	8		3				11		14:15	297		245				542	
02:30	5		1				6		14:30	277		253				530	
02:45	5	32	4	8			9	40	14:45	310	1112	278	1003			588	2115
03:00	8		4				12		15:00	364		227				591	
03:15	10		10				20		15:15	412		344				756	
03:30	6		8				14		15:30	387		308				695	
03:45	4	28	11	33			15	61	15:45	429	1592	251	1130			680	2722
04:00	2		8				10		16:00	384		226				610	
04:15	2		22				24		16:15	408		269				677	
04:30	9		26				35		16:30	396		227				623	
04:45	5	18	35	91			40	109	16:45	416	1604	250	972			666	2576
05:00	15		38				53		17:00	419		239				658	
05:15	16		77				93		17:15	464		251				715	
05:30	22		109				131		17:30	496		239				735	
05:45	26	79	159	383			185	462	17:45	489	1868	220	949			709	2817
06:00	45		182				227		18:00	466		217				683	
06:15	44		223				267		18:15	442		221				663	
06:30	106		298				404		18:30	398		222				620	
06:45	199	394	353	1056			552	1450	18:45	428	1734	206	866			634	2600
07:00	189		351				540		19:00	360		179				539	
07:15	259		474				733		19:15	348		174				522	
07:30	386		480				866		19:30	288		185				473	
07:45	326	1160	468	1773			794	2933	19:45	261	1257	169	707			430	1964
08:00	241		460				701		20:00	267		142				409	
08:15	153		447				600		20:15	215		114				329	
08:30	163		401				564		20:30	201		106				307	
08:45	188	745	383	1691			571	2436	20:45	211	894	98	460			309	1354
09:00	189		336				525		21:00	170		88				258	
09:15	146		344				490		21:15	171		84				255	
09:30	153		317				470		21:30	149		81				230	
09:45	171	659	282	1279			453	1938	21:45	146	636	81	334			227	970
10:00	176		258				434		22:00	155		62				217	
10:15	178		245				423		22:15	129		42				171	
10:30	171		247				418		22:30	120		43				163	
10:45	167	692	271	1021			438	1713	22:45	96	500	44	191			140	691
11:00	169		219				388		23:00	79		28				107	
11:15	194		227				421		23:15	55		33				88	
11:30	221		228				449		23:30	53		18				71	
11:45	196	780	213	887			409	1667	23:45	60	247	25	104			85	351
TOTALS		4764		8290				13054	TOTALS		13376		8601				21977
SPLIT %		36.5%		63.5%				37.3%	SPLIT %		60.9%		39.1%				62.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	18,140	16,891	0	0	35,031

AM Peak Hour	07:15	07:15					07:15		PM Peak Hour	17:15	14:45					17:15		
AM Pk Volume	1212	1882					3094		PM Pk Volume	1915	1157					2842		
Pk Hr Factor	0.785	0.980					0.893		Pk Hr Factor	0.965	0.841					0.967		
7 - 9 Volume	1905	3464	0	0			5369		4 - 6 Volume	3472	1921	0	0			5393		
7 - 9 Peak Hour	07:15	07:15					07:15		4 - 6 Peak Hour	17:00	16:15					17:00		
7 - 9 Pk Volume	1212	1882	0	0			3094		4 - 6 Pk Volume	1868	985	0	0			2817		
Pk Hr Factor	0.785	0.980	0.000	0.000			0.893		Pk Hr Factor	0.942	0.915	0.000	0.000			0.958		

APPENDIX C
Intersection Level-of-Service Worksheets
CMA Methodology – All Scenarios

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Topanga Canyon Boulevard	Year of Count:	2015	Ambient Growth (%):	1.01	Conducted by:	KOA Corp	Date:	3/14/2017
2	East-West Street:	ST-118 EB Ramps	Projection Year:	2032	Peak Hour:	AM	Reviewed by:	sting 2015 Conditi	Project:	Simi Valley Santa Susana Site EIR

No. of Phases				3				3				3				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2				2				2				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2			2
Override Capacity				0				0				0				0			0

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0
	Left-Through		0	
	Through	482	1	482
	Through-Right		1	
	Right	1069	0	**1069**
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	117	1	**117**
	Left-Through		0	
	Through	1451	2	726
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	8	0	8
	Left-Through		1	
	Through	9	0	17
	Through-Right		0	
	Right	917	2	**504**
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	0	0	0
	Left-Through		0	
	Through	0	0	**0**
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES	*North-South:*			1186
	East-West:			504
	SUM:			1690
VOLUME/CAPACITY *(V/C)* RATIO:				1.186
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.086
LEVEL OF SERVICE (LOS):				F

REMARKS: *Scenario: Existing 2015 Conditions*

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.020

Significant impacted? YES

PROJECT IMPACT

Change in *v/c* due to project: 0.020

Significant impacted? YES

Δv/c after mitigation: 0.020

Fully mitigated? NO

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Topanga Canyon Boulevard	Year of Count:	2015	Ambient Growth (%):	1.01	Conducted by:	KOA Corp	Date:	3/14/2017
2	East-West Street:	ST-118 EB Ramps	Projection Year:	2032	Peak Hour:	PM	Reviewed by:	sting 2015 Conditi	Project:	Simi Valley Santa Susana Site EIR

No. of Phases				3				3				3				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2				2				2				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2			2
Override Capacity				0				0				0				0			0

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0
	Left-Through		0	
	Through	1018	1	1018
	Through-Right		1	
	Right	1225	0	**1225**
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	60	1	**60**
	Left-Through		0	
	Through	1095	2	548
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	18	0	18
	Left-Through		1	
	Through	1	0	19
	Through-Right		0	
	Right	658	2	**362**
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	0	0	0
	Left-Through		0	
	Through	0	0	**0**
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES	*North-South:*			1285
	East-West:			362
	SUM:			1647
VOLUME/CAPACITY *(V/C)* RATIO:				1.156
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.056
LEVEL OF SERVICE (LOS):				F

REMARKS: *Scenario: Existing 2015 Conditions*

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.032

Significant impacted? YES

PROJECT IMPACT

Change in *v/c* due to project: 0.032

Significant impacted? YES

$\Delta v/c$ after mitigation: 0.032

Fully mitigated? NO

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Topanga Canyon Boulevard	Year of Count:	2015	Ambient Growth (%):	1.01	Conducted by:	KOA Corp	Date:	3/14/2017
5	East-West Street:	Plummer Street	Projection Year:	2032	Peak Hour:	AM	Reviewed by:	sting 2015 Conditi	Project:	Simi Valley Santa Susana Site EIR

No. of Phases			4			4			4			4			4			4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2			2	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	39	1	**39**
	Left-Through		0	
	Through	1328	2	463
	Through-Right		1	
	Right	60	0	60
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	73	1	73
	Left-Through		0	
	Through	1886	2	**666**
	Through-Right		1	
	Right	112	0	112
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	275	1	151
	Left-Through		1	
	Through	136	0	**366**
	Through-Right		1	
	Right	230	0	230
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	28	1	**28**
	Left-Through		0	
	Through	24	1	24
	Through-Right		1	
	Right	31	0	0
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		705
		East-West:		394
		SUM:		1099
VOLUME/CAPACITY (*V/C*) RATIO:				0.799
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.699
LEVEL OF SERVICE (LOS):				B

REMARKS: *Scenario: Existing 2015 Conditions*

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.016

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.014

Significant impacted? YES

Δv/c after mitigation: 0.014

Fully mitigated? NO

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Topanga Canyon Boulevard	Year of Count:	2015	Ambient Growth (%):	1.01	Conducted by:	KOA Corp	Date:	3/14/2017
5	East-West Street:	Plummer Street	Projection Year:	2032	Peak Hour:	PM	Reviewed by:	sting 2015 Conditi	Project:	Marymount (San Pedro Campus)

No. of Phases			4			4			4			4			4			4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2			2	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	109	1	**109**
	Left-Through		0	
	Through	1606	2	560
	Through-Right		1	
	Right	73	0	73
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	22	1	22
	Left-Through		0	
	Through	1680	2	**619**
	Through-Right		1	
	Right	178	0	178
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	134	1	74
	Left-Through		1	
	Through	51	0	**165**
	Through-Right		1	
	Right	114	0	114
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	43	1	43
	Left-Through		0	
	Through	133	1	**112**
	Through-Right		1	
	Right	90	0	90
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		728
		East-West:		277
		SUM:		1005
VOLUME/CAPACITY (V/C) RATIO:				0.731
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.631
LEVEL OF SERVICE (LOS):				B

REMARKS: *Scenario: Existing 2015 Conditions*

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.009

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.009

Significant impacted? NO

Δv/c after mitigation: 0.009

Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Valley Cir Boulevard	Year of Count:	2015	Ambient Growth (%):	1.01	Conducted by:	KOA Corp	Date:	3/14/2017
7	East-West Street:	Roscoe Boulevard	Projection Year:	2032	Peak Hour:	AM	Reviewed by:	sting 2015 Conditi	Project:	Simi Valley Santa Susana Site EIR

No. of Phases				3				3				3				3				3			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1				1				1				1				1			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	
	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2			
Override Capacity				0				0				0				0				0			

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	3	1	3
	Left-Through		0	
	Through	372	1	372
	Through-Right		0	
	Right	252	1	113
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	371	1	371
	Left-Through		0	
	Through	484	0	486
	Through-Right		1	
	Right	2	0	0
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	3	1	3
	Left-Through		0	
	Through	3	0	4
	Through-Right		1	
	Right	1	0	0
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	279	1	279
	Left-Through		0	
	Through	1	1	1
	Through-Right		0	
	Right	107	1	0
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		858
		East-West:		283
		SUM:		1141
VOLUME/CAPACITY (V/C) RATIO:				0.801
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.701
LEVEL OF SERVICE (LOS):				C

REMARKS: *Scenario: Existing 2015 Conditions*

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.036

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.036 | Δv/c after mitigation: 0.036

Significant impacted? YES | Fully mitigated? NO

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Valley Cir Boulevard	Year of Count:	2015	Ambient Growth (%):	1.01	Conducted by:	KOA Corp	Date:	3/14/2017
7	East-West Street:	Roscoe Boulevard	Projection Year:	2032	Peak Hour:	PM	Reviewed by:	sting 2015 Conditi	Project:	Simi Valley Santa Susana Site EIR

No. of Phases				3				3				3				3				3			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1				1				1				1				1			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0			
	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2			
Override Capacity				0				0				0				0				0			

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	1	5
	Left-Through		0	
	Through	458	1	**458**
	Through-Right		0	
	Right	256	1	163
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	121	1	121
	Left-Through		0	
	Through	187	0	**190**
	Through-Right		1	
	Right	3	0	0
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	1	1	**1**
	Left-Through		0	
	Through	1	0	5
	Through-Right		1	
	Right	4	0	0
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	187	1	187
	Left-Through		0	
	Through	2	1	2
	Through-Right		0	
	Right	282	1	**222**
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES	*North-South:*			648
	East-West:			223
	SUM:			871
VOLUME/CAPACITY *(V/C)* RATIO:				0.611
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.511
LEVEL OF SERVICE (LOS):				A

REMARKS: *Scenario: Existing 2015 Conditions*

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.035

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.035

Significant impacted? NO

Δv/c after mitigation: 0.035

Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Topanga Canyon Boulevard	Year of Count:	2015	Ambient Growth (%):	1.01	Conducted by:	KOA Corp	Date:	3/14/2017
8	East-West Street:	Roscoe Boulevard	Projection Year:	2032	Peak Hour:	AM	Reviewed by:	sting 2015 Conditi	Project:	Simi Valley Santa Susana Site EIR

No. of Phases			4			4			4			4			4			4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	**80**
	Left-Through		0	
	Through	699	2	266
	Through-Right		1	
	Right	99	0	99
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	68	1	68
	Left-Through		0	
	Through	1324	3	**441**
	Through-Right		0	
	Right	561	1	427
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	487	2	**268**
	Left-Through		0	
	Through	470	2	235
	Through-Right		0	
	Right	36	1	0
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	170	2	94
	Left-Through		0	
	Through	472	2	**236**
	Through-Right		0	
	Right	53	1	19
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		521
		East-West:		504
		SUM:		1025
VOLUME/CAPACITY (*V/C*) RATIO:				0.745
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.645
LEVEL OF SERVICE (LOS):				B

REMARKS: *Scenario: Existing 2015 Conditions*

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.027

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.027 $\Delta v/c$ after mitigation: 0.027

Significant impacted? YES Fully mitigated? NO

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Topanga Canyon Boulevard	Year of Count:	2015	Ambient Growth (%):	1.01	Conducted by:	KOA Corp	Date:	3/14/2017
8	East-West Street:	Roscoe Boulevard	Projection Year:	2032	Peak Hour:	PM	Reviewed by:	sting 2015 Conditi	Project:	Simi Valley Santa Susana Site EIR

No. of Phases			4			4			4			4			4			4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2
Override Capacity				0				0				0				0				0

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	112	1	112
	Left-Through		0	
	Through	1203	2	**477**
	Through-Right		1	
	Right	229	0	229
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	116	1	**116**
	Left-Through		0	
	Through	1288	3	429
	Through-Right		0	
	Right	597	1	451
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	533	2	**293**
	Left-Through		0	
	Through	785	2	393
	Through-Right		0	
	Right	78	1	22
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	251	2	138
	Left-Through		0	
	Through	551	2	**276**
	Through-Right		0	
	Right	91	1	33
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		593
		East-West:		569
		SUM:		1162
VOLUME/CAPACITY (V/C) RATIO:				0.845
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.745
LEVEL OF SERVICE (LOS):				C

REMARKS: *Scenario: Existing 2015 Conditions*

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.007

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.008

Significant impacted? NO

Δv/c after mitigation: 0.008

Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Topanga Canyon Boulevard	Year of Count:	2015	Ambient Growth (%):	1.01	Conducted by:	KOA Corp	Date:	3/14/2017
9	East-West Street:	Sherman Way	Projection Year:	2032	Peak Hour:	AM	Reviewed by:	sting 2015 Conditi	Project:	Simi Valley Santa Susana Site EIR

No. of Phases				4				4				4				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	3
	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2			2
Override Capacity				0				0				0				0			0

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	111	1	**111**
	Left-Through		0	
	Through	1081	2	400
	Through-Right		1	
	Right	120	0	120
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	104	1	104
	Left-Through		0	
	Through	1690	2	**607**
	Through-Right		1	
	Right	131	0	131
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	231	2	**127**
	Left-Through		0	
	Through	577	2	289
	Through-Right		0	
	Right	152	1	41
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	236	2	130
	Left-Through		0	
	Through	649	1	**365**
	Through-Right		1	
	Right	80	0	80
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		718
		East-West:		492
		SUM:		1210
VOLUME/CAPACITY (V/C) RATIO:				0.880
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.780
LEVEL OF SERVICE (LOS):				C

REMARKS: *Scenario: Existing 2015 Conditions*

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.003

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.003

Significant impacted? NO

Δv/c after mitigation: 0.003

Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Topanga Canyon Boulevard	Year of Count:	2015	Ambient Growth (%):	1.01	Conducted by:	KOA Corp	Date:	3/14/2017
9	East-West Street:	Sherman Way	Projection Year:	2032	Peak Hour:	PM	Reviewed by:	sting 2015 Conditi	Project:	Simi Valley Santa Susana Site EIR

No. of Phases				4				4				4				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	3
	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2			2
Override Capacity				0				0				0				0			0

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	144	1	144
	Left-Through		0	
	Through	1433	2	**539**
	Through-Right		1	
	Right	183	0	183
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	137	1	**137**
	Left-Through		0	
	Through	1301	2	494
	Through-Right		1	
	Right	181	0	181
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	274	2	**151**
	Left-Through		0	
	Through	619	2	310
	Through-Right		0	
	Right	171	1	27
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	219	2	120
	Left-Through		0	
	Through	572	1	**350**
	Through-Right		1	
	Right	127	0	127
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		676
		East-West:		501
		SUM:		1177
VOLUME/CAPACITY (V/C) RATIO:				0.856
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.756
LEVEL OF SERVICE (LOS):				C

REMARKS: *Scenario: Existing 2015 Conditions*

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.005

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.005

Significant impacted? NO

Δv/c after mitigation: 0.005

Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Valley Cir Boulevard	Year of Count:	2015	Ambient Growth (%):	1.01	Conducted by:	KOA Corp	Date:	3/14/2017
10	East-West Street:	Victory Boulevard	Projection Year:	2032	Peak Hour:	AM	Reviewed by:	sting 2015 Conditi	Project:	Simi Valley Santa Susana Site EIR

No. of Phases			4			4			4			4			4			4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	27	1	**27**
	Left-Through		0	
	Through	695	2	311
	Through-Right		1	
	Right	239	0	239
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	204	1	204
	Left-Through		0	
	Through	1280	2	**640**
	Through-Right		0	
	Right	34	1	0
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	93	1	93
	Left-Through		0	
	Through	196	1	**129**
	Through-Right		1	
	Right	62	0	62
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	270	1	**270**
	Left-Through		0	
	Through	50	1	50
	Through-Right		1	
	Right	113	0	11
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		667
		East-West:		399
		SUM:		1066
VOLUME/CAPACITY (*V/C*) RATIO:				0.775
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.675
LEVEL OF SERVICE (LOS):				B

REMARKS: *Scenario: Existing 2015 Conditions*

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.002

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.003

Significant impacted? NO

Δv/c after mitigation: 0.003

Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Valley Cir Boulevard	Year of Count:	2015	Ambient Growth (%):	1.01	Conducted by:	KOA Corp	Date:	3/14/2017
10	East-West Street:	Victory Boulevard	Projection Year:	2032	Peak Hour:	PM	Reviewed by:	sting 2015 Conditi	Project:	Simi Valley Santa Susana Site EIR

No. of Phases				4				4				4				4				4			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0			
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2			
Override Capacity				0				0				0				0				0			

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	33	1	33
	Left-Through		0	
	Through	994	2	**405**
	Through-Right		1	
	Right	221	0	221
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	145	1	**145**
	Left-Through		0	
	Through	519	2	260
	Through-Right		0	
	Right	27	1	6
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	42	1	42
	Left-Through		0	
	Through	107	1	**64**
	Through-Right		1	
	Right	20	0	20
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	203	1	**203**
	Left-Through		0	
	Through	89	1	89
	Through-Right		1	
	Right	153	0	81
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		550
		East-West:		267
		SUM:		817
VOLUME/CAPACITY (V/C) RATIO:				0.594
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.494
LEVEL OF SERVICE (LOS):				A

REMARKS: *Scenario: Existing 2015 Conditions*

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.002

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.002

Significant impacted? NO

Δv/c after mitigation: 0.002

Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Topanga Canyon Boulevard	Year of Count:	2015	Ambient Growth (%):	1.01	Conducted by:	KOA Corp	Date:	3/14/2017
11	East-West Street:	Victory Boulevard	Projection Year:	2032	Peak Hour:	AM	Reviewed by:	sting 2015 Conditi	Project:	Simi Valley Santa Susana Site EIR

No. of Phases			4			4			4			4			4			4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	106	1	106
	Left-Through		0	
	Through	885	1	**506**
	Through-Right		1	
	Right	126	0	126
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	167	1	**167**
	Left-Through		0	
	Through	1538	2	552
	Through-Right		1	
	Right	118	0	118
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	116	2	64
	Left-Through		0	
	Through	740	2	**370**
	Through-Right		0	
	Right	161	1	108
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	225	2	**124**
	Left-Through		0	
	Through	610	2	305
	Through-Right		0	
	Right	142	1	0
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		673
		East-West:		494
		SUM:		1167
VOLUME/CAPACITY (*V/C*) RATIO:				0.849
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.749
LEVEL OF SERVICE (LOS):				C

REMARKS: *Scenario: Existing 2015 Conditions*

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.006

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.006

Significant impacted? NO

Δv/c after mitigation: 0.006

Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Topanga Canyon Boulevard	Year of Count:	2015	Ambient Growth (%):	1.01	Conducted by:	KOA Corp	Date:	3/14/2017
11	East-West Street:	Victory Boulevard	Projection Year:	2032	Peak Hour:	PM	Reviewed by:	sting 2015 Conditi	Project:	Simi Valley Santa Susana Site EIR

No. of Phases				4				4				4				4				4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2				2
Override Capacity				0				0				0				0				0				0

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	107	1	107
	Left-Through		0	
	Through	1061	1	**625**
	Through-Right		1	
	Right	189	0	189
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	236	1	**236**
	Left-Through		0	
	Through	1360	2	511
	Through-Right		1	
	Right	173	0	173
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	222	2	122
	Left-Through		0	
	Through	943	2	**472**
	Through-Right		0	
	Right	191	1	138
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	304	2	**167**
	Left-Through		0	
	Through	977	2	489
	Through-Right		0	
	Right	370	1	134
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		861
		East-West:		639
		SUM:		1500
VOLUME/CAPACITY *(V/C)* RATIO:				1.091
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.991
LEVEL OF SERVICE (LOS):				E

REMARKS: *Scenario: Existing 2015 Conditions*

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.001

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.000

Significant impacted? NO

Δv/c after mitigation: 0.000

Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Topanga Canyon Boulevard	Year of Count:	2015	Ambient Growth (%):	1.01	Conducted by:	KOA Corp	Date:	3/14/2017
12	East-West Street:	Burbank Boulevard	Projection Year:	2032	Peak Hour:	AM	Reviewed by:	sting 2015 Conditi	Project:	Simi Valley Santa Susana Site EIR

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2
Override Capacity				0				0				0				0				0

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	243	1	**243**
	Left-Through		0	
	Through	1695	3	565
	Through-Right		0	
	Right	537	1	464
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	111	1	111
	Left-Through		0	
	Through	1238	3	413
	Through-Right		0	
	Right	544	1	**529**
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	31	1	31
	Left-Through		0	
	Through	380	2	**190**
	Through-Right		0	
	Right	228	1	107
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	146	1	**146**
	Left-Through		0	
	Through	493	2	247
	Through-Right		0	
	Right	55	1	0
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		772
		East-West:		336
		SUM:		1108
VOLUME/CAPACITY (*V/C*) RATIO:				0.739
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.639
LEVEL OF SERVICE (LOS):				B

REMARKS: *Scenario: Existing 2015 Conditions*

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.000

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.000

Significant impacted? NO

Δv/c after mitigation: 0.000

Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Topanga Canyon Boulevard	Year of Count:	2015	Ambient Growth (%):	1.01	Conducted by:	KOA Corp	Date:	3/14/2017
12	East-West Street:	Burbank Boulevard	Projection Year:	2032	Peak Hour:	PM	Reviewed by:	sting 2015 Conditi	Project:	Simi Valley Santa Susana Site EIR

No. of Phases				2				2				2				2				2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2				2
Override Capacity				0				0				0				0				0				0

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	354	1	**354**
	Left-Through		0	
	Through	2152	3	717
	Through-Right		0	
	Right	484	1	338
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	65	1	65
	Left-Through		0	
	Through	1347	3	449
	Through-Right		0	
	Right	613	1	**597**
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	33	1	**33**
	Left-Through		0	
	Through	286	2	143
	Through-Right		0	
	Right	212	1	35
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	292	1	292
	Left-Through		0	
	Through	973	2	**487**
	Through-Right		0	
	Right	64	1	0
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		951
		East-West:		520
		SUM:		1471
VOLUME/CAPACITY (V/C) RATIO:				0.981
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.881
LEVEL OF SERVICE (LOS):				D

REMARKS: *Scenario: Existing 2015 Conditions*

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.000

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.000

Significant impacted? NO

Δv/c after mitigation: 0.000

Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Valley Cir Boulevard	Year of Count:	2015	Ambient Growth (%):	1.01	Conducted by:	KOA Corp	Date:	3/14/2017
14	East-West Street:	US-101 NB Off Ramp	Projection Year:	2032	Peak Hour:	AM	Reviewed by:	sting 2015 Conditi	Project:	Simi Valley Santa Susana Site EIR

No. of Phases				4				4				4				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2				2				2				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	3	NB--	0	SB--	3	NB--	0	SB--	3	NB--	0	SB--	3	NB--	0	SB--	3
	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2			2
Override Capacity				0				0				0				0			0

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	427	1	**427**
	Left-Through		0	
	Through	837	2	419
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	0	1	0
	Left-Through		0	
	Through	1422	2	711
	Through-Right		0	
	Right	832	1	**815**
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	17	1	**17**
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	89	1	0
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	429	1	**236**
	Left-Through		1	
	Through	47	0	210
	Through-Right		1	
	Right	372	1	0
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		1242
		East-West:		253
		SUM:		1495
VOLUME/CAPACITY (V/C) RATIO:				1.087
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.987
LEVEL OF SERVICE (LOS):				E

REMARKS: *Scenario: Existing 2015 Conditions*

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.000

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.000

Significant impacted? NO

Δv/c after mitigation: 0.000

Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Valley Cir Boulevard	Year of Count:	2015	Ambient Growth (%):	1.01	Conducted by:	KOA Corp	Date:	3/14/2017
14	East-West Street:	US-101 NB Off Ramp	Projection Year:	2032	Peak Hour:	PM	Reviewed by:	sting 2015 Conditi	Project:	Simi Valley Santa Susana Site EIR

No. of Phases				4				4				4				4				4			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2				2				2				2				2			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	3	NB--	0	SB--	3	NB--	0	SB--	3	NB--	0	SB--	3	NB--	0	SB--	3	
	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2			
Override Capacity				0				0				0				0				0			

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	258	1	258
	Left-Through		0	
	Through	1691	2	**846**
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	0	1	**0**
	Left-Through		0	
	Through	790	2	395
	Through-Right		0	
	Right	432	1	399
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	33	1	**33**
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	51	1	0
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	516	1	284
	Left-Through		1	
	Through	33	0	**298**
	Through-Right		1	
	Right	563	1	0
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		846
		East-West:		331
		SUM:		1177
VOLUME/CAPACITY (V/C) RATIO:				0.856
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.756
LEVEL OF SERVICE (LOS):				C

REMARKS: *Scenario: Existing 2015 Conditions*

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.002

Significant impacted? NO

PROJECT IMPACT

Change in v/c due to project: 0.002

Significant impacted? NO

Δv/c after mitigation: 0.002

Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Valley Cir Boulevard	Year of Count:	2015	Ambient Growth (%):	1.01	Conducted by:	KOA Corp	Date:	3/14/2017
15	East-West Street:	Calabasas Road/Avenue San Luis	Projection Year:	2032	Peak Hour:	AM	Reviewed by:	sting 2015 Conditi	Project:	Simi Valley Santa Susana Site EIR

No. of Phases				4				4				4				4				4			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0			
	EB--	3	WB--	3	EB--	3	WB--	3	EB--	3	WB--	3	EB--	3	WB--	3	EB--	3	WB--	3			
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2			
Override Capacity				0				0				0				0				0			

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	102	1	102
	Left-Through		0	
	Through	1061	2	**531**
	Through-Right		0	
	Right	65	1	0
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	84	1	**84**
	Left-Through		0	
	Through	799	2	400
	Through-Right		0	
	Right	1013	2	435
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	445	2	**245**
	Left-Through		0	
	Through	125	2	63
	Through-Right		0	
	Right	405	1	303
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	101	1	101
	Left-Through		0	
	Through	255	1	**255**
	Through-Right		0	
	Right	264	1	180
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		615
		East-West:		500
		SUM:		1115
VOLUME/CAPACITY (V/C) RATIO:				0.811
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.711
LEVEL OF SERVICE (LOS):				C

REMARKS: *Scenario: Existing 2015 Conditions*

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.010

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.010

Significant impacted? YES

Δv/c after mitigation: 0.010

Fully mitigated? NO

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Valley Cir Boulevard	Year of Count:	2015	Ambient Growth (%):	1.01	Conducted by:	KOA Corp	Date:	3/14/2017
15	East-West Street:	Calabasas Road/Avenue San Luis	Projection Year:	2032	Peak Hour:	PM	Reviewed by:	sting 2015 Conditi	Project:	Marymount (San Pedro Campus)

No. of Phases				4				4				4				4				4			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0
	EB--	3	WB--	3	EB--	3	WB--	3	EB--	3	WB--	3	EB--	3	WB--	3	EB--	3	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2
Override Capacity				0				0				0				0				0

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	116	1	116
	Left-Through		0	
	Through	1018	2	**509**
	Through-Right		0	
	Right	85	1	2
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	96	1	**96**
	Left-Through		0	
	Through	687	2	344
	Through-Right		0	
	Right	732	2	136
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	970	2	**534**
	Left-Through		0	
	Through	342	2	171
	Through-Right		0	
	Right	329	1	213
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	83	1	83
	Left-Through		0	
	Through	136	1	**136**
	Through-Right		0	
	Right	217	1	121
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		605
		East-West:		670
		SUM:		1275
VOLUME/CAPACITY (*V/C*) RATIO:				0.927
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.827
LEVEL OF SERVICE (LOS):				D

REMARKS: *Scenario: Existing 2015 Conditions*

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.000

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.000

Significant impacted? NO

Δv/c after mitigation: 0.000

Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US-101 SB Ramps	Year of Count:	2015	Ambient Growth: (%):	1.01	Conducted by:	KOA Corp	Date:	3/14/2017
16	East-West Street:	Calabasas Road	Projection Year:	2032	Peak Hour:	AM	Reviewed by:	sting 2015 Conditi	Project:	Simi Valley Santa Susana Site EIR

No. of Phases				3				3				3				3				3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1				1				1				1				1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	3	NB--	0	SB--	3	NB--	0	SB--	3	NB--	0	SB--	3	NB--	0	SB--	3				
	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3				
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2				2
Override Capacity				0				0				0				0				0				0

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0
	Left-Through		0	
	Through	0	0	**0**
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	572	2	**315**
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	36	1	0
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	128	2	**70**
	Left-Through		0	
	Through	396	2	198
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	0	0	0
	Left-Through		0	
	Through	1123	2	**562**
	Through-Right		0	
	Right	355	2	0
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES	*North-South:*			315
	East-West:			632
	SUM:			947
VOLUME/CAPACITY *(V/C)* RATIO:				0.665
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.565
LEVEL OF SERVICE (LOS):				A

REMARKS: *Scenario: Existing 2015 Conditions*

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.009

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.010

Significant impacted? NO

Δv/c after mitigation: 0.010

Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US-101 SB Ramps	Year of Count:	2015	Ambient Growth (%):	1.01	Conducted by:	KOA Corp	Date:	3/14/2017
16	East-West Street:	Calabasas Road	Projection Year:	2032	Peak Hour:	PM	Reviewed by:	sting 2015 Conditi	Project:	Simi Valley Santa Susana Site EIR

No. of Phases				3				3				3				3				3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1				1				1				1				1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	3	NB--	0	SB--	3	NB--	0	SB--	3	NB--	0	SB--	3	NB--	0	SB--	3	NB--	0	SB--	3
	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2				2
Override Capacity				0				0				0				0				0				0

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0
	Left-Through		0	
	Through	0	0	**0**
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	713	2	**392**
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	19	1	0
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	199	2	109
	Left-Through		0	
	Through	1147	2	**574**
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	0	0	**0**
	Left-Through		0	
	Through	640	2	320
	Through-Right		0	
	Right	221	2	0
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		392
		East-West:		574
		SUM:		966
VOLUME/CAPACITY (V/C) RATIO:				0.678
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.578
LEVEL OF SERVICE (LOS):				A

REMARKS: *Scenario: Existing 2015 Conditions*

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.000

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.000

Significant impacted? NO

Δv/c after mitigation: 0.000

Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Year of Count:	Ambient Growth (%):	Conducted by:	Date:
2	Topanga Canyon Boulevard	2018	1.01	KOA Corp	3/6/2017
	East-West Street:	Projection Year:	Peak Hour:	Reviewed by:	Project: Simi Valley Santa Susana Site EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
No. of Phases		3			3			3				3				3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2				2				2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--	0		NB-- 0 SB-- EB-- 0 WB--	0		NB-- 0 SB-- EB-- 0 WB--	0			NB-- 0 SB-- EB-- 0 WB--	0			NB-- 0 SB-- EB-- 0 WB--	0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2				2				2		
Override Capacity		0			0			0				0				0		
NORTHBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	496	1	496	0	496	496	0	571	1	571	0	571	1	571	0	571	1	571
Through-Right		1							1				1				1	
Right	1101	0	**1101**	21	1122	**1122**	0	1267	0	**1267**	21	1288	0	**1288**	0	1288	0	**1288**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	121	1	**121**	0	121	**121**	0	139	1	**139**	0	139	1	**139**	0	139	1	**139**
Left-Through		0							0				0				0	
Through	1495	2	748	46	1541	771	0	1720	2	860	46	1766	2	883	0	1766	2	883
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	8	0	8	0	8	8	0	9	0	9	0	9	0	9	0	9	0	9
Left-Through		1							1				1				1	
Through	9	0	17	0	9	17	0	11	0	20	0	11	0	20	0	11	0	20
Through-Right		0							0				0				0	
Right	945	2	**520**	12	957	**526**	0	1087	2	**598**	12	1099	2	**604**	0	1099	2	**604**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		1222	North-South:		1243	North-South:			1406	North-South:			1427	North-South:			1427
	East-West:		520	East-West:		526	East-West:			598	East-West:			604	East-West:			604
	SUM:		1742	SUM:		1769	SUM:			2004	SUM:			2031	SUM:			2031
VOLUME/CAPACITY (V/C) RATIO:			1.222			1.241				1.406				1.425				1.425
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.122			1.141				1.306				1.325				1.325
LEVEL OF SERVICE (LOS):			F			F				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.019

Significant impacted? YES

PROJECT IMPACT

Change in *v/c* due to project: 0.019

Significant impacted? YES

Δ*v/c* after mitigation: 0.019

Fully mitigated? NO

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Year of Count:	Ambient Growth (%):	Conducted by:	Date:
2	Topanga Canyon Boulevard	2018	1.01	KOA Corp	3/6/2017
	East-West Street:	Projection Year:	Peak Hour:	Reviewed by:	Project: Simi Valley Santa Susana Site EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	1049	1	1049	12	1061	1061	0	1207	1	1207	12	1219	1	1219	0	1219	1	1219
Through-Right		1							1				1				1	
Right	1262	0	**1262**	46	1308	**1308**	0	1452	0	**1452**	46	1498	0	**1498**	0	1498	0	**1498**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	62	1	**62**	0	62	**62**	0	71	1	**71**	0	71	1	**71**	0	71	1	**71**
Left-Through		0							0				0				0	
Through	1128	2	564	21	1149	575	0	1298	2	649	21	1319	2	660	0	1319	2	660
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	19	0	19	0	19	19	0	21	0	21	0	21	0	21	0	21	0	21
Left-Through		1							1				1				1	
Through	1	0	20	0	1	20	0	1	0	22	0	1	0	22	0	1	0	22
Through-Right		0							0				0				0	
Right	678	2	**373**	0	678	**373**	0	780	2	**429**	0	780	2	**429**	0	780	2	**429**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		1324	*North-South:*		1370	*North-South:*			1523	*North-South:*			1569	*North-South:*			1569
	East-West:		373	*East-West:*		373	*East-West:*			429	*East-West:*			429	*East-West:*			429
	SUM:		1697	*SUM:*		1743	*SUM:*			1952	*SUM:*			1998	*SUM:*			1998
VOLUME/CAPACITY *(V/C)* RATIO:			1.191			1.223				1.370				1.402				1.402
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.091			1.123				1.270				1.302				1.302
LEVEL OF SERVICE (LOS):			F			F				F				F				F

	NB--	SB--	EB--	WB--
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0

No. of Phases	3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	2
ATSAC-1 or ATSAC+ATCS-2?	2
Override Capacity	0

REMARKS:

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.032

Significant impacted? YES

PROJECT IMPACT

Change in *v/c* due to project: 0.032

Significant impacted? YES

Δ*v/c* after mitigation: 0.032

Fully mitigated? NO

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Topanga Canyon Boulevard	Year of Count:	2018	Ambient Growth: (%):	1.01	Conducted by:	KOA Corp	Date:	3/6/2017
5	East-West Street:	Plummer Street	Projection Year:	2032	Peak Hour:	AM	Reviewed by:		Project:	Simi Valley Santa Susana Site EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4					4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2				2					2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- SB-- EB-- WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	40	1	**40**	0	40	**40**	0	46	1	**46**	0	46	1	**46**	0	46	1	**46**
	Left-Through		0							0				0				0	
	Through	1368	2	477	18	1386	483	0	1574	2	548	18	1592	2	554	0	1592	2	554
	Through-Right		1							1				1				1	
	Right	62	0	62	0	62	62	0	71	0	71	0	71	0	71	0	71	0	71
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	75	1	75	0	75	75	0	87	1	87	0	87	1	87	0	87	1	87
	Left-Through		0							0				0				0	
	Through	1943	2	**686**	18	1961	**705**	0	2236	2	**790**	18	2254	2	**809**	0	2254	2	**809**
	Through-Right		1							1				1				1	
	Right	115	0	115	40	155	155	0	133	0	133	40	173	0	173	0	173	0	173
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	283	1	156	3	286	157	0	326	1	179	3	329	1	181	0	329	1	181
	Left-Through		1							1				1				1	
	Through	140	0	**377**	0	140	**377**	0	161	0	**434**	0	161	0	**434**	0	161	0	**434**
	Through-Right		1							1				1				1	
	Right	237	0	237	0	237	237	0	273	0	273	0	273	0	273	0	273	0	273
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	29	1	**29**	0	29	29	0	33	1	**33**	0	33	1	33	0	33	1	33
	Left-Through		0							0				0				0	
	Through	25	1	25	6	31	**31**	0	28	1	28	6	34	1	**34**	0	34	1	**34**
	Through-Right		1							1				1				1	
	Right	32	0	0	0	32	0	0	37	0	0	0	37	0	0	0	37	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		726	*North-South:*		745	*North-South:*			836	*North-South:*			855	*North-South:*			855
		East-West:		406	*East-West:*		408	*East-West:*			467	*East-West:*			468	*East-West:*			468
		SUM:		1132	*SUM:*		1153	*SUM:*			1303	*SUM:*			1323	*SUM:*			1323
	VOLUME/CAPACITY *(V/C)* RATIO:			0.823			0.839				0.948				0.962				0.962
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.723			0.739				0.848				0.862				0.862
	LEVEL OF SERVICE (LOS):			C			C				D				D				D

REMARKS:

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.016

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.014

Significant impacted? NO

Δ*v/c* after mitigation: 0.014

Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Topanga Canyon Boulevard	Year of Count:	2018	Ambient Growth: (%):	1.01	Conducted by:	KOA Corp	Date:	3/6/2017
5	East-West Street:	Plummer Street	Projection Year:	2032	Peak Hour:	PM	Reviewed by:		Project:	Marymount (San Pedro Campus)

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4				4	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2				2				2	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	112	1	**112**	0	112	**112**	0	129	1	**129**	0	129	1	**129**	0	129	1	**129**
	Left-Through		0							0				0				0	
	Through	1654	2	576	18	1672	582	0	1904	2	664	18	1922	2	670	0	1922	2	670
	Through-Right		1							1				1				1	
	Right	75	0	75	0	75	75	0	87	0	87	0	87	0	87	0	87	0	87
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	23	1	23	0	23	23	0	26	1	26	0	26	1	26	0	26	1	26
	Left-Through		0							0				0				0	
	Through	1730	2	**638**	18	1748	**645**	0	1992	2	**734**	18	2010	2	**741**	0	2010	2	**741**
	Through-Right		1							1				1				1	
	Right	183	0	183	3	186	186	0	211	0	211	3	214	0	214	0	214	0	214
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	138	1	76	40	178	98	0	159	1	87	40	199	1	109	0	199	1	109
	Left-Through		1							1				1				1	
	Through	53	0	**170**	6	59	**176**	0	60	0	**195**	6	66	0	**201**	0	66	0	**201**
	Through-Right		1							1				1				1	
	Right	117	0	117	0	117	117	0	135	0	135	0	135	0	135	0	135	0	135
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	44	1	44	0	44	44	0	51	1	51	0	51	1	51	0	51	1	51
	Left-Through		0							0				0				0	
	Through	137	1	**115**	0	137	**115**	0	158	1	**133**	0	158	1	**133**	0	158	1	**133**
	Through-Right		1							1				1				1	
	Right	93	0	93	0	93	93	0	107	0	107	0	107	0	107	0	107	0	107
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		750	*North-South:*		757	*North-South:*			863	*North-South:*			870	*North-South:*			870
		East-West:		285	*East-West:*		291	*East-West:*			328	*East-West:*			334	*East-West:*			334
		SUM:		1035	*SUM:*		1048	*SUM:*			1191	*SUM:*			1204	*SUM:*			1204
	VOLUME/CAPACITY *(V/C)* RATIO:			0.753			0.762				0.866				0.876				0.876
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.653			0.662				0.766				0.776				0.776
	LEVEL OF SERVICE (LOS):			B			B				C				C				C

REMARKS:

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.009

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.010

Significant impacted? NO

$\Delta v/c$ after mitigation: 0.010

Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Valley Cir Boulevard	Year of Count:	2018	Ambient Growth (%):	1.01	Conducted by:	KOA Corp	Date:	3/6/2017
7	East-West Street:	Roscoe Boulevard	Projection Year:	2032	Peak Hour:	AM	Reviewed by:		Project:	Simi Valley Santa Susana Site EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	3	1	3	0	3	3	0	4	1	4	0	4	1	4	0	4	1	4
Left-Through		0							0				0				0	
Through	383	1	**383**	46	429	**429**	0	441	1	**441**	46	487	1	**487**	0	487	1	**487**
Through-Right		0							0				0				0	
Right	260	1	117	0	260	117	0	299	1	134	0	299	1	134	0	299	1	134
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
													0					
SOUTHBOUND																		
Left	382	1	382	21	403	403	0	440	1	440	21	461	1	461	0	461	1	461
Left-Through		0							0				0				0	
Through	499	0	**501**	6	505	**507**	0	574	0	**576**	6	580	0	**582**	0	580	0	**582**
Through-Right		1							1				1				1	
Right	2	0	0	0	2	0	0	2	0	0	0	2	0	0	0	2	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
													0					
EASTBOUND																		
Left	3	1	3	0	3	3	0	4	1	4	0	4	1	4	0	4	1	4
Left-Through		0							0				0				0	
Through	3	0	**4**	0	3	**4**	0	4	0	**5**	0	4	0	**5**	0	4	0	**5**
Through-Right		1							1				1				1	
Right	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
													0					
WESTBOUND																		
Left	287	1	**287**	0	287	**287**	0	331	1	**331**	0	331	1	**331**	0	331	1	**331**
Left-Through		0							0				0				0	
Through	1	1	1	0	1	1	0	1	1	1	0	1	1	1	0	1	1	1
Through-Right		0							0				0				0	
Right	110	1	0	47	157	0	0	127	1	0	47	174	1	0	0	174	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		884			936			*North-South:*	1017				1069				1069
	East-West:		291			291			*East-West:*	336				336				336
	SUM:		1175			1227			*SUM:*	1353				1405				1405
VOLUME/CAPACITY *(V/C)* RATIO:			0.825			0.861				0.949				0.986				0.986
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.725			0.761				0.849				0.886				0.886
LEVEL OF SERVICE (LOS):			C			C				D				D				D

	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0

REMARKS:

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.036

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.037

Significant impacted? YES

$\Delta v/c$ after mitigation: 0.037

Fully mitigated? NO

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Valley Cir Boulevard	Year of Count:	2018	Ambient Growth: (%):	1.01	Conducted by:	KOA Corp	Date:	3/6/2017
7	East-West Street:	Roscoe Boulevard	Projection Year:	2032	Peak Hour:	PM	Reviewed by:		Project:	Simi Valley Santa Susana Site EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			3			3			3				3				3	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1				1				1	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 3 WB--		0	EB-- 3 WB--		0	EB-- 3 WB--		0		EB-- 3 WB--		0		EB-- 3 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	5	1	5	0	5	5	0	6	1	6	0	6	1	6	0	6	1	6
	Left-Through		0							0				0				0	
	Through	472	1	**472**	6	478	**478**	0	543	1	**543**	6	549	1	**549**	0	549	1	**549**
	Through-Right		0							0				0				0	
	Right	264	1	168	0	264	168	0	304	1	193	0	304	1	193	0	304	1	193
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	125	1	125	47	172	172	0	143	1	143	47	190	1	190	0	190	1	190
	Left-Through		0							0				0				0	
	Through	193	0	**196**	46	239	**242**	0	222	0	**226**	46	268	0	**272**	0	268	0	**272**
	Through-Right		1							1				1				1	
	Right	3	0	0	0	3	0	0	4	0	0	0	4	0	0	0	4	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	1	1	**1**	0	1	**1**	0	1	1	**1**	0	1	1	**1**	0	1	1	**1**
	Left-Through		0							0				0				0	
	Through	1	0	5	0	1	5	0	1	0	6	0	1	0	6	0	1	0	6
	Through-Right		1							1				1				1	
	Right	4	0	0	0	4	0	0	5	0	0	0	5	0	0	0	5	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	193	1	193	0	193	193	0	222	1	222	0	222	1	222	0	222	1	222
	Left-Through		0							0				0				0	
	Through	2	1	2	0	2	2	0	2	1	2	0	2	1	2	0	2	1	2
	Through-Right		0							0				0				0	
	Right	290	1	**228**	21	311	**225**	0	334	1	**263**	21	355	1	**260**	0	355	1	**260**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		668			720	*North-South:*			769				821				821
		East-West:		229			226	*East-West:*			264				261				261
		SUM:		897			946	*SUM:*			1033				1082				1082
	VOLUME/CAPACITY *(V/C)* RATIO:			0.629			0.664				0.725				0.759				0.759
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.529			0.564				0.625				0.659				0.659
	LEVEL OF SERVICE (LOS):			A			A				B				B				B

REMARKS:

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.035

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.034

Significant impacted? NO

$\Delta v/c$ after mitigation: 0.034

Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Topanga Canyon Boulevard	Year of Count:	2018	Ambient Growth (%):	1.01	Conducted by:	KOA Corp	Date:	3/6/2017
8	East-West Street:	Roscoe Boulevard	Projection Year:	2032	Peak Hour:	AM	Reviewed by:		Project:	Simi Valley Santa Susana Site EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4				4	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- SB-- EB-- WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	82	1	**82**	23	105	**105**	0	95	1	**95**	23	118	1	**118**	0	118	1	**118**
	Left-Through		0							0				0				0	
	Through	720	2	274	0	720	274	0	829	2	315	0	829	2	315	0	829	2	315
	Through-Right		1							1				1				1	
	Right	102	0	102	0	102	102	0	117	0	117	0	117	0	117	0	117	0	117
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	70	1	70	0	70	70	0	81	1	81	0	81	1	81	0	81	1	81
	Left-Through		0							0				0				0	
	Through	1364	3	**455**	0	1364	**455**	0	1570	3	**523**	0	1570	3	**523**	0	1570	3	**523**
	Through-Right		0							0				0				0	
	Right	578	1	440	18	596	453	0	665	1	507	18	683	1	520	0	683	1	520
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	502	2	**276**	18	520	**286**	0	577	2	**317**	18	595	2	**327**	0	595	2	**327**
	Left-Through		0							0				0				0	
	Through	484	2	242	0	484	242	0	557	2	279	0	557	2	279	0	557	2	279
	Through-Right		0							0				0				0	
	Right	37	1	0	3	40	0	0	43	1	0	3	46	1	0	0	46	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	175	2	96	0	175	96	0	202	2	111	0	202	2	111	0	202	2	111
	Left-Through		0							0				0				0	
	Through	486	2	**243**	6	492	**246**	0	560	2	**280**	6	566	2	**283**	0	566	2	**283**
	Through-Right		0							0				0				0	
	Right	55	1	20	0	55	20	0	63	1	23	0	63	1	23	0	63	1	23
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		537	*North-South:*		560	*North-South:*			618	*North-South:*			641	*North-South:*			641
		East-West:		519	*East-West:*		532	*East-West:*			597	*East-West:*			610	*East-West:*			610
		SUM:		1056	*SUM:*		1092	*SUM:*			1215	*SUM:*			1251	*SUM:*			1251
	VOLUME/CAPACITY (*V/C*) RATIO:			0.768			0.794				0.884				0.910				0.910
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.668			0.694				0.784				0.810				0.810
	LEVEL OF SERVICE (LOS):			B			B				C				D				D

REMARKS:

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.026

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.026

Significant impacted? YES

Δ*v/c* after mitigation: 0.026

Fully mitigated? NO

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Topanga Canyon Boulevard	Year of Count:	2018	Ambient Growth: (%):	1.01	Conducted by:	KOA Corp	Date:	3/6/2017
8	East-West Street:	Roscoe Boulevard	Projection Year:	2032	Peak Hour:	PM	Reviewed by:		Project:	Simi Valley Santa Susana Site EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4				4	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	115	1	115	3	118	118	0	133	1	133	3	136	1	136	0	136	1	136
	Left-Through		0							0				0				0	
	Through	1239	2	**492**	0	1239	**492**	0	1426	2	**566**	0	1426	2	**566**	0	1426	2	**566**
	Through-Right		1							1				1				1	
	Right	236	0	236	0	236	236	0	272	0	272	0	272	0	272	0	272	0	272
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	119	1	**119**	0	119	**119**	0	138	1	**138**	0	138	1	**138**	0	138	1	**138**
	Left-Through		0							0				0				0	
	Through	1327	3	442	0	1327	442	0	1527	3	509	0	1527	3	509	0	1527	3	509
	Through-Right		0							0				0				0	
	Right	615	1	464	18	633	477	0	708	1	534	18	726	1	547	0	726	1	547
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	549	2	**302**	18	567	**312**	0	632	2	**348**	18	650	2	**358**	0	650	2	**358**
	Left-Through		0							0				0				0	
	Through	809	2	405	6	815	408	0	931	2	466	6	937	2	469	0	937	2	469
	Through-Right		0							0				0				0	
	Right	80	1	23	23	103	44	0	92	1	26	23	115	1	47	0	115	1	47
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	259	2	142	0	259	142	0	298	2	164	0	298	2	164	0	298	2	164
	Left-Through		0							0				0				0	
	Through	568	2	**284**	0	568	**284**	0	653	2	**327**	0	653	2	**327**	0	653	2	**327**
	Through-Right		0							0				0				0	
	Right	94	1	35	0	94	35	0	108	1	39	0	108	1	39	0	108	1	39
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		611	*North-South:*		611	*North-South:*			704	*North-South:*			704	*North-South:*			704
		East-West:		586	*East-West:*		596	*East-West:*			675	*East-West:*			685	*East-West:*			685
		SUM:		1197	*SUM:*		1207	*SUM:*			1379	*SUM:*			1389	*SUM:*			1389
	VOLUME/CAPACITY *(V/C)* RATIO:			0.871			0.878				1.003				1.010				1.010
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.771			0.778				0.903				0.910				0.910
	LEVEL OF SERVICE (LOS):			C			C				E				E				E

REMARKS:

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.007

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.007

Significant impacted? NO

Δ*v/c* after mitigation: 0.007

Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Topanga Canyon Boulevard	Year of Count:	2018	Ambient Growth: (%):	1.01	Conducted by:	KOA Corp	Date:	3/6/2017
9	East-West Street:	Sherman Way	Projection Year:	2032	Peak Hour:	AM	Reviewed by:		Project:	Simi Valley Santa Susana Site EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4				4	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		3	
		EB-- 3 WB--		0	EB-- 3 WB--		0	EB-- 3 WB--		0		EB-- 3 WB--		0		EB-- 3 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	114	1	**114**	0	114	**114**	0	132	1	**132**	0	132	1	**132**	0	132	1	**132**
	Left-Through		0							0				0				0	
	Through	1113	2	412	16	1129	418	0	1281	2	474	16	1297	2	480	0	1297	2	480
	Through-Right		1							1				1				1	
	Right	124	0	124	0	124	124	0	142	0	142	0	142	0	142	0	142	0	142
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	107	1	107	0	107	107	0	123	1	123	0	123	1	123	0	123	1	123
	Left-Through		0							0				0				0	
	Through	1740	2	**625**	3	1743	**626**	0	2003	2	**720**	3	2006	2	**721**	0	2006	2	**721**
	Through-Right		1							1				1				1	
	Right	135	0	135	0	135	135	0	156	0	156	0	156	0	156	0	156	0	156
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	238	2	**131**	0	238	**131**	0	274	2	**151**	0	274	2	**151**	0	274	2	**151**
	Left-Through		0							0				0				0	
	Through	594	2	297	0	594	297	0	684	2	342	0	684	2	342	0	684	2	342
	Through-Right		0							0				0				0	
	Right	156	1	42	0	156	42	0	180	1	48	0	180	1	48	0	180	1	48
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	243	2	134	0	243	134	0	280	2	154	0	280	2	154	0	280	2	154
	Left-Through		0							0				0				0	
	Through	669	1	**376**	0	669	**379**	0	770	1	**433**	0	770	1	**436**	0	770	1	**436**
	Through-Right		1							1				1				1	
	Right	82	0	82	6	88	88	0	95	0	95	6	101	0	101	0	101	0	101
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*	739		*North-South:*	740		*North-South:*	852			*North-South:*	853			*North-South:*	853		
		East-West:	507		*East-West:*	510		*East-West:*	584			*East-West:*	587			*East-West:*	587		
		SUM:	1246		*SUM:*	1250		*SUM:*	1436			*SUM:*	1440			*SUM:*	1440		
	VOLUME/CAPACITY *(V/C)* RATIO:		0.906			0.909			1.044				1.047				1.047		
	V/C LESS ATSAC/ATCS ADJUSTMENT:		0.806			0.809			0.944				0.947				0.947		
	LEVEL OF SERVICE (LOS):		D			D			E				E				E		

REMARKS:

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.003

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.003

Significant impacted? NO

Δ*v/c* after mitigation: 0.003

Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Topanga Canyon Boulevard	Year of Count:	2018	Ambient Growth (%):	1.01	Conducted by:	KOA Corp	Date:	3/6/2017
9	East-West Street:	Sherman Way	Projection Year:	2032	Peak Hour:	PM	Reviewed by:		Project:	Simi Valley Santa Susana Site EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4				4	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		3	
		EB-- 3 WB--		0	EB-- 3 WB--		0	EB-- 3 WB--		0		EB-- 3 WB--		0		EB-- 3 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	149	1	149	0	149	149	0	171	1	171	0	171	1	171	0	171	1	171
	Left-Through		0							0				0				0	
	Through	1476	2	**555**	3	1479	**556**	0	1699	2	**639**	3	1702	2	**640**	0	1702	2	**640**
	Through-Right		1							1				1				1	
	Right	188	0	188	0	188	188	0	217	0	217	0	217	0	217	0	217	0	217
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	141	1	**141**	6	147	**147**	0	163	1	**163**	6	169	1	**169**	0	169	1	**169**
	Left-Through		0							0				0				0	
	Through	1340	2	509	16	1356	514	0	1542	2	585	16	1558	2	591	0	1558	2	591
	Through-Right		1							1				1				1	
	Right	186	0	186	0	186	186	0	214	0	214	0	214	0	214	0	214	0	214
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	282	2	**155**	0	282	**155**	0	325	2	**179**	0	325	2	**179**	0	325	2	**179**
	Left-Through		0							0				0				0	
	Through	638	2	319	0	638	319	0	734	2	367	0	734	2	367	0	734	2	367
	Through-Right		0							0				0				0	
	Right	176	1	27	0	176	27	0	202	1	31	0	202	1	31	0	202	1	31
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	226	2	124	0	226	124	0	260	2	143	0	260	2	143	0	260	2	143
	Left-Through		0							0				0				0	
	Through	589	1	**360**	0	589	**360**	0	678	1	**415**	0	678	1	**415**	0	678	1	**415**
	Through-Right		1							1				1				1	
	Right	131	0	131	0	131	131	0	151	0	151	0	151	0	151	0	151	0	151
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		696	North-South:		703	North-South:			802	North-South:			809	North-South:			809
		East-West:		515	East-West:		515	East-West:			594	East-West:			594	East-West:			594
		SUM:		1211	SUM:		1218	SUM:			1396	SUM:			1403	SUM:			1403
	VOLUME/CAPACITY (V/C) RATIO:			0.881			0.886				1.015				1.020				1.020
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.781			0.786				0.915				0.920				0.920
	LEVEL OF SERVICE (LOS):			C			C				E				E				E

REMARKS:

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.005

Significant impacted? NO

PROJECT IMPACT

Change in v/c due to project: 0.005

Significant impacted? NO

Δv/c after mitigation: 0.005

Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Valley Cir Boulevard	Year of Count:	2018	Ambient Growth (%):	1.01	Conducted by:	KOA Corp	Date:	3/6/2017
10	East-West Street:	Victory Boulevard	Projection Year:	2032	Peak Hour:	AM	Reviewed by:		Project:	Simi Valley Santa Susana Site EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	**28**	0	28	**28**	0	32	1	**32**	0	32	1	**32**	0	32	1	**32**
	Left-Through		0							0				0				0	
	Through	716	2	321	46	762	336	0	824	2	369	46	870	2	384	0	870	2	384
	Through-Right		1							1				1				1	
	Right	246	0	246	0	246	246	0	283	0	283	0	283	0	283	0	283	0	283
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	210	1	210	0	210	210	0	242	1	242	0	242	1	242	0	242	1	242
	Left-Through		0							0				0				0	
	Through	1318	2	**659**	6	1324	**662**	0	1518	2	**759**	6	1524	2	**762**	0	1524	2	**762**
	Through-Right		0							0				0				0	
	Right	35	1	0	0	35	0	0	40	1	0	0	40	1	0	0	40	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	96	1	96	0	96	96	0	110	1	110	0	110	1	110	0	110	1	110
	Left-Through		0							0				0				0	
	Through	202	1	**133**	0	202	**133**	0	232	1	**153**	0	232	1	**153**	0	232	1	**153**
	Through-Right		1							1				1				1	
	Right	64	0	64	0	64	64	0	74	0	74	0	74	0	74	0	74	0	74
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	278	1	**278**	0	278	**278**	0	320	1	**320**	0	320	1	**320**	0	320	1	**320**
	Left-Through		0							0				0				0	
	Through	52	1	52	0	52	52	0	59	1	59	0	59	1	59	0	59	1	59
	Through-Right		1							1				1				1	
	Right	116	0	11	0	116	11	0	134	0	13	0	134	0	13	0	134	0	13
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		687	*North-South:*		690	*North-South:*			791	*North-South:*			794	*North-South:*			794
		East-West:		411	*East-West:*		411	*East-West:*			473	*East-West:*			473	*East-West:*			473
		SUM:		1098	*SUM:*		1101	*SUM:*			1264	*SUM:*			1267	*SUM:*			1267
VOLUME/CAPACITY (*V/C*) RATIO:				0.799			0.801				0.919				0.921				0.921
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.699			0.701				0.819				0.821				0.821
LEVEL OF SERVICE (LOS):				B			C				D				D				D

REMARKS:

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.002

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.002

Significant impacted? NO

Δ*v/c* after mitigation: 0.002

Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Valley Cir Boulevard	Year of Count:	2018	Ambient Growth: (%):	1.01	Conducted by:	KOA Corp	Date:	3/6/2017
10	East-West Street:	Victory Boulevard	Projection Year:	2032	Peak Hour:	PM	Reviewed by:		Project:	Simi Valley Santa Susana Site EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4				4	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- SB-- EB-- WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	34	1	34	0	34	34	0	39	1	39	0	39	1	39	0	39	1	39
	Left-Through		0							0				0				0	
	Through	1024	2	**417**	6	1030	**419**	0	1178	2	**480**	6	1184	2	**482**	0	1184	2	**482**
	Through-Right		1							1				1				1	
	Right	228	0	228	0	228	228	0	262	0	262	0	262	0	262	0	262	0	262
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	149	1	**149**	0	149	**149**	0	172	1	**172**	0	172	1	**172**	0	172	1	**172**
	Left-Through		0							0				0				0	
	Through	535	2	268	46	581	291	0	615	2	308	46	661	2	331	0	661	2	331
	Through-Right		0							0				0				0	
	Right	28	1	7	0	28	7	0	32	1	7	0	32	1	7	0	32	1	7
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	43	1	43	0	43	43	0	50	1	50	0	50	1	50	0	50	1	50
	Left-Through		0							0				0				0	
	Through	110	1	**66**	0	110	**66**	0	127	1	**76**	0	127	1	**76**	0	127	1	**76**
	Through-Right		1							1				1				1	
	Right	21	0	21	0	21	21	0	24	0	24	0	24	0	24	0	24	0	24
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	209	1	**209**	0	209	**209**	0	241	1	**241**	0	241	1	**241**	0	241	1	**241**
	Left-Through		0							0				0				0	
	Through	92	1	92	0	92	92	0	106	1	106	0	106	1	106	0	106	1	106
	Through-Right		1							1				1				1	
	Right	158	0	84	0	158	84	0	181	0	95	0	181	0	95	0	181	0	95
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		566	*North-South:*		568	*North-South:*			652	*North-South:*			654	*North-South:*			654
		East-West:		275	*East-West:*		275	*East-West:*			317	*East-West:*			317	*East-West:*			317
		SUM:		841	*SUM:*		843	*SUM:*			969	*SUM:*			971	*SUM:*			971
	VOLUME/CAPACITY *(V/C)* RATIO:			0.612			0.613				0.705				0.706				0.706
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.512			0.513				0.605				0.606				0.606
	LEVEL OF SERVICE (LOS):			A			A				B				B				B

REMARKS:

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.001

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.001

Significant impacted? NO

Δ*v/c* after mitigation: 0.001

Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Topanga Canyon Boulevard	Year of Count:	2018	Ambient Growth (%):	1.01	Conducted by:	KOA Corp	Date:	3/6/2017
11	East-West Street:	Victory Boulevard	Projection Year:	2032	Peak Hour:	AM	Reviewed by:		Project:	Simi Valley Santa Susana Site EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4					4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		3	EB-- 0 WB--		3	EB-- 0 WB--		3		EB-- 0 WB--		3		EB-- 0 WB--		3	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	109	1	109	0	109	109	0	126	1	126	0	126	1	126	0	126	1	126
	Left-Through		0							0				0				0	
	Through	911	1	**520**	16	927	**528**	0	1049	1	**599**	16	1065	1	**607**	0	1065	1	**607**
	Through-Right		1							1				1				1	
	Right	129	0	129	0	129	129	0	149	0	149	0	149	0	149	0	149	0	149
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	172	1	**172**	0	172	**172**	0	198	1	**198**	0	198	1	**198**	0	198	1	**198**
	Left-Through		0							0				0				0	
	Through	1584	2	569	3	1587	570	0	1823	2	654	3	1826	2	655	0	1826	2	655
	Through-Right		1							1				1				1	
	Right	122	0	122	0	122	122	0	140	0	140	0	140	0	140	0	140	0	140
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	119	2	65	0	119	65	0	137	2	75	0	137	2	75	0	137	2	75
	Left-Through		0							0				0				0	
	Through	762	2	**381**	0	762	**381**	0	877	2	**439**	0	877	2	**439**	0	877	2	**439**
	Through-Right		0							0				0				0	
	Right	166	1	112	0	166	112	0	191	1	128	0	191	1	128	0	191	1	128
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	231	2	**127**	0	231	**127**	0	266	2	**146**	0	266	2	**146**	0	266	2	**146**
	Left-Through		0							0				0				0	
	Through	629	2	315	0	629	315	0	724	2	362	0	724	2	362	0	724	2	362
	Through-Right		0							0				0				0	
	Right	146	1	0	0	146	0	0	168	1	0	0	168	1	0	0	168	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		692	North-South:		700	North-South:		797		North-South:		805		North-South:		805	
		East-West:		508	East-West:		508	East-West:		585		East-West:		585		East-West:		585	
		SUM:		1200	SUM:		1208	SUM:		1382		SUM:		1390		SUM:		1390	
	VOLUME/CAPACITY (V/C) RATIO:			0.873			0.879			1.005				1.011					1.011
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.773			0.779			0.905				0.911					0.911
	LEVEL OF SERVICE (LOS):			C			C			E				E					E

REMARKS:

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.006

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.006

Significant impacted? NO

Δ*v/c* after mitigation: 0.006

Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Topanga Canyon Boulevard	Year of Count:	2018	Ambient Growth (%):	1.01	Conducted by:	KOA Corp	Date:	3/6/2017
11	East-West Street:	Victory Boulevard	Projection Year:	2032	Peak Hour:	PM	Reviewed by:		Project:	Simi Valley Santa Susana Site EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	3	EB-- 0	WB--	3	EB-- 0	WB--	3		EB-- 0	WB--	3		EB-- 0	WB--	3	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	110	110	0	126	1	126	0	126	1	126	0	126	1	126
	Left-Through		0							0				0				0	
	Through	1093	1	**644**	3	1096	**645**	0	1258	1	**741**	3	1261	1	**743**	0	1261	1	**743**
	Through-Right		1							1				1				1	
	Right	194	0	194	0	194	194	0	224	0	224	0	224	0	224	0	224	0	224
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	243	1	**243**	0	243	**243**	0	280	1	**280**	0	280	1	**280**	0	280	1	**280**
	Left-Through		0							0				0				0	
	Through	1401	2	527	16	1417	532	0	1612	2	606	16	1628	2	611	0	1628	2	611
	Through-Right		1							1				1				1	
	Right	179	0	179	0	179	179	0	206	0	206	0	206	0	206	0	206	0	206
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	229	2	126	0	229	126	0	263	2	145	0	263	2	145	0	263	2	145
	Left-Through		0							0				0				0	
	Through	971	2	**486**	0	971	**486**	0	1118	2	**559**	0	1118	2	**559**	0	1118	2	**559**
	Through-Right		0							0				0				0	
	Right	197	1	142	0	197	142	0	227	1	164	0	227	1	164	0	227	1	164
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	313	2	**172**	0	313	**172**	0	361	2	**199**	0	361	2	**199**	0	361	2	**199**
	Left-Through		0							0				0				0	
	Through	1007	2	504	0	1007	504	0	1159	2	580	0	1159	2	580	0	1159	2	580
	Through-Right		0							0				0				0	
	Right	381	1	138	0	381	138	0	438	1	158	0	438	1	158	0	438	1	158
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		887	*North-South:*		888	*North-South:*			1021	*North-South:*			1023	*North-South:*			1023
		East-West:		658	*East-West:*		658	*East-West:*			758	*East-West:*			758	*East-West:*			758
		SUM:		1545	*SUM:*		1546	*SUM:*			1779	*SUM:*			1781	*SUM:*			1781
VOLUME/CAPACITY (*V/C*) RATIO:				1.124			1.124				1.294				1.295				1.295
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.024			1.024				1.194				1.195				1.195
LEVEL OF SERVICE (LOS):				F			F				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.000

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.001

Significant impacted? NO

Δ*v/c* after mitigation: 0.001

Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Topanga Canyon Boulevard	Year of Count:	2018	Ambient Growth (%):	1.01	Conducted by:	KOA Corp	Date:	3/6/2017
12	East-West Street:	Burbank Boulevard	Projection Year:	2032	Peak Hour:	AM	Reviewed by:		Project:	Simi Valley Santa Susana Site EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		3	EB-- 0 WB--		3	EB-- 0 WB--		3		EB-- 0 WB--		3		EB-- 0 WB--		3	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	250	1	**250**	0	250	**250**	0	288	1	**288**	0	288	1	**288**	0	288	1	**288**
	Left-Through		0							0				0				0	
	Through	1746	3	582	16	1762	587	0	2010	3	670	16	2026	3	675	0	2026	3	675
	Through-Right		0							0				0				0	
	Right	553	1	478	0	553	478	0	637	1	550	0	637	1	550	0	637	1	550
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	114	1	114	0	114	114	0	132	1	132	0	132	1	132	0	132	1	132
	Left-Through		0							0				0				0	
	Through	1275	3	425	3	1278	426	0	1467	3	489	3	1470	3	490	0	1470	3	490
	Through-Right		0							0				0				0	
	Right	561	1	**546**	0	561	**546**	0	645	1	**627**	0	645	1	**627**	0	645	1	**627**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	31	1	31	0	31	31	0	36	1	36	0	36	1	36	0	36	1	36
	Left-Through		0							0				0				0	
	Through	391	2	**196**	0	391	**196**	0	450	2	**225**	0	450	2	**225**	0	450	2	**225**
	Through-Right		0							0				0				0	
	Right	235	1	110	0	235	110	0	271	1	127	0	271	1	127	0	271	1	127
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	151	1	**151**	0	151	**151**	0	174	1	**174**	0	174	1	**174**	0	174	1	**174**
	Left-Through		0							0				0				0	
	Through	508	2	254	0	508	254	0	585	2	293	0	585	2	293	0	585	2	293
	Through-Right		0							0				0				0	
	Right	57	1	0	0	57	0	0	65	1	0	0	65	1	0	0	65	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		796	*North-South:*		796	*North-South:*			915	*North-South:*			915	*North-South:*			915
		East-West:		347	*East-West:*		347	*East-West:*			399	*East-West:*			399	*East-West:*			399
		SUM:		1143	*SUM:*		1143	*SUM:*			1314	*SUM:*			1314	*SUM:*			1314
	VOLUME/CAPACITY (V/C) RATIO:			0.762			0.762				0.876				0.876				0.876
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.662			0.662				0.776				0.776				0.776
	LEVEL OF SERVICE (LOS):			B			B				C				C				C

REMARKS:

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.000

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.000

Significant impacted? NO

Δ*v/c* after mitigation: 0.000

Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Topanga Canyon Boulevard	Year of Count:	2018	Ambient Growth: (%):	1.01	Conducted by:	KOA Corp	Date:	3/6/2017
12	East-West Street:	Burbank Boulevard	Projection Year:	2032	Peak Hour:	PM	Reviewed by:		Project:	Simi Valley Santa Susana Site EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	3	EB-- 0	WB--	3	EB-- 0	WB--	3	EB-- 0	WB--	3	EB-- 0	WB--	3	EB-- 0	WB--	3	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	365	1	**365**	0	365	**365**	0	420	1	**420**	0	420	1	**420**	0	420	1	**420**
	Left-Through		0							0				0				0	
	Through	2217	3	739	3	2220	740	0	2552	3	851	3	2555	3	852	0	2555	3	852
	Through-Right		0							0				0				0	
	Right	499	1	349	0	499	349	0	574	1	401	0	574	1	401	0	574	1	401
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	67	1	67	0	67	67	0	78	1	78	0	78	1	78	0	78	1	78
	Left-Through		0							0				0				0	
	Through	1388	3	463	16	1404	468	0	1597	3	532	16	1613	3	538	0	1613	3	538
	Through-Right		0							0				0				0	
	Right	631	1	**614**	0	631	**614**	0	726	1	**706**	0	726	1	**706**	0	726	1	**706**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	34	1	**34**	0	34	**34**	0	40	1	**40**	0	40	1	**40**	0	40	1	**40**
	Left-Through		0							0				0				0	
	Through	295	2	148	0	295	148	0	340	2	170	0	340	2	170	0	340	2	170
	Through-Right		0							0				0				0	
	Right	218	1	36	0	218	36	0	251	1	41	0	251	1	41	0	251	1	41
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	300	1	300	0	300	300	0	346	1	346	0	346	1	346	0	346	1	346
	Left-Through		0							0				0				0	
	Through	1003	2	**502**	0	1003	**502**	0	1154	2	**577**	0	1154	2	**577**	0	1154	2	**577**
	Through-Right		0							0				0				0	
	Right	66	1	0	0	66	0	0	76	1	0	0	76	1	0	0	76	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		979	*North-South:*		979	*North-South:*			1126	*North-South:*			1126	*North-South:*			1126
		East-West:		536	*East-West:*		536	*East-West:*			617	*East-West:*			617	*East-West:*			617
		SUM:		1515	*SUM:*		1515	*SUM:*			1743	*SUM:*			1743	*SUM:*			1743
VOLUME/CAPACITY *(V/C)* RATIO:				1.010			1.010				1.162				1.162				1.162
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.910			0.910				1.062				1.062				1.062
LEVEL OF SERVICE (LOS):				E			E				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.000

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.000

Significant impacted? NO

Δ*v/c* after mitigation: 0.000

Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Valley Cir Boulevard		Year of Count:	2018	Ambient Growth: (%):	1.01	Conducted by:	KOA Corp	Date:	3/6/2017
14	East-West Street:	US-101 NB Off Ramp		Projection Year:	2032	Peak Hour:	AM	Reviewed by:		Project:	Simi Valley Santa Susana Site EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	440	1	**440**	0	440	**440**	0	506	1	**506**	0	506	1	**506**	0	506	1	**506**
Left-Through		0							0				0				0	
Through	862	2	431	26	888	444	0	992	2	496	26	1018	2	509	0	1018	2	509
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
Left-Through		0							0				0				0	
Through	1465	2	733	6	1471	736	0	1686	2	843	6	1692	2	846	0	1692	2	846
Through-Right		0							0				0				0	
Right	857	1	**839**	0	857	**839**	0	986	1	**966**	0	986	1	**966**	0	986	1	**966**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	18	1	**18**	0	18	**18**	0	20	1	**20**	0	20	1	**20**	0	20	1	**20**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	92	1	0	0	92	0	0	106	1	0	0	106	1	0	0	106	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	442	1	**243**	0	442	**243**	0	509	1	**280**	0	509	1	**280**	0	509	1	**280**
Left-Through		1							1				1				1	
Through	48	0	216	0	48	226	0	56	0	249	0	56	0	259	0	56	0	259
Through-Right		1							1				1				1	
Right	383	1	0	20	403	0	0	441	1	0	20	461	1	0	0	461	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		1279	*North-South:*		1279	*North-South:*			1472	*North-South:*			1472	*North-South:*			1472
	East-West:		261	*East-West:*		261	*East-West:*			300	*East-West:*			300	*East-West:*			300
	SUM:		1540	*SUM:*		1540	*SUM:*			1772	*SUM:*			1772	*SUM:*			1772
VOLUME/CAPACITY *(V/C)* RATIO:			1.120			1.120				1.289				1.289				1.289
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.020			1.020				1.189				1.189				1.189
LEVEL OF SERVICE (LOS):			F			F				F				F				F

	NB--	SB--	EB--	WB--
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	3	3	0

No. of Phases	4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	2
ATSAC-1 or ATSAC+ATCS-2?	2
Override Capacity	0

REMARKS:

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.000

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.000

Significant impacted? NO

$\Delta v/c$ after mitigation: 0.000

Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Valley Cir Boulevard		Year of Count:	2018	Ambient Growth: (%):	1.01	Conducted by:	KOA Corp	Date:	3/6/2017
14	East-West Street:	US-101 NB Off Ramp		Projection Year:	2032	Peak Hour:	PM	Reviewed by:		Project:	Simi Valley Santa Susana Site EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2				2				2	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 3 WB--		3 0	NB-- 0 SB-- EB-- 3 WB--		3 0	NB-- 0 SB-- EB-- 3 WB--		3 0		NB-- 0 SB-- EB-- 3 WB--		3 0		NB-- 0 SB-- EB-- 3 WB--		3 0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	
NORTHBOUND																		
Left	266	1	266	0	266	266	0	306	1	306	0	306	1	306	0	306	1	306
Left-Through		0							0				0				0	
Through	1742	2	**871**	0	1742	**871**	0	2005	2	**1003**	0	2005	2	**1003**	0	2005	2	**1003**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	0	1	**0**	0	0	**0**	0	0	1	**0**	0	0	1	**0**	0	0	1	**0**
Left-Through		0							0				0				0	
Through	814	2	407	20	834	417	0	937	2	469	20	957	2	479	0	957	2	479
Through-Right		0							0				0				0	
Right	445	1	411	26	471	437	0	512	1	473	26	538	1	499	0	538	1	499
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	34	1	**34**	0	34	**34**	0	39	1	**39**	0	39	1	**39**	0	39	1	**39**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	53	1	0	0	53	0	0	60	1	0	0	60	1	0	0	60	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	531	1	292	0	531	292	0	612	1	337	0	612	1	337	0	612	1	337
Left-Through		1							1				1				1	
Through	34	0	**307**	0	34	**310**	0	39	0	**353**	0	39	0	**356**	0	39	0	**356**
Through-Right		1							1				1				1	
Right	580	1	0	6	586	0	0	667	1	0	6	673	1	0	0	673	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		871	*North-South:*		871	*North-South:*			1003	*North-South:*			1003	*North-South:*			1003
	East-West:		341	*East-West:*		344	*East-West:*			392	*East-West:*			395	*East-West:*			395
	SUM:		1212	*SUM:*		1215	*SUM:*			1395	*SUM:*			1398	*SUM:*			1398
VOLUME/CAPACITY *(V/C)* RATIO:			0.881			0.884				1.015				1.017				1.017
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.781			0.784				0.915				0.917				0.917
LEVEL OF SERVICE (LOS):			C			C				E				E				E

REMARKS:

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.003

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.002

Significant impacted? NO

Δ*v/c* after mitigation: 0.002

Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Valley Cir Boulevard	Year of Count:	2018	Ambient Growth (%):	1.01	Conducted by:	KOA Corp	Date:	3/6/2017
15	East-West Street:	Calabasas Road/Avenue San Luis	Projection Year:	2032	Peak Hour:	AM	Reviewed by:		Project:	Simi Valley Santa Susana Site EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4				4	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 SB--		0	NB-- 3 SB--		0	NB-- 3 SB--		0		NB-- 3 SB--		0		NB-- 3 SB--		0	
		EB-- 3 WB--		3	EB-- 3 WB--		3	EB-- 3 WB--		3		EB-- 3 WB--		3		EB-- 3 WB--		3	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	105	1	105	0	105	105	0	121	1	121	0	121	1	121	0	121	1	121
	Left-Through		0							0				0				0	
	Through	1093	2	**547**	0	1093	**547**	0	1258	2	**629**	0	1258	2	**629**	0	1258	2	**629**
	Through-Right		0							0				0				0	
	Right	67	1	0	0	67	0	0	77	1	0	0	77	1	0	0	77	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	87	1	**87**	0	87	**87**	0	100	1	**100**	0	100	1	**100**	0	100	1	**100**
	Left-Through		0							0				0				0	
	Through	823	2	412	0	823	412	0	947	2	474	0	947	2	474	0	947	2	474
	Through-Right		0							0				0				0	
	Right	1043	2	448	6	1049	444	0	1201	2	516	6	1207	2	512	0	1207	2	512
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	458	2	**252**	26	484	**266**	0	528	2	**290**	26	554	2	**305**	0	554	2	**305**
	Left-Through		0							0				0				0	
	Through	129	2	65	0	129	65	0	148	2	74	0	148	2	74	0	148	2	74
	Through-Right		0							0				0				0	
	Right	417	1	312	0	417	312	0	480	1	359	0	480	1	359	0	480	1	359
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	104	1	104	0	104	104	0	120	1	120	0	120	1	120	0	120	1	120
	Left-Through		0							0				0				0	
	Through	263	1	**263**	0	263	**263**	0	302	1	**302**	0	302	1	**302**	0	302	1	**302**
	Through-Right		0							0				0				0	
	Right	272	1	185	0	272	185	0	313	1	213	0	313	1	213	0	313	1	213
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		634	*North-South:*		634	*North-South:*			729	*North-South:*			729	*North-South:*			729
		East-West:		515	*East-West:*		529	*East-West:*			592	*East-West:*			607	*East-West:*			607
		SUM:		1149	*SUM:*		1163	*SUM:*			1321	*SUM:*			1336	*SUM:*			1336
	VOLUME/CAPACITY (*V/C*) RATIO:			0.836			0.846				0.961				0.972				0.972
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.736			0.746				0.861				0.872				0.872
	LEVEL OF SERVICE (LOS):			C			C				D				D				D

REMARKS:

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.010

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.011

Significant impacted? NO

Δ*v/c* after mitigation: 0.011

Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Valley Cir Boulevard			Year of Count:	2018		Ambient Growth: (%):	1.01		Conducted by:	KOA Corp		Date:	3/6/2017	
15	East-West Street:	Calabasas Road/Avenue San Luis			Projection Year:	2032		Peak Hour:	PM		Reviewed by:			Project:	Marymount (San Pedro Campus)	
No. of Phases			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0
	EB--	3	WB--	3	EB--	3	WB--	3	EB--	3	WB--	3	EB--	3	WB--	3	EB--	3	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2
Override Capacity				0				0				0				0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	119	1	119	0	119	119	0	138	1	138	0	138	1	138	0	138	1	138
	Left-Through		0							0				0				0	
	Through	1049	2	525	0	1049	525	0	1207	2	604	0	1207	2	604	0	1207	2	604
	Through-Right		0							0				0				0	
	Right	88	1	3	0	88	3	0	101	1	3	0	101	1	3	0	101	1	3
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	99	1	99	0	99	99	0	114	1	114	0	114	1	114	0	114	1	114
	Left-Through		0							0				0				0	
	Through	708	2	354	0	708	354	0	815	2	408	0	815	2	408	0	815	2	408
	Through-Right		0							0				0				0	
	Right	754	2	141	20	774	152	0	868	2	161	20	888	2	172	0	888	2	172
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	999	2	549	0	999	549	0	1150	2	633	0	1150	2	633	0	1150	2	633
	Left-Through		0							0				0				0	
	Through	352	2	176	0	352	176	0	405	2	203	0	405	2	203	0	405	2	203
	Through-Right		0							0				0				0	
	Right	339	1	220	0	339	220	0	390	1	252	0	390	1	252	0	390	1	252
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	85	1	85	0	85	85	0	98	1	98	0	98	1	98	0	98	1	98
	Left-Through		0							0				0				0	
	Through	140	1	140	0	140	140	0	161	1	161	0	161	1	161	0	161	1	161
	Through-Right		0							0				0				0	
	Right	224	1	125	0	224	125	0	257	1	143	0	257	1	143	0	257	1	143
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		624	North-South:		624	North-South:			718	North-South:			718	North-South:			718
		East-West:		689	East-West:		689	East-West:			794	East-West:			794	East-West:			794
		SUM:		1313	SUM:		1313	SUM:			1512	SUM:			1512	SUM:			1512
VOLUME/CAPACITY (V/C) RATIO:				0.955			0.955				1.100				1.100				1.100
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.855			0.855				1.000				1.000				1.000
LEVEL OF SERVICE (LOS):				D			D				E				E				E

REMARKS:

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.000

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.000

Significant impacted? NO

Δ*v/c* after mitigation: 0.000

Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US-101 SB Ramps	Year of Count:	2018	Ambient Growth (%):	1.01	Conducted by:	KOA Corp	Date:	3/6/2017
16	East-West Street:	Calabasas Road	Projection Year:	2032	Peak Hour:	AM	Reviewed by:		Project:	Simi Valley Santa Susana Site EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			3			3			3				3					3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1				1					1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		3	NB-- 0 SB--		3	NB-- 0 SB--		3		NB-- 0 SB--		3		NB-- 0 SB--		3	
		EB-- 0 WB--		3	EB-- 0 WB--		3	EB-- 0 WB--		3		EB-- 0 WB--		3		EB-- 0 WB--		3	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	589	2	**324**	26	615	**338**	0	678	2	**373**	26	704	2	**387**	0	704	2	**387**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	37	1	0	0	37	0	0	43	1	0	0	43	1	0	0	43	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	132	2	**73**	0	132	**73**	0	152	2	**84**	0	152	2	**84**	0	152	2	**84**
	Left-Through		0							0				0				0	
	Through	408	2	204	0	408	204	0	469	2	235	0	469	2	235	0	469	2	235
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1157	2	**579**	0	1157	**579**	0	1331	2	**666**	0	1331	2	**666**	0	1331	2	**666**
	Through-Right		0							0				0				0	
	Right	366	2	0	6	372	0	0	421	2	0	6	427	2	0	0	427	2	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		324	*North-South:*		338	*North-South:*			373	*North-South:*			387	*North-South:*			387
		East-West:		652	*East-West:*		652	*East-West:*			750	*East-West:*			750	*East-West:*			750
		SUM:		976	*SUM:*		990	*SUM:*			1123	*SUM:*			1137	*SUM:*			1137
	VOLUME/CAPACITY (*V/C*) RATIO:			0.685			0.695				0.788				0.798				0.798
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.585			0.595				0.688				0.698				0.698
	LEVEL OF SERVICE (LOS):			A			A				B				B				B

REMARKS:

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.010

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.010

Significant impacted? NO

Δ*v/c* after mitigation: 0.010

Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US-101 SB Ramps	Year of Count:	2018	Ambient Growth: (%):	1.01	Conducted by:	KOA Corp	Date:	3/6/2017
16	East-West Street:	Calabasas Road	Projection Year:	2032	Peak Hour:	PM	Reviewed by:		Project:	Simi Valley Santa Susana Site EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			3			3			3				3					3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1				1					1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		3	NB-- 0 SB--		3	NB-- 0 SB--		3		NB-- 0 SB--		3		NB-- 0 SB--		3	
		EB-- 0 WB--		3	EB-- 0 WB--		3	EB-- 0 WB--		3		EB-- 0 WB--		3		EB-- 0 WB--		3	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	734	2	**404**	0	734	**404**	0	845	2	**465**	0	845	2	**465**	0	845	2	**465**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	20	1	0	0	20	0	0	23	1	0	0	23	1	0	0	23	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	205	2	113	0	205	113	0	236	2	130	0	236	2	130	0	236	2	130
	Left-Through		0							0				0				0	
	Through	1181	2	**591**	0	1181	**591**	0	1360	2	**680**	0	1360	2	**680**	0	1360	2	**680**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	659	2	330	0	659	330	0	759	2	380	0	759	2	380	0	759	2	380
	Through-Right		0							0				0				0	
	Right	228	2	0	20	248	0	0	262	2	0	20	282	2	0	0	282	2	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		404	*North-South:*		404	*North-South:*			465	*North-South:*			465	*North-South:*			465
		East-West:		591	*East-West:*		591	*East-West:*			680	*East-West:*			680	*East-West:*			680
		SUM:		995	*SUM:*		995	*SUM:*			1145	*SUM:*			1145	*SUM:*			1145
	VOLUME/CAPACITY *(V/C)* RATIO:			0.698			0.698				0.804				0.804				0.804
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.598			0.598				0.704				0.704				0.704
	LEVEL OF SERVICE (LOS):			A			A				C				C				C

REMARKS:

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.000

Significant impacted? NO

PROJECT IMPACT

Change in *v/c* due to project: 0.000

Significant impacted? NO

Δ*v/c* after mitigation: 0.000

Fully mitigated? N/A

APPENDIX D
Intersection Level-of-Service Worksheets
Circular 212 Methodology – All Scenarios

Simi Valley Santa Susana Site EIR
Existing Conditions
AM Peak Hour

Scenario Report

Scenario:	Existing AM
Command:	Exist AM
Volume:	Weekday AM
Geometry:	existing AM
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing

Simi Valley Santa Susana Site EIR
Existing Conditions
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 CA-27 & SR-118 WB Ramps	C	xxxxx	0.786	C	xxxxx	0.786	+ 0.000 V/C
# 3 Rocky Peak Rd & SR-118 WB Ramp	B	10.4	0.144	B	10.4	0.144	+ 0.000 D/V
# 4 Rocky Peak Rd & Santa Susana P	A	9.8	0.163	A	9.8	0.163	+ 0.000 D/V
# 6 Valley Cir Blvd & Woolsey Cany	E	38.9	0.997	E	38.9	0.997	+ 0.000 V/C
# 13 CA-27 & US-101 NB Off Ramp	F	241.6	1.456	F	241.6	1.456	+ 0.000 D/V

Simi Valley Santa Susana Site EIR
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 CA-27 & SR-118 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.786
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: C

Street Name:	CA-27						SR-118 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	0	0	0 1	1 0	0	0 0	0 0	1	1 0	0 1
Volume Module:												
Base Vol:	433	50	0	0	173	28	0	0	0	1420	0	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	433	50	0	0	173	28	0	0	0	1420	0	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	433	50	0	0	173	28	0	0	0	1420	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	433	50	0	0	173	28	0	0	0	1420	0	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	476	50	0	0	173	28	0	0	0	1562	0	31
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	0.00	0.00	1.72	0.28	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	2850	1425	0	0	2453	397	0	0	0	2850	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.17	0.04	0.00	0.00	0.07	0.07	0.00	0.00	0.00	0.55	0.00	0.02
Crit Volume:	238				101			0		781		
Crit Moves:	****				****					****		

Simi Valley Santa Susana Site EIR
Existing Conditions
AM Peak Hour

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

Intersection #3 Rocky Peak Rd & SR-118 WB Ramps

Average Delay (sec/veh): 8.6 Worst Case Level Of Service: B[10.4]

Street Name:	Rocky Peak Road									SR-118 WB Ramps					
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T - R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign		
Rights:	Include				Include				Include				Include		
Lanes:	0 1	0	0	0	0 0	0	1	0	0 0	0	0	0	1	0	0 1 0
Volume Module:															
Base Vol:	96	2	0	0	5	3	0	0	0	0	0	0	109	0	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	2	0	0	5	3	0	0	0	0	0	0	109	0	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	2	0	0	5	3	0	0	0	0	0	0	109	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	96	2	0	0	5	3	0	0	0	0	0	0	109	0	7
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3
Capacity Module:															
Cnflict Vol:	8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	201	202	2
Potent Cap.:	1625	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	793	698	1088
Move Cap.:	1625	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	755	654	1088
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	0.00	0.01
Level Of Service Module:															
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	0.5	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	10.6	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	1088
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxx	0.0
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxx	8.3
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*	*	*	A
ApproachDel:	xxxxxx			xxxxxx			xxxxxx						10.4		
ApproachLOS:	*			*			*						B		

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

Simi Valley Santa Susana Site EIR
Existing Conditions
AM Peak Hour

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

Intersection #4 Rocky Peak Rd & Santa Susana Pass Rd

Average Delay (sec/veh): 7.0 Worst Case Level Of Service: A[9.8]

Street Name:	Rocky Peak Road						Santa Susana Pass Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0 0	1!	0 0	0 1	0	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	0	0	0	26	0	170	152	31	0	0	14	45
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	0	0	0	26	0	170	152	31	0	0	14	45
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	0	0	0	26	0	170	152	31	0	0	14	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	26	0	170	152	31	0	0	14	45
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	372	372	37	59	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	633	562	1042	1558	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	581	502	1042	1558	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	0.00	0.16	0.10	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	943	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.8	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			9.8			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

Simi Valley Santa Susana Site EIR
Existing Conditions
AM Peak Hour

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

Intersection #6 Valley Cir Blvd & Woolsey Canyon Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.997
Loss Time (sec):	0	Average Delay (sec/veh):	38.9
Optimal Cycle:	0	Level Of Service:	E

Street Name:	Valley Cir Boulevard						Woolsey Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 0	0 0	1	0 1	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	35	448	0	0	651	20	41	0	115	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	35	448	0	0	651	20	41	0	115	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	35	448	0	0	651	20	41	0	115	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	448	0	0	651	20	41	0	115	0	0	0
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	35	448	0	0	651	20	41	0	115	0	0	0
Saturation Flow Module:												
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.07 0.93	0.00		0.00 1.00	1.00		1.00 0.00	1.00		0.00 0.00	0.00	
Final Sat.:	46	584	0	0	653	742	461	0	543	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.77 0.77	xxxx	xxxx	1.00	0.03	0.09	xxxx	0.21	xxxx	xxxx	xxxx	
Crit Moves:	****			****				****				
Delay/Veh:	24.7 24.7	0.0	0.0	57.2	7.6	11.0	0.0	10.8	0.0	0.0	0.0	
Delay Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	24.7 24.7	0.0	0.0	57.2	7.6	11.0	0.0	10.8	0.0	0.0	0.0	
LOS by Move:	C	C	*	*	F	A	B	*	B	*	*	*
ApproachDel:	24.7			55.8			10.8			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	24.7			55.8			10.8			xxxxxx		
LOS by Appr:	C			F			B			*		
AllWayAvgQ:	2.8	2.8	2.8	0.0	8.9	0.0	0.1	0.0	0.2	0.0	0.0	0.0

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

Simi Valley Santa Susana Site EIR
Existing Conditions
AM Peak Hour

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

Intersection #13 CA-27 & US-101 NB Off Ramp

Average Delay (sec/veh): 50.2 Worst Case Level Of Service: F[241.6]

Street Name:	CA-27						US-101 NB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Yield Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 3	0	0	0 0 4	0	0	0 0 0	0	1	0 0 0	0	2
Volume Module:												
Base Vol:	0 1830		0	0 1609		0	0	0	710	0	0	644
Growth Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0 1830		0	0 1609		0	0	0	710	0	0	644
User Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0 1830		0	0 1609		0	0	0	710	0	0	644
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
FinalVolume:	0 1830		0	0 1609		0	0	0	710	0	0	644
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9		
FollowUpTim:	xxxxx xxxx	xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3		
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx	xxxx	xxxx xxxxx	xxxx	xxxx	402	xxxx	xxxx	610		
Potent Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx xxxxx	xxxx	xxxx	603	xxxx	xxxx	442		
Move Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx xxxxx	xxxx	xxxx	603	xxxx	xxxx	442		
Volume/Cap:	xxxx xxxx	xxxx	xxxx	xxxx xxxx	xxxx	xxxx	1.18	xxxx	xxxx	1.46		
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx	xxxx	xxxx xxxxx	xxxx	xxxx	24.3	xxxx	xxxx	19.0		
Control Del:	xxxxx xxxx	xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxx	119.6	xxxxx	xxxx	241.6		
LOS by Move:	* *	*	*	* *	*	*	F	*	*	F		
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx xxxx	xxxxx	xxxxx	xxxx xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx xxxx	xxxxx	xxxxx	xxxx xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	* *	*	*	* *	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx			119.6			241.6			
ApproachLOS:	*		*			F			F			

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

Simi Valley Santa Susana Site EIR
Existing Conditions
PM Peak Hour

Scenario Report

Scenario:	Existing PM
Command:	Exist PM
Volume:	Weekday PM
Geometry:	existing PM
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing

Simi Valley Santa Susana Site EIR
Existing Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 CA-27 & SR-118 WB Ramps	D	xxxxx	0.850	D	xxxxx	0.850	+ 0.000 V/C
# 3 Rocky Peak Rd & SR-118 WB Ramp	B	10.5	0.118	B	10.5	0.118	+ 0.000 D/V
# 4 Rocky Peak Rd & Santa Susana P	A	9.6	0.113	A	9.6	0.113	+ 0.000 D/V
# 6 Valley Cir Blvd & Woolsey Cany	D	30.0	0.932	D	30.0	0.932	+ 0.000 V/C
# 13 CA-27 & US-101 NB Off Ramp	F	429.3	1.871	F	429.3	1.871	+ 0.000 D/V

Simi Valley Santa Susana Site EIR
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 CA-27 & SR-118 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.850
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 152 Level Of Service: D

Street Name:	CA-27						SR-118 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	0	0	0 1	1 0	0	0 0	0 0	1	1 0	0 1
Volume Module:												
Base Vol:	968	77	0	0	106	21	0	0	0	1118	1	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	968	77	0	0	106	21	0	0	0	1118	1	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	968	77	0	0	106	21	0	0	0	1118	1	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	968	77	0	0	106	21	0	0	0	1118	1	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	1065	77	0	0	106	21	0	0	0	1230	1	93
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	0.00	0.00	1.67	0.33	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	2850	1425	0	0	2379	471	0	0	0	2848	2	1425
Capacity Analysis Module:												
Vol/Sat:	0.37	0.05	0.00	0.00	0.04	0.04	0.00	0.00	0.00	0.43	0.43	0.07
Crit Volume:	532					64		0		615		
Crit Moves:	****					****				****		

Simi Valley Santa Susana Site EIR
Existing Conditions
PM Peak Hour

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

Intersection #3 Rocky Peak Rd & SR-118 WB Ramps

Average Delay (sec/veh): 8.2 Worst Case Level Of Service: B[10.5]

Street Name:	Rocky Peak Road									SR-118 WB Ramps					
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T - R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign		
Rights:	Include				Include				Include				Include		
Lanes:	0	1 0	0	0	0	0	0	1 0	0	0	0	0 0	1	0	0 1 0
Volume Module:															
Base Vol:	107	2	0	0	4	8	0	0	0	0	0	0	86	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	2	0	0	4	8	0	0	0	0	0	0	86	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	2	0	0	4	8	0	0	0	0	0	0	86	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	107	2	0	0	4	8	0	0	0	0	0	0	86	0	4
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				3.5	4.0	3.3
Capacity Module:															
Cnflict Vol:	12	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				224	228	2
Potent Cap.:	1620	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				769	675	1088
Move Cap.:	1620	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				727	628	1088
Volume/Cap:	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				0.12	0.00	0.00
Level Of Service Module:															
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				0.4	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				10.6	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*				B	*	*
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	1088
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx				0.0
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx				8.3
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*				A
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.5					
ApproachLOS:	*			*			*			B					

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

Simi Valley Santa Susana Site EIR
Existing Conditions
PM Peak Hour

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

Intersection #4 Rocky Peak Rd & Santa Susana Pass Rd

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: A[9.6]

Street Name:	Rocky Peak Road						Santa Susana Pass Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0 0	1!	0 0	0 1	0	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	0	0	0	14	0	111	142	29	0	0	54	53
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	0	0	0	14	0	111	142	29	0	0	54	53
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	0	0	0	14	0	111	142	29	0	0	54	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	14	0	111	142	29	0	0	54	53
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	394	394	81	107	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	615	546	985	1497	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	566	490	985	1497	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	0.00	0.11	0.09	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	910	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.6	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			9.6			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

Simi Valley Santa Susana Site EIR
Existing Conditions
PM Peak Hour

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

Intersection #6 Valley Cir Blvd & Woolsey Canyon Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.932
Loss Time (sec):	0	Average Delay (sec/veh):	30.0
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Valley Cir Boulevard						Woolsey Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 0	0 0	1	0 1	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	98	585	0	0	228	32	31	0	55	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	98	585	0	0	228	32	31	0	55	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	98	585	0	0	228	32	31	0	55	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	585	0	0	228	32	31	0	55	0	0	0
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	98	585	0	0	228	32	31	0	55	0	0	0
Saturation Flow Module:												
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.14 0.86	0.00		0.00 1.00	1.00		1.00 0.00	1.00		0.00 0.00	0.00	
Final Sat.:	105	628	0	0	667	766	492	0	586	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.93 0.93	xxxx	xxxx	0.34	0.04	0.06	xxxx	0.09	xxxx	xxxx	xxxx	
Crit Moves:	****			****				****				
Delay/Veh:	40.1 40.1	0.0	0.0	10.7	7.5	10.2	0.0	9.2	0.0	0.0	0.0	
Delay Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	40.1 40.1	0.0	0.0	10.7	7.5	10.2	0.0	9.2	0.0	0.0	0.0	
LOS by Move:	E	E	*	*	B	A	B	*	A	*	*	*
ApproachDel:	40.1			10.3			9.5			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	40.1			10.3			9.5			xxxxxx		
LOS by Appr:	E			B			A			*		
AllWayAvgQ:	6.6	6.6	6.6	0.0	0.5	0.0	0.1	0.0	0.1	0.0	0.0	0.0

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

Simi Valley Santa Susana Site EIR
Existing Conditions
PM Peak Hour

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

Intersection #13 CA-27 & US-101 NB Off Ramp

Average Delay (sec/veh): 78.5 Worst Case Level Of Service: F[429.3]

Street Name:	CA-27						US-101 NB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Yield Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 3	0	0	0 0 4	0	0	0 0 0	0	1	0 0 0	0	2
Volume Module:												
Base Vol:	0 2364		0	0 1870		0	0	0	777	0	0	633
Growth Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0 2364		0	0 1870		0	0	0	777	0	0	633
User Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0 2364		0	0 1870		0	0	0	777	0	0	633
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
FinalVolume:	0 2364		0	0 1870		0	0	0	777	0	0	633
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9		
FollowUpTim:	xxxxx xxxx	xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3		
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx	xxxx	xxxx xxxxx	xxxx	xxxx	468	xxxx	xxxx	788		
Potent Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx xxxxx	xxxx	xxxx	547	xxxx	xxxx	338		
Move Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx xxxxx	xxxx	xxxx	547	xxxx	xxxx	338		
Volume/Cap:	xxxx xxxx	xxxx	xxxx	xxxx xxxx	xxxx	xxxx	1.42	xxxx	xxxx	1.87		
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx	xxxx	xxxx xxxxx	xxxx	xxxx	36.6	xxxx	xxxx	23.5		
Control Del:	xxxxx xxxx	xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxx	220.3	xxxxx	xxxx	429.3		
LOS by Move:	* *	*	*	* *	*	*	F	*	*	F		
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx xxxx	xxxxx	xxxx	xxxx xxxx	xxxxx	xxxx	xxxx xxxx	xxxxx	
SharedQueue:	xxxxx xxxx	xxxxx	xxxxx	xxxx xxxx	xxxxx	xxxxx	xxxx xxxx	xxxxx	xxxxx	xxxx xxxx	xxxxx	
Shrd ConDel:	xxxxx xxxx	xxxxx	xxxxx	xxxx xxxx	xxxxx	xxxxx	xxxx xxxx	xxxxx	xxxxx	xxxx xxxx	xxxxx	
Shared LOS:	* *	*	*	* *	*	*	* *	*	*	* *	*	
ApproachDel:	xxxxxx		xxxxxx			220.3			429.3			
ApproachLOS:	*		*			F			F			

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

Simi Valley Santa Susana Site EIR
Start of Remediation Year 2018
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 CA-27 & SR-118 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 Level Of Service: D

Street Name:	CA-27						SR-118 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	0	0	0 1	1 0	0	0 0	0 0	1	1 0	0 1
Volume Module:												
Base Vol:	446	52	0	0	178	29	0	0	0	1463	0	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	446	52	0	0	178	29	0	0	0	1463	0	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	446	52	0	0	178	29	0	0	0	1463	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	446	52	0	0	178	29	0	0	0	1463	0	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	491	52	0	0	178	29	0	0	0	1609	0	32
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	0.00	0.00	1.72	0.28	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	2850	1425	0	0	2451	399	0	0	0	2850	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.17	0.04	0.00	0.00	0.07	0.07	0.00	0.00	0.00	0.56	0.00	0.02
Crit Volume:	245					104		0		805		
Crit Moves:	****					****				****		

Simi Valley Santa Susana Site EIR
Start of Remediation Year 2018
AM Peak Hour

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

Intersection #3 Rocky Peak Rd & SR-118 WB Ramps

Average Delay (sec/veh): 8.7 Worst Case Level Of Service: B[10.5]

Street Name:	Rocky Peak Road									SR-118 WB Ramps					
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T - R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign		
Rights:	Include				Include				Include				Include		
Lanes:	0 1	0	0	0	0	0	0	1 0	0	0	0	0 0	1	0	0 1 0
Volume Module:															
Base Vol:	99	2	0		0	5	3		0	0	0		112	0	7
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Initial Bse:	99	2	0		0	5	3		0	0	0		112	0	7
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Volume:	99	2	0		0	5	3		0	0	0		112	0	7
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0
FinalVolume:	99	2	0		0	5	3		0	0	0		112	0	7
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxx	xxxxx			6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxx	xxxxx			3.5	4.0	3.3
Capacity Module:															
Cnflict Vol:	8	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxxx			207	208	2
Potent Cap.:	1625	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxxx			786	692	1088
Move Cap.:	1625	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxxx			748	648	1088
Volume/Cap:	0.06	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx			0.15	0.00	0.01
Level Of Service Module:															
2Way95thQ:	0.2	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx			0.5	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx			10.7	xxxx	xxxxx
LOS by Move:	A	*			*	*			*	*			B	*	*
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	1088
SharedQueue:	0.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	0.0
Shrd ConDel:	7.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	8.3
Shared LOS:	A	*			*	*			*	*			*	*	A
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				10.5		
ApproachLOS:	*				*				*				B		

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

Simi Valley Santa Susana Site EIR
Start of Remediation Year 2018
AM Peak Hour

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

Intersection #4 Rocky Peak Rd & Santa Susana Pass Rd

Average Delay (sec/veh): 7.1 Worst Case Level Of Service: A[9.9]

Street Name:	Rocky Peak Road						Santa Susana Pass Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0 0	1!	0 0	0 1	0	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	0	0	0	27	0	175	157	32	0	0	14	46
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	0	0	0	27	0	175	157	32	0	0	14	46
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	0	0	0	27	0	175	157	32	0	0	14	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	27	0	175	157	32	0	0	14	46
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	383	383	37	60	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	624	553	1041	1556	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	571	492	1041	1556	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.05	0.00	0.17	0.10	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	938	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.9	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			9.9			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

Simi Valley Santa Susana Site EIR
Start of Remediation Year 2018
AM Peak Hour

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

Intersection #6 Valley Cir Blvd & Woolsey Canyon Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.034
Loss Time (sec):	0	Average Delay (sec/veh):	44.7
Optimal Cycle:	0	Level Of Service:	E

Street Name:	Valley Cir Boulevard						Woolsey Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 0	0 0	1	0 1	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	36	461	0	0	671	21	42	0	118	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	36	461	0	0	671	21	42	0	118	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	36	461	0	0	671	21	42	0	118	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	461	0	0	671	21	42	0	118	0	0	0
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	36	461	0	0	671	21	42	0	118	0	0	0
Saturation Flow Module:												
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.07 0.93	0.00		0.00 1.00	1.00		1.00 0.00	1.00		0.00 0.00	0.00	
Final Sat.:	45	583	0	0	649	738	459	0	540	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.79	0.79	xxxx	xxxx	1.03	0.03	0.09	xxxx	0.22	xxxx	xxxx	xxxx
Crit Moves:		****			****				****			
Delay/Veh:	26.7	26.7	0.0	0.0	67.3	7.7	11.1	0.0	10.9	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	26.7	0.0	0.0	67.3	7.7	11.1	0.0	10.9	0.0	0.0	0.0
LOS by Move:	D	D	*	*	F	A	B	*	B	*	*	*
ApproachDel:	26.7			65.5			10.9			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	26.7			65.5			10.9			xxxxxx		
LOS by Appr:	D			F			B			*		
AllWayAvgQ:	3.1	3.1	3.1	0.0	10.6	0.0	0.1	0.0	0.3	0.0	0.0	0.0

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

Simi Valley Santa Susana Site EIR
Start of Remediation Year 2018
AM Peak Hour

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

Intersection #13 CA-27 & US-101 NB Off Ramp

Average Delay (sec/veh): 58.7 Worst Case Level Of Service: F[279.5]

Street Name:	CA-27						US-101 NB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Yield Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 3	0	0	0 0 4	0	0	0 0 0	0	1	0 0 0	0	2
Volume Module:												
Base Vol:	0 1885	0	0	0 1657	0	0	0	0	732	0	0	664
Growth Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0 1885	0	0	0 1657	0	0	0	0	732	0	0	664
User Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0 1885	0	0	0 1657	0	0	0	0	732	0	0	664
Reduct Vol:	0 0	0	0	0 0	0	0	0	0	0	0	0	0
FinalVolume:	0 1885	0	0	0 1657	0	0	0	0	732	0	0	664
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9		
FollowUpTim:	xxxxx xxxx	xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3		
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx	xxxx	xxxx xxxxx	xxxx	xxxx	414	xxxx	xxxx	628		
Potent Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx xxxxx	xxxx	xxxx	593	xxxx	xxxx	430		
Move Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx xxxxx	xxxx	xxxx	593	xxxx	xxxx	430		
Volume/Cap:	xxxx xxxx	xxxx	xxxx	xxxx xxxx	xxxx	xxxx	1.24	xxxx	xxxx	1.54		
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx	xxxx	xxxx xxxxx	xxxx	xxxx	27.4	xxxx	xxxx	20.6		
Control Del:	xxxxx xxxx	xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxx	142.5	xxxxx	xxxx	279.5		
LOS by Move:	* *	*	*	* *	*	*	F	*	*	F		
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx xxxx	xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx xxxx	xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Shared LOS:	* *	*	*	* *	*	*	*	*	*	*		
ApproachDel:	xxxxxx		xxxxxx			142.5			279.5			
ApproachLOS:	*		*			F			F			

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

Simi Valley Santa Susana Site EIR
Start of Remediation Year 2018
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 CA-27 & SR-118 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.876
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	CA-27						SR-118 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	0	0	0 1	1 0	0	0 0	0 0	1	1 0	0 1
Volume Module:												
Base Vol:	997	79	0	0	109	22	0	0	0	1152	1	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	997	79	0	0	109	22	0	0	0	1152	1	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	997	79	0	0	109	22	0	0	0	1152	1	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	997	79	0	0	109	22	0	0	0	1152	1	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	1097	79	0	0	109	22	0	0	0	1267	1	96
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	0.00	0.00	1.66	0.34	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	2850	1425	0	0	2371	479	0	0	0	2848	2	1425
Capacity Analysis Module:												
Vol/Sat:	0.38	0.06	0.00	0.00	0.05	0.05	0.00	0.00	0.00	0.44	0.44	0.07
Crit Volume:	548					66			0	634		
Crit Moves:	****					****				****		

Simi Valley Santa Susana Site EIR
Start of Remediation Year 2018
PM Peak Hour

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

Intersection #3 Rocky Peak Rd & SR-118 WB Ramps

Average Delay (sec/veh): 8.3 Worst Case Level Of Service: B[10.6]

Street Name:	Rocky Peak Road									SR-118 WB Ramps					
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T - R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign		
Rights:	Include				Include				Include				Include		
Lanes:	0	1 0	0	0	0	0	0	1 0	0	0	0	0 0	1	0	0 1 0
Volume Module:															
Base Vol:	110	2	0	0	4	8	0	0	0	89	0	4			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	110	2	0	0	4	8	0	0	0	89	0	4			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	110	2	0	0	4	8	0	0	0	89	0	4			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	110	2	0	0	4	8	0	0	0	89	0	4			
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3			
Capacity Module:															
Cnflict Vol:	12	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	230	234	2			
Potent Cap.:	1620	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	763	670	1088			
Move Cap.:	1620	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	720	621	1088			
Volume/Cap:	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	0.00	0.00			
Level Of Service Module:															
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx			
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.7	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	*	*	*	B	*	*			
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1088			
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.0			
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.3			
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	A			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.6					
ApproachLOS:	*			*			*			B					

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

Simi Valley Santa Susana Site EIR
Start of Remediation Year 2018
PM Peak Hour

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

Intersection #4 Rocky Peak Rd & Santa Susana Pass Rd

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: A[9.6]

Street Name:	Rocky Peak Road						Santa Susana Pass Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0 0	1!	0 0	0 1	0	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	0	0	0	14	0	114	146	30	0	0	56	55
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	0	0	0	14	0	114	146	30	0	0	56	55
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	0	0	0	14	0	114	146	30	0	0	56	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	14	0	114	146	30	0	0	56	55
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	406	406	84	111	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	605	538	981	1492	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	556	480	981	1492	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	0.00	0.12	0.10	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	906	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.6	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			9.6			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

Simi Valley Santa Susana Site EIR
Start of Remediation Year 2018
PM Peak Hour

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

Intersection #6 Valley Cir Blvd & Woolsey Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.963
Loss Time (sec): 0 Average Delay (sec/veh): 34.3
Optimal Cycle: 0 Level Of Service: D

Street Name:	Valley Cir Boulevard						Woolsey Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 0	0 0	1	0 1	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	101	603	0	0	235	33	32	0	57	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	101	603	0	0	235	33	32	0	57	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	101	603	0	0	235	33	32	0	57	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	603	0	0	235	33	32	0	57	0	0	0
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	101	603	0	0	235	33	32	0	57	0	0	0
Saturation Flow Module:												
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.14 0.86	0.00		0.00 1.00	1.00		1.00 0.00	1.00		0.00 0.00	0.00	
Final Sat.:	105	626	0	0	666	765	491	0	585	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.96 0.96	xxxx		xxxx 0.35	0.04		0.07 xxxx	0.10		xxxx xxxx	xxxx	
Crit Moves:	****			****				****				
Delay/Veh:	46.5 46.5	0.0		0.0 10.9	7.6		10.3 0.0	9.3		0.0 0.0	0.0	
Delay Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
AdjDel/Veh:	46.5 46.5	0.0		0.0 10.9	7.6		10.3 0.0	9.3		0.0 0.0	0.0	
LOS by Move:	E	E	*	*	B	A	B	*	A	*	*	*
ApproachDel:	46.5			10.5			9.6			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	46.5			10.5			9.6			xxxxxx		
LOS by Appr:	E			B			A			*		
AllWayAvgQ:	7.8	7.8	7.8	0.0	0.5	0.0	0.1	0.0	0.1	0.0	0.0	0.0

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

Simi Valley Santa Susana Site EIR
Start of Remediation Year 2018
PM Peak Hour

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

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Intersection #13 CA-27 & US-101 NB Off Ramp

****

Average Delay (sec/veh): 89.2 Worst Case Level Of Service: F[486.0]

****

Street Name:	CA-27						US-101 NB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Yield Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 3	0	0	0 0 4	0	0	0 0 0	0	1	0 0 0	0	2
Volume Module:												
Base Vol:	0 2435	0	0	0 1926	0	0	0	0	800	0	0	652
Growth Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0 2435	0	0	0 1926	0	0	0	0	800	0	0	652
User Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0 2435	0	0	0 1926	0	0	0	0	800	0	0	652
Reduct Vol:	0 0	0	0	0 0	0	0	0	0	0	0	0	0
FinalVolume:	0 2435	0	0	0 1926	0	0	0	0	800	0	0	652
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9		
FollowUpTim:	xxxxx xxxx	xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3		
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx	xxxx	xxxx xxxxx	xxxx	xxxx	482	xxxx	xxxx	812		
Potent Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx xxxxx	xxxx	xxxx	536	xxxx	xxxx	326		
Move Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx xxxxx	xxxx	xxxx	536	xxxx	xxxx	326		
Volume/Cap:	xxxx xxxx	xxxx	xxxx	xxxx xxxx	xxxx	xxxx	1.49	xxxx	xxxx	2.00		
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx	xxxx	xxxx xxxxx	xxxx	xxxx	40.4	xxxx	xxxx	25.2		
Control Del:	xxxxx xxxx	xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxx	251.9	xxxxx	xxxx	486.0		
LOS by Move:	* *	*	*	* *	*	*	F	*	*	F		
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx xxxx	xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx xxxx	xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Shared LOS:	* *	*	*	* *	*	*	*	*	*	*		
ApproachDel:	xxxxxx		xxxxxx			251.9			486.0			
ApproachLOS:	*		*			F			F			

****

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

****

Simi Valley Santa Susana Site EIR
Start of Remediation Year 2018 + Project
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 CA-27 & SR-118 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.827
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 132 Level Of Service: D

Street Name:	CA-27						SR-118 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	0	0	0 1	1 0	0	0 0	0 0	1	1 0	0 1
Volume Module:												
Base Vol:	446	52	0	0	178	29	0	0	0	1463	0	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	446	52	0	0	178	29	0	0	0	1463	0	32
Added Vol:	0	0	0	0	0	0	0	0	0	46	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	446	52	0	0	178	29	0	0	0	1509	0	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	446	52	0	0	178	29	0	0	0	1509	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	446	52	0	0	178	29	0	0	0	1509	0	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	491	52	0	0	178	29	0	0	0	1660	0	32
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	0.00	0.00	1.72	0.28	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	2850	1425	0	0	2451	399	0	0	0	2850	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.17	0.04	0.00	0.00	0.07	0.07	0.00	0.00	0.00	0.58	0.00	0.02
Crit Volume:	245					104		0		830		
Crit Moves:	****					****				****		

Simi Valley Santa Susana Site EIR
Start of Remediation Year 2018 + Project
AM Peak Hour

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

Intersection #3 Rocky Peak Rd & SR-118 WB Ramps

Average Delay (sec/veh): 8.8 Worst Case Level Of Service: B[10.6]

Street Name:	Rocky Peak Road									SR-118 WB Ramps					
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T - R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign		
Rights:	Include				Include				Include				Include		
Lanes:	0	1 0	0	0	0	0	0	1 0	0	0	0	0 0	1	0	0 1 0
Volume Module:															
Base Vol:	99	2	0	0	5	3	0	0	0	112	0	7			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	99	2	0	0	5	3	0	0	0	112	0	7			
Added Vol:	0	0	0	0	0	0	0	0	0	11	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	99	2	0	0	5	3	0	0	0	123	0	7			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	99	2	0	0	5	3	0	0	0	123	0	7			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	99	2	0	0	5	3	0	0	0	123	0	7			
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3			
Capacity Module:															
Cnflict Vol:	8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	207	208	2			
Potent Cap.:	1625	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	786	692	1088			
Move Cap.:	1625	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	748	648	1088			
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	0.00	0.01			
Level Of Service Module:															
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx			
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.8	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	*	*	*	B	*	*			
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1088			
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.0			
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.3			
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	A			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.6					
ApproachLOS:	*			*			*			B					

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

Simi Valley Santa Susana Site EIR
Start of Remediation Year 2018 + Project
AM Peak Hour

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

Intersection #4 Rocky Peak Rd & Santa Susana Pass Rd

Average Delay (sec/veh): 7.2 Worst Case Level Of Service: A[10.0]

Street Name:	Rocky Peak Road						Santa Susana Pass Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0 0	1!	0 0	0 1	0	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	0	0	0	27	0	175	157	32	0	0	14	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	27	0	175	157	32	0	0	14	46
Added Vol:	0	0	0	0	0	16	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	27	0	191	157	32	0	0	14	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	27	0	191	157	32	0	0	14	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	27	0	191	157	32	0	0	14	46
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	383	383	37	60	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	624	553	1041	1556	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	571	492	1041	1556	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.05	0.00	0.18	0.10	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	945	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.9	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.0	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.0			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

Simi Valley Santa Susana Site EIR
Start of Remediation Year 2018 + Project
AM Peak Hour

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

Intersection #6 Valley Cir Blvd & Woolsey Canyon Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.082	
Loss Time (sec):	0	Average Delay (sec/veh):	58.0	
Optimal Cycle:	0	Level Of Service:	F	

Street Name:	Valley Cir Boulevard						Woolsey Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 0	0 0	1	0 1	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	36	461	0	0	671	21	42	0	118	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	461	0	0	671	21	42	0	118	0	0	0
Added Vol:	93	0	0	0	0	62	3	0	27	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	461	0	0	671	83	45	0	145	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	461	0	0	671	83	45	0	145	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	461	0	0	671	83	45	0	145	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	461	0	0	671	83	45	0	145	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.78	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	134	479	0	0	620	702	458	0	538	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.96	0.96	xxxx	xxxx	1.08	0.12	0.10	xxxx	0.27	xxxx	xxxx	xxxx
Crit Moves:		****			****				****			
Delay/Veh:	51.3	51.3	0.0	0.0	83.1	8.5	11.4	0.0	11.7	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.3	51.3	0.0	0.0	83.1	8.5	11.4	0.0	11.7	0.0	0.0	0.0
LOS by Move:	F	F	*	*	F	A	B	*	B	*	*	*
ApproachDel:	51.3			74.9			11.7			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	51.3			74.9			11.7			xxxxxx		
LOS by Appr:	F			F			B			*		
AllWayAvgQ:	7.2	7.2	7.2	0.0	12.9	0.1	0.1	0.0	0.4	0.0	0.0	0.0

Simi Valley Santa Susana Site EIR
Start of Remediation Year 2018 + Project
AM Peak Hour

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

Simi Valley Santa Susana Site EIR
Start of Remediation Year 2018 + Project
AM Peak Hour

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

Intersection #13 CA-27 & US-101 NB Off Ramp

Average Delay (sec/veh): 61.7 Worst Case Level Of Service: F[295.5]

Street Name:	CA-27						US-101 NB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Yield Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 3 0 0			0 0 4 0 0			0 0 0 0 1			0 0 0 0 2		
Volume Module:												
Base Vol:	0	1885	0	0	1657	0	0	0	732	0	0	664
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1885	0	0	1657	0	0	0	732	0	0	664
Added Vol:	0	0	0	0	3	0	0	0	0	0	0	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1885	0	0	1660	0	0	0	732	0	0	680
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1885	0	0	1660	0	0	0	732	0	0	680
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1885	0	0	1660	0	0	0	732	0	0	680
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	415	xxxx	xxxx	628
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	592	xxxx	xxxx	430
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	592	xxxx	xxxx	430
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.24	xxxx	xxxx	1.58
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	27.5	xxxx	xxxx	21.5
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	143.1	xxxxx	xxxx	295.5
LOS by Move:	*	*	*	*	*	*	*	*	F	*	*	F
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			143.1			295.5		
ApproachLOS:	*			*			F			F		

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

Simi Valley Santa Susana Site EIR
Start of Remediation Year 2018 + Project
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 CA-27 & SR-118 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.888
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	CA-27						SR-118 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	0	0	0 1	1 0	0	0 0	0 0	1	1 0	0 1
Volume Module:												
Base Vol:	997	79	0	0	109	22	0	0	0	1152	1	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	997	79	0	0	109	22	0	0	0	1152	1	96
Added Vol:	12	0	0	0	0	0	0	0	0	21	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1009	79	0	0	109	22	0	0	0	1173	1	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1009	79	0	0	109	22	0	0	0	1173	1	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1009	79	0	0	109	22	0	0	0	1173	1	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	1110	79	0	0	109	22	0	0	0	1290	1	96
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	0.00	0.00	1.66	0.34	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	2850	1425	0	0	2371	479	0	0	0	2848	2	1425
Capacity Analysis Module:												
Vol/Sat:	0.39	0.06	0.00	0.00	0.05	0.05	0.00	0.00	0.00	0.45	0.45	0.07
Crit Volume:	555					66		0		646		
Crit Moves:	****					****				****		

Simi Valley Santa Susana Site EIR
Start of Remediation Year 2018 + Project
PM Peak Hour

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

Intersection #3 Rocky Peak Rd & SR-118 WB Ramps

Average Delay (sec/veh): 8.3 Worst Case Level Of Service: B[10.7]

Street Name:	Rocky Peak Road									SR-118 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	0 1	0	0 0	0	0 0	0 1	0	0	0 0	0	1	0			
Volume Module:															
Base Vol:	110	2	0	0	4	8	0	0	0	89	0	4			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	110	2	0	0	4	8	0	0	0	89	0	4			
Added Vol:	5	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	115	2	0	0	4	8	0	0	0	89	0	4			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	115	2	0	0	4	8	0	0	0	89	0	4			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	115	2	0	0	4	8	0	0	0	89	0	4			
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3			
Capacity Module:															
Cnflict Vol:	12	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	240	244	2			
Potent Cap.:	1620	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	753	661	1088			
Move Cap.:	1620	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	709	611	1088			
Volume/Cap:	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	0.00	0.00			
Level Of Service Module:															
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx			
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.8	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	*	*	*	B	*	*			
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1088			
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.0			
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.3			
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	A			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.7					
ApproachLOS:	*			*			*			B					

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

Simi Valley Santa Susana Site EIR
Start of Remediation Year 2018 + Project
PM Peak Hour

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

Intersection #4 Rocky Peak Rd & Santa Susana Pass Rd

Average Delay (sec/veh): 5.8 Worst Case Level Of Service: A[9.7]

Street Name:	Rocky Peak Road						Santa Susana Pass Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0 0	1!	0 0	0 1	0	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	0	0	0	14	0	114	146	30	0	0	56	55
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	0	0	0	14	0	114	146	30	0	0	56	55
Added Vol:	0	0	0	0	0	0	16	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	14	0	114	162	30	0	0	56	55
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	0	0	0	14	0	114	162	30	0	0	56	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	14	0	114	162	30	0	0	56	55
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	438	438	84	111	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	580	516	981	1492	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	527	454	981	1492	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	0.00	0.12	0.11	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	897	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.7	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			9.7			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

Simi Valley Santa Susana Site EIR
Start of Remediation Year 2018 + Project
PM Peak Hour

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

Intersection #6 Valley Cir Blvd & Woolsey Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.106
Loss Time (sec): 0 Average Delay (sec/veh): 57.3
Optimal Cycle: 0 Level Of Service: F

Street Name:	Valley Cir Boulevard						Woolsey Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 0	0 0	1	0 1	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	101	603	0	0	235	33	32	0	57	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	101	603	0	0	235	33	32	0	57	0	0	0
Added Vol:	27	0	0	0	0	3	62	0	93	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	603	0	0	235	36	94	0	150	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	128	603	0	0	235	36	94	0	150	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	603	0	0	235	36	94	0	150	0	0	0
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	128	603	0	0	235	36	94	0	150	0	0	0
Saturation Flow Module:												
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.18	0.82	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	116	545	0	0	595	672	491	0	585	0	0	0
Capacity Analysis Module:												
Vol/Sat:	1.11	1.11	xxxx	xxxx	0.40	0.05	0.19	xxxx	0.26	xxxx	xxxx	xxxx
Crit Moves:		****			****				****			
Delay/Veh:	89.6	89.6	0.0	0.0	12.4	8.3	11.6	0.0	10.8	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.6	89.6	0.0	0.0	12.4	8.3	11.6	0.0	10.8	0.0	0.0	0.0
LOS by Move:	F	F	*	*	B	A	B	*	B	*	*	*
ApproachDel:	89.6			11.9			11.1			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	89.6			11.9			11.1			xxxxxx		
LOS by Appr:	F			B			B			*		
AllWayAvgQ:	14.9	14.9	14.9	0.0	0.6	0.1	0.2	0.0	0.3	0.0	0.0	0.0

Simi Valley Santa Susana Site EIR
Start of Remediation Year 2018 + Project
PM Peak Hour

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

Simi Valley Santa Susana Site EIR
Start of Remediation Year 2018 + Project
PM Peak Hour

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

Intersection #13 CA-27 & US-101 NB Off Ramp

Average Delay (sec/veh): 90.1 Worst Case Level Of Service: F[490.1]

Street Name:	CA-27						US-101 NB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Yield Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 3 0 0			0 0 4 0 0			0 0 0 0 1			0 0 0 0 2		
Volume Module:												
Base Vol:	0 2435	0	0	1926	0	0	0	800	0	0	652	
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0 2435	0	0	1926	0	0	0	800	0	0	652	
Added Vol:	0 0	0	0	16	0	0	0	0	0	0	3	
PasserByVol:	0 0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0 2435	0	0	1942	0	0	0	800	0	0	655	
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0 2435	0	0	1942	0	0	0	800	0	0	655	
Reduct Vol:	0 0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	0 2435	0	0	1942	0	0	0	800	0	0	655	
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	
FollowUpTim:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	486	xxxx	xxxx	812	
Potent Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	533	xxxx	xxxx	326	
Move Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	533	xxxx	xxxx	326	
Volume/Cap:	xxxx xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.50	xxxx	xxxx	2.01	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	40.7	xxxx	xxxx	25.4	
Control Del:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	255.9	xxxxx	xxxx	490.1	
LOS by Move:	* *	*	*	*	*	*	*	F	*	*	F	
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	* *	*	*	*	*	*	*	*	*	*	*	
ApproachDel:	xxxxxx		xxxxxx			255.9			490.1			
ApproachLOS:	*		*			F			F			

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

Simi Valley Santa Susana Site EIR
Future 2032 without Project
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 CA-27 & SR-118 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.932
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	CA-27						SR-118 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 0	0	0 0	1 1	0	0 0	0 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	446	52	0	0	178	29	0	0	0	1463	0	32
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	513	60	0	0	205	33	0	0	0	1684	0	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	513	60	0	0	205	33	0	0	0	1684	0	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	513	60	0	0	205	33	0	0	0	1684	0	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	513	60	0	0	205	33	0	0	0	1684	0	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	565	60	0	0	205	33	0	0	0	1852	0	37
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	0.00	0.00	1.72	0.28	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	2850	1425	0	0	2451	399	0	0	0	2850	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.20	0.04	0.00	0.00	0.08	0.08	0.00	0.00	0.00	0.65	0.00	0.03
Crit Volume:	282					119		0		926		
Crit Moves:	****					****				****		

Simi Valley Santa Susana Site EIR
Future 2032 without Project
AM Peak Hour

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

Intersection #3 Rocky Peak Rd & SR-118 WB Ramps

Average Delay (sec/veh): 9.0 Worst Case Level Of Service: B[11.0]

Street Name:	Rocky Peak Road									SR-118 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	0 1	0	0 0	0	0 0	0 1	0	0	0 0	0	1	0 0			
Volume Module:															
Base Vol:	99	2	0	0	5	3	0	0	0	112	0	7			
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15			
Initial Bse:	114	2	0	0	6	3	0	0	0	129	0	8			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	114	2	0	0	6	3	0	0	0	129	0	8			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	114	2	0	0	6	3	0	0	0	129	0	8			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	114	2	0	0	6	3	0	0	0	129	0	8			
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3			
Capacity Module:															
Cnflict Vol:	9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	238	239	2			
Potent Cap.:	1624	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	755	665	1088			
Move Cap.:	1624	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	712	615	1088			
Volume/Cap:	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.18	0.00	0.01			
Level Of Service Module:															
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx			
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.2	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	*	*	*	B	*	*			
Movement:	LT - LTR		- RT	LT - LTR		- RT	LT - LTR		- RT	LT - LTR		- RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1088			
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.0			
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.3			
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	A			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.0					
ApproachLOS:	*			*			*			B					

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

Simi Valley Santa Susana Site EIR
Future 2032 without Project
AM Peak Hour

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

Intersection #4 Rocky Peak Rd & Santa Susana Pass Rd

Average Delay (sec/veh): 7.3 Worst Case Level Of Service: B[10.3]

Street Name:	Rocky Peak Road						Santa Susana Pass Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0	0	0 0	1! 0	0	0 1	0	0 0	0	0 1	0
Volume Module:												
Base Vol:	0	0	0	27	0	175	157	32	0	0	14	46
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	31	0	201	181	37	0	0	16	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	31	0	201	181	37	0	0	16	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	31	0	201	181	37	0	0	16	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	31	0	201	181	37	0	0	16	53
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	441	441	43	69	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	578	514	1034	1545	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	520	447	1034	1545	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.06	0.00	0.19	0.12	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	913	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.3	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.3			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Simi Valley Santa Susana Site EIR
Future 2032 without Project
AM Peak Hour

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

Intersection #6 Valley Cir Blvd & Woolsey Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.233
Loss Time (sec): 0 Average Delay (sec/veh): 86.2
Optimal Cycle: 0 Level Of Service: F

Street Name:	Valley Cir Boulevard						Woolsey Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 0	0	0 1	0	1	0	0 1	0	0 0	0
Volume Module:												
Base Vol:	36	461	0	0	671	21	42	0	118	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	41	531	0	0	772	24	48	0	136	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	531	0	0	772	24	48	0	136	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	531	0	0	772	24	48	0	136	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	531	0	0	772	24	48	0	136	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	531	0	0	772	24	48	0	136	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.93	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	45	574	0	0	626	709	459	0	541	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.92	0.92	xxxx	xxxx	1.23	0.03	0.11	xxxx	0.25	xxxx	xxxx	xxxx
Crit Moves:		****			****				****			
Delay/Veh:	43.6	43.6	0.0	0.0	138	7.9	11.4	0.0	11.4	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	43.6	0.0	0.0	138	7.9	11.4	0.0	11.4	0.0	0.0	0.0
LOS by Move:	E	E	*	*	F	A	B	*	B	*	*	*
ApproachDel:	43.6			134.0			11.4			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	43.6			134.0			11.4			xxxxxx		
LOS by Appr:	E			F			B			*		
AllWayAvgQ:	6.0	6.0	6.0	0.0	22.5	0.0	0.1	0.0	0.3	0.0	0.0	0.0

Simi Valley Santa Susana Site EIR
Future 2032 without Project
AM Peak Hour

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

Simi Valley Santa Susana Site EIR
Future 2032 without Project
AM Peak Hour

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

Intersection #13 CA-27 & US-101 NB Off Ramp

Average Delay (sec/veh): 109.5 Worst Case Level Of Service: F[504.6]

Street Name:	CA-27						US-101 NB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Yield Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 3 0 0			0 0 4 0 0			0 0 0 0 1			0 0 0 0 2		
Volume Module:												
Base Vol:	0	1885	0	0	1657	0	0	0	732	0	0	664
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	2170	0	0	1907	0	0	0	843	0	0	764
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2170	0	0	1907	0	0	0	843	0	0	764
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2170	0	0	1907	0	0	0	843	0	0	764
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	2170	0	0	1907	0	0	0	843	0	0	764
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	477	xxxx	xxxx	723
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	540	xxxx	xxxx	373
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	540	xxxx	xxxx	373
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.56	xxxx	xxxx	2.05
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	44.9	xxxx	xxxx	29.3
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	281.2	xxxxx	xxxx	504.6
LOS by Move:	*	*	*	*	*	*	*	*	F	*	*	F
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			281.2			504.6		
ApproachLOS:	*			*			F			F		

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

Simi Valley Santa Susana Site EIR
Future 2032 without Project
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 CA-27 & SR-118 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.008
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	CA-27						SR-118 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	0	0	0 1	1 0	0	0 0	0 0	1	1 0	0 1
Volume Module:												
Base Vol:	997	79	0	0	109	22	0	0	0	1152	1	96
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	1148	91	0	0	125	25	0	0	0	1326	1	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1148	91	0	0	125	25	0	0	0	1326	1	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1148	91	0	0	125	25	0	0	0	1326	1	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1148	91	0	0	125	25	0	0	0	1326	1	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	1262	91	0	0	125	25	0	0	0	1459	1	110
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	0.00	0.00	1.66	0.34	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	2850	1425	0	0	2371	479	0	0	0	2848	2	1425
Capacity Analysis Module:												
Vol/Sat:	0.44	0.06	0.00	0.00	0.05	0.05	0.00	0.00	0.00	0.51	0.51	0.08
Crit Volume:	631					75		0		730		
Crit Moves:	****					****				****		

Simi Valley Santa Susana Site EIR
Future 2032 without Project
PM Peak Hour

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

Intersection #3 Rocky Peak Rd & SR-118 WB Ramps

Average Delay (sec/veh): 8.5 Worst Case Level Of Service: B[11.1]

Street Name:	Rocky Peak Road									SR-118 WB Ramps					
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1 0	0	0	0	0 0	0	1 0	0	0 0	0	0 0	1	0 0	0	1 0
Volume Module:																
Base Vol:	110	2	0	0	4	8	0	0	0	89	0	4				
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15				
Initial Bse:	127	2	0	0	5	9	0	0	0	102	0	5				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	127	2	0	0	5	9	0	0	0	102	0	5				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	127	2	0	0	5	9	0	0	0	102	0	5				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	127	2	0	0	5	9	0	0	0	102	0	5				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3				
Capacity Module:																
Cnflict Vol:	14	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	265	269	2				
Potent Cap.:	1618	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	729	640	1088				
Move Cap.:	1618	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	682	586	1088				
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.15	0.00	0.00				
Level Of Service Module:																
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx				
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.2	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	*	B	*	*				
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1088				
SharedQueue:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.0				
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.3				
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	A				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.1						
ApproachLOS:	*			*			*			B						

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

Simi Valley Santa Susana Site EIR
Future 2032 without Project
PM Peak Hour

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

Intersection #4 Rocky Peak Rd & Santa Susana Pass Rd

Average Delay (sec/veh): 5.8 Worst Case Level Of Service: A[9.9]

Street Name:	Rocky Peak Road						Santa Susana Pass Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0 0	1!	0 0	0 1	0	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	0	0	0	14	0	114	146	30	0	0	56	55
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	16	0	131	168	35	0	0	64	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	16	0	131	168	35	0	0	64	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	16	0	131	168	35	0	0	64	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	16	0	131	168	35	0	0	64	63
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	467	467	96	128	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	558	497	966	1471	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	504	434	966	1471	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	0.00	0.14	0.11	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	878	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.9	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			9.9			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

Simi Valley Santa Susana Site EIR
Future 2032 without Project
PM Peak Hour

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

Intersection #6 Valley Cir Blvd & Woolsey Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.131
Loss Time (sec): 0 Average Delay (sec/veh): 67.4
Optimal Cycle: 0 Level Of Service: F

Street Name:	Valley Cir Boulevard						Woolsey Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 0	0 0	1	0 1	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	101	603	0	0	235	33	32	0	57	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	116	694	0	0	270	38	37	0	66	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	694	0	0	270	38	37	0	66	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	694	0	0	270	38	37	0	66	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	694	0	0	270	38	37	0	66	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	694	0	0	270	38	37	0	66	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.86	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	103	614	0	0	659	754	486	0	578	0	0	0
Capacity Analysis Module:												
Vol/Sat:	1.13	1.13	xxxx	xxxx	0.41	0.05	0.08	xxxx	0.11	xxxx	xxxx	xxxx
Crit Moves:	****				****				****			
Delay/Veh:	96.1	96.1	0.0	0.0	11.8	7.7	10.5	0.0	9.5	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.1	96.1	0.0	0.0	11.8	7.7	10.5	0.0	9.5	0.0	0.0	0.0
LOS by Move:	F	F	*	*	B	A	B	*	A	*	*	*
ApproachDel:	96.1			11.3			9.9			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	96.1			11.3			9.9			xxxxxx		
LOS by Appr:	F			B			A			*		
AllWayAvgQ:	17.5	17.5	17.5	0.0	0.7	0.1	0.1	0.0	0.1	0.0	0.0	0.0

Simi Valley Santa Susana Site EIR
Future 2032 without Project
PM Peak Hour

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

Simi Valley Santa Susana Site EIR
Future 2032 without Project
PM Peak Hour

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

Intersection #13 CA-27 & US-101 NB Off Ramp

Average Delay (sec/veh): 154.1 Worst Case Level Of Service: F[834.9]

Street Name:	CA-27						US-101 NB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Yield Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 3 0 0			0 0 4 0 0			0 0 0 0 1			0 0 0 0 2		
Volume Module:												
Base Vol:	0 2435	0		0 1926	0		0	0	800	0	0	652
Growth Adj:	1.15 1.15	1.15		1.15 1.15	1.15		1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0 2803	0		0 2217	0		0	0	921	0	0	750
Added Vol:	0 0	0		0 0	0		0	0	0	0	0	0
PasserByVol:	0 0	0		0 0	0		0	0	0	0	0	0
Initial Fut:	0 2803	0		0 2217	0		0	0	921	0	0	750
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0 2803	0		0 2217	0		0	0	921	0	0	750
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
FinalVolume:	0 2803	0		0 2217	0		0	0	921	0	0	750
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	xxxx	554	xxxx	xxxx	934
Potent Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	xxxx	481	xxxx	xxxx	271
Move Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	xxxx	481	xxxx	xxxx	271
Volume/Cap:	xxxx xxxx	xxxx		xxxx xxxx	xxxx		xxxx	xxxx	1.91	xxxx	xxxx	2.77
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	xxxx	60.7	xxxx	xxxx	34.1
Control Del:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx	439.1	xxxxx	xxxx	834.9
LOS by Move:	* *	*		* *	*		*	*	F	*	*	F
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	* *	*		* *	*		*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			439.1			834.9		
ApproachLOS:	*			*			F			F		

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

Simi Valley Santa Susana Site EIR
Future 2032 With Project Conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 CA-27 & SR-118 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.949
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	CA-27						SR-118 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	0	0	0 1	1 0	0	0 0	0 0	1	1 0	0 1
Volume Module:												
Base Vol:	446	52	0	0	178	29	0	0	0	1463	0	32
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	513	60	0	0	205	33	0	0	0	1684	0	37
Added Vol:	0	0	0	0	0	0	0	0	0	46	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	513	60	0	0	205	33	0	0	0	1730	0	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	513	60	0	0	205	33	0	0	0	1730	0	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	513	60	0	0	205	33	0	0	0	1730	0	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	565	60	0	0	205	33	0	0	0	1903	0	37
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	0.00	0.00	1.72	0.28	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	2850	1425	0	0	2451	399	0	0	0	2850	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.20	0.04	0.00	0.00	0.08	0.08	0.00	0.00	0.00	0.67	0.00	0.03
Crit Volume:	282					119		0		951		
Crit Moves:	****					****				****		

Simi Valley Santa Susana Site EIR
Future 2032 With Project Conditions
AM Peak Hour

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

Intersection #3 Rocky Peak Rd & SR-118 WB Ramps

Average Delay (sec/veh): 9.1 Worst Case Level Of Service: B[11.1]

Street Name:	Rocky Peak Road									SR-118 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	0 1	0	0 0	0	0 0	0 1	0	0 0	0 0	1	0	0			
Volume Module:															
Base Vol:	99	2	0	0	5	3	0	0	0	112	0	7			
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15			
Initial Bse:	114	2	0	0	6	3	0	0	0	129	0	8			
Added Vol:	0	0	0	0	0	0	0	0	0	11	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	114	2	0	0	6	3	0	0	0	140	0	8			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	114	2	0	0	6	3	0	0	0	140	0	8			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	114	2	0	0	6	3	0	0	0	140	0	8			
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3			
Capacity Module:															
Cnflict Vol:	9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	238	239	2			
Potent Cap.:	1624	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	755	665	1088			
Move Cap.:	1624	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	712	615	1088			
Volume/Cap:	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.20	0.00	0.01			
Level Of Service Module:															
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx			
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.3	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	*	*	*	B	*	*			
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1088			
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.0			
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.3			
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	A			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.1					
ApproachLOS:	*			*			*			B					

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

Simi Valley Santa Susana Site EIR
Future 2032 With Project Conditions
AM Peak Hour

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

Intersection #4 Rocky Peak Rd & Santa Susana Pass Rd

Average Delay (sec/veh): 7.4 Worst Case Level Of Service: B[10.4]

Street Name:	Rocky Peak Road						Santa Susana Pass Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0	0	0 0 1!	0	0	0 1 0	0	0	0 0 0	1	0
Volume Module:												
Base Vol:	0	0	0	27	0	175	157	32	0	0	14	46
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	31	0	201	181	37	0	0	16	53
Added Vol:	0	0	0	0	0	16	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	31	0	217	181	37	0	0	16	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	31	0	217	181	37	0	0	16	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	31	0	217	181	37	0	0	16	53
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	441	441	43	69	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	578	514	1034	1545	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	520	447	1034	1545	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.06	0.00	0.21	0.12	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	920	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.4	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.4			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Simi Valley Santa Susana Site EIR
Future 2032 With Project Conditions
AM Peak Hour

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

Intersection #6 Valley Cir Blvd & Woolsey Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.273
Loss Time (sec): 0 Average Delay (sec/veh): 105.1
Optimal Cycle: 0 Level Of Service: F

Street Name:	Valley Cir Boulevard						Woolsey Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0	0 0	1	0	1	0	0	0 1	0	0
Volume Module:												
Base Vol:	36	461	0	0	671	21	42	0	118	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	41	531	0	0	772	24	48	0	136	0	0	0
Added Vol:	93	0	0	0	0	62	3	0	27	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	531	0	0	772	86	51	0	163	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	531	0	0	772	86	51	0	163	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	531	0	0	772	86	51	0	163	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	531	0	0	772	86	51	0	163	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.80	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	122	483	0	0	607	686	458	0	538	0	0	0
Capacity Analysis Module:												
Vol/Sat:	1.10	1.10	xxxx	xxxx	1.27	0.13	0.11	xxxx	0.30	xxxx	xxxx	xxxx
Crit Moves:	****				****				****			
Delay/Veh:	90.1	90.1	0.0	0.0	155	8.7	11.5	0.0	12.2	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.1	90.1	0.0	0.0	155	8.7	11.5	0.0	12.2	0.0	0.0	0.0
LOS by Move:	F	F	*	*	F	A	B	*	B	*	*	*
ApproachDel:	90.1			140.0			12.1			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	90.1			140.0			12.1			xxxxxx		
LOS by Appr:	F			F			B			*		
AllWayAvgQ:	13.6	13.6	13.6	0.0	24.6	0.1	0.1	0.0	0.4	0.0	0.0	0.0

Simi Valley Santa Susana Site EIR
Future 2032 With Project Conditions
AM Peak Hour

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

Simi Valley Santa Susana Site EIR
Future 2032 With Project Conditions
AM Peak Hour

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

Intersection #13 CA-27 & US-101 NB Off Ramp

Average Delay (sec/veh): 113.3 Worst Case Level Of Service: F[523.6]

Street Name:	CA-27						US-101 NB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Yield Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 3 0 0			0 0 4 0 0			0 0 0 0 1			0 0 0 0 2		
Volume Module:												
Base Vol:	0	1885	0	0	1657	0	0	0	732	0	0	664
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	2170	0	0	1907	0	0	0	843	0	0	764
Added Vol:	0	0	0	0	3	0	0	0	0	0	0	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2170	0	0	1910	0	0	0	843	0	0	780
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2170	0	0	1910	0	0	0	843	0	0	780
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	2170	0	0	1910	0	0	0	843	0	0	780
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	478	xxxx	xxxx	723
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	539	xxxx	xxxx	373
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	539	xxxx	xxxx	373
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.56	xxxx	xxxx	2.09
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	44.9	xxxx	xxxx	30.3
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	282.0	xxxxx	xxxx	523.6
LOS by Move:	*	*	*	*	*	*	*	*	F	*	*	F
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			282.0			523.6		
ApproachLOS:	*			*			F			F		

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

Simi Valley Santa Susana Site EIR
Future 2032 With Project Conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 CA-27 & SR-118 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.021
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	CA-27						SR-118 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	0	0	0 1	1 0	0	0 0	0 0	1	1 0	0 1
Volume Module:												
Base Vol:	997	79	0	0	109	22	0	0	0	1152	1	96
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	1148	91	0	0	125	25	0	0	0	1326	1	110
Added Vol:	12	0	0	0	0	0	0	0	0	21	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1160	91	0	0	125	25	0	0	0	1347	1	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1160	91	0	0	125	25	0	0	0	1347	1	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1160	91	0	0	125	25	0	0	0	1347	1	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	1276	91	0	0	125	25	0	0	0	1482	1	110
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	0.00	0.00	1.66	0.34	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	2850	1425	0	0	2371	479	0	0	0	2848	2	1425
Capacity Analysis Module:												
Vol/Sat:	0.45	0.06	0.00	0.00	0.05	0.05	0.00	0.00	0.00	0.52	0.52	0.08
Crit Volume:	638					75		0			741	
Crit Moves:	****					****					****	

Simi Valley Santa Susana Site EIR
Future 2032 With Project Conditions
PM Peak Hour

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

Intersection #3 Rocky Peak Rd & SR-118 WB Ramps

Average Delay (sec/veh): 8.5 Worst Case Level Of Service: B[11.2]

Street Name:	Rocky Peak Road									SR-118 WB Ramps					
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1 0	0	0	0	0 0	0	1 0	0	0 0	0	0 0	1	0 0	0	1 0
Volume Module:																
Base Vol:	110	2	0	0	4	8	0	0	0	89	0	4				
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15				
Initial Bse:	127	2	0	0	5	9	0	0	0	102	0	5				
Added Vol:	5	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	132	2	0	0	5	9	0	0	0	102	0	5				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	132	2	0	0	5	9	0	0	0	102	0	5				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	132	2	0	0	5	9	0	0	0	102	0	5				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3				
Capacity Module:																
Cnflict Vol:	14	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	275	279	2				
Potent Cap.:	1618	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	719	632	1088				
Move Cap.:	1618	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	671	577	1088				
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.15	0.00	0.00				
Level Of Service Module:																
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx				
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.3	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	*	B	*	*				
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1088				
SharedQueue:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.0				
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.3				
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	A				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.2						
ApproachLOS:	*			*			*			B						

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

Simi Valley Santa Susana Site EIR
Future 2032 With Project Conditions
PM Peak Hour

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

Intersection #4 Rocky Peak Rd & Santa Susana Pass Rd

Average Delay (sec/veh): 5.9 Worst Case Level Of Service: A[10.0]

Street Name:	Rocky Peak Road						Santa Susana Pass Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0	0	0 0 1!	0	0	0 1 0	0	0	0 0 0	1	0
Volume Module:												
Base Vol:	0	0	0	14	0	114	146	30	0	0	56	55
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	16	0	131	168	35	0	0	64	63
Added Vol:	0	0	0	0	0	0	16	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	16	0	131	184	35	0	0	64	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	16	0	131	184	35	0	0	64	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	16	0	131	184	35	0	0	64	63
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	499	499	96	128	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	535	476	966	1471	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	478	410	966	1471	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	0.00	0.14	0.13	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	869	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.0	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.0			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

Simi Valley Santa Susana Site EIR
Future 2032 With Project Conditions
PM Peak Hour

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

Intersection #6 Valley Cir Blvd & Woolsey Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.291
Loss Time (sec): 0 Average Delay (sec/veh): 100.6
Optimal Cycle: 0 Level Of Service: F

Street Name:	Valley Cir Boulevard						Woolsey Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0	0 0	1	0	1	0	0 1	0 0	0	0
Volume Module:												
Base Vol:	101	603	0	0	235	33	32	0	57	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	116	694	0	0	270	38	37	0	66	0	0	0
Added Vol:	27	0	0	0	0	3	62	0	93	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	694	0	0	270	41	99	0	159	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	694	0	0	270	41	99	0	159	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	694	0	0	270	41	99	0	159	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	694	0	0	270	41	99	0	159	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	0.83	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	111	538	0	0	590	665	485	0	577	0	0	0
Capacity Analysis Module:												
Vol/Sat:	1.29	1.29	xxxx	xxxx	0.46	0.06	0.20	xxxx	0.28	xxxx	xxxx	xxxx
Crit Moves:		****			****				****			
Delay/Veh:	160.7	161	0.0	0.0	13.6	8.4	11.8	0.0	11.1	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	160.7	161	0.0	0.0	13.6	8.4	11.8	0.0	11.1	0.0	0.0	0.0
LOS by Move:	F	F	*	*	B	A	B	*	B	*	*	*
ApproachDel:	160.7				12.9			11.4			xxxxxx	
Delay Adj:	1.00				1.00			1.00			xxxxx	
ApprAdjDel:	160.7				12.9			11.4			xxxxxx	
LOS by Appr:	F				B			B			*	
AllWayAvgQ:	27.4	27.4	27.4	0.0	0.8	0.1	0.2	0.0	0.4	0.0	0.0	0.0

Simi Valley Santa Susana Site EIR
Future 2032 With Project Conditions
PM Peak Hour

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

Simi Valley Santa Susana Site EIR
Future 2032 With Project Conditions
PM Peak Hour

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

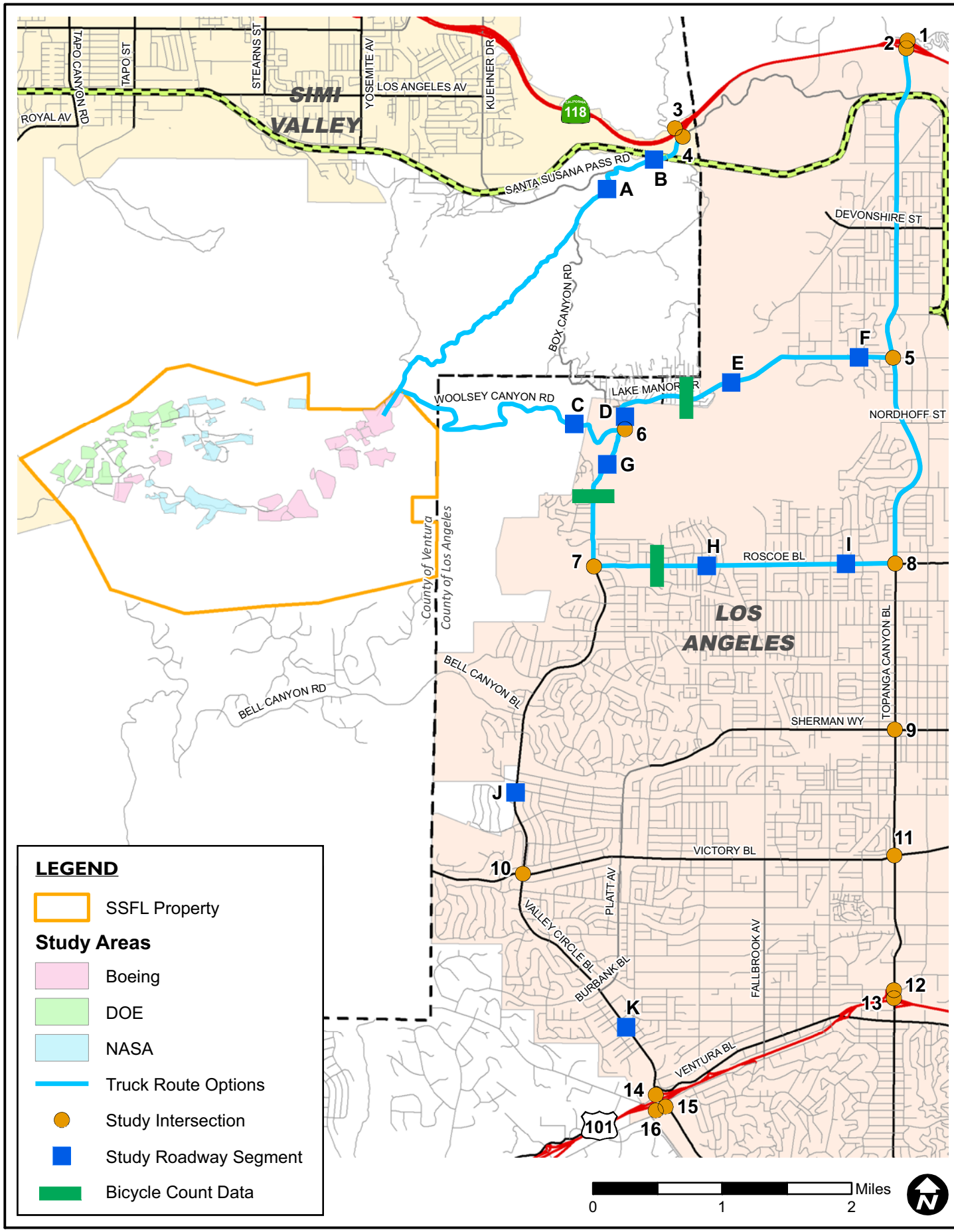
Intersection #13 CA-27 & US-101 NB Off Ramp

Average Delay (sec/veh): 155.3 Worst Case Level Of Service: F[839.8]

Street Name:	CA-27						US-101 NB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Yield Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 3 0 0			0 0 4 0 0			0 0 0 0 1			0 0 0 0 2		
Volume Module:												
Base Vol:	0 2435	0		0 1926	0		0	0	800	0	0	652
Growth Adj:	1.15 1.15	1.15		1.15 1.15	1.15		1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0 2803	0		0 2217	0		0	0	921	0	0	750
Added Vol:	0 0	0		0 16	0		0	0	0	0	0	3
PasserByVol:	0 0	0		0 0	0		0	0	0	0	0	0
Initial Fut:	0 2803	0		0 2233	0		0	0	921	0	0	753
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0 2803	0		0 2233	0		0	0	921	0	0	753
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
FinalVolume:	0 2803	0		0 2233	0		0	0	921	0	0	753
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	xxxx	558	xxxx	xxxx	934
Potent Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	xxxx	478	xxxx	xxxx	271
Move Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	xxxx	478	xxxx	xxxx	271
Volume/Cap:	xxxx xxxx	xxxx		xxxx xxxx	xxxx		xxxx	xxxx	1.93	xxxx	xxxx	2.78
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	xxxx	61.0	xxxx	xxxx	34.3
Control Del:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx	444.3	xxxxx	xxxx	839.8
LOS by Move:	* *	*		* *	*		*	*	F	*	*	F
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	* *	*		* *	*		*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			444.3			839.8		
ApproachLOS:	*			*			F			F		

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

APPENDIX E
Map of Bicycle Count Locations and Count Summaries



KOA CORPORATION PLANNING & ENGINEERING	Simi Valley Santa Susana Site Remediation EIR	Appendix E
		Bicycle Count Locations

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 16-5098-001
N/S Street: Lake Manor Dr
E/W Street: Bet. Plummer St & Valley Cir Blvd
DATE: 2/27/2016
CITY: Chatsworth

A M

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	2	0	0	0	0	0
7:15 AM	0	2	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	12	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0
8:45 AM	0	1	5	0	0	0	0	0
9:00 AM	0	0	4	0	0	0	0	0
9:15 AM	0	5	3	0	0	0	0	0
9:30 AM	0	3	8	0	0	0	0	0
9:45 AM	0	4	2	0	0	0	0	0
10:00 AM	0	1	2	0	0	0	0	0
10:15 AM	0	5	15	0	0	0	0	0
10:30 AM	0	1	0	0	0	0	0	0
10:45 AM	0	2	3	0	0	0	0	0
TOTALS	**0**	**38**	**44**	**0**	**0**	**0**	**0**	**0**

PEAK HOURS

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
9:30 AM	0	13	27	0	0	0	0	0	**AM**

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 16-5098-001
N/S Street: Lake Manor Dr
E/W Street: Bet. Plummer St & Valley Cir Blvd
DATE: 2/25/2016
CITY: Chatsworth

A M

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
6:00 AM	0	0	2	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	1	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0
9:00 AM	0	4	0	0	0	0	0	0
9:15 AM	0	3	1	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**8**	**4**	**0**	**0**	**0**	**0**	**0**

P M

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
2:00 PM	0	0	0	0	0	0	0	0
2:15 PM	0	1	1	0	0	0	0	0
2:30 PM	0	0	1	0	0	0	0	0
2:45 PM	0	1	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	1	0	0	0	0	0	0
3:45 PM	0	0	3	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	4	0	0	0	0	0
TOTALS	**0**	**3**	**9**	**0**	**0**	**0**	**0**	**0**

PEAK HOURS

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
8:45 AM	0	8	1	0	0	0	0	0	**AM**
11:45 PM	0	3	9	0	0	0	0	0	**PM**

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 16-5098-002
N/S Street: Valley Cir Blvd
E/W Street: Bet. Lake Manor Dr & Roscoe Blvd
DATE: 2/27/2016
CITY: Chatsworth

A M

BIKES

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	2	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	4
8:30 AM	0	0	0	0	5	0	0	9
8:45 AM	0	0	0	0	3	0	0	0
9:00 AM	0	0	0	0	5	0	0	0
9:15 AM	0	0	0	0	0	0	0	5
9:30 AM	0	0	0	0	11	0	0	5
9:45 AM	0	0	0	0	13	0	0	3
10:00 AM	0	0	0	0	4	0	0	1
10:15 AM	0	0	0	0	0	0	0	4
10:30 AM	0	0	0	0	1	0	0	1
10:45 AM	0	0	0	0	2	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**46**	**0**	**0**	**35**

PEAK HOURS

BIKES

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
9:15 AM	0	0	0	0	28	0	0	14	**AM**

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 16-5098-002
N/S Street: Valley Cir Blvd
E/W Street: Bet. Lake Manor Dr & Roscoe Blvd
DATE: 2/25/2016
CITY: Chatsworth

A M

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
6:00 AM	0	0	0	0	0	0	1	0
6:15 AM	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	0	0
8:30 AM	0	0	0	0	1	0	0	0
8:45 AM	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	4
9:15 AM	0	0	0	0	1	0	0	3
9:30 AM	0	0	0	0	0	0	0	1
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**9**

P M

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
2:00 PM	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	1	0	0	0
2:30 PM	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	3	0	0	1
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0
4:30 PM	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	4	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**2**

PEAK HOURS

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
8:45 AM	0	0	0	0	1	0	0	9	**AM**
3:30 PM	0	0	0	0	4	0	0	1	**PM**

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 16-5098-003
N/S Street: Roscoe Blvd
E/W Street: Bet. Valley Cir Blvd & Woodlake Ave
DATE: 2/27/2016
CITY: Chatsworth

A M

BIKES

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	1	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0
7:30 AM	0	1	1	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	1	0	1	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	1	1	0	0	0	0	0
9:00 AM	0	1	1	0	0	0	0	0
9:15 AM	0	1	0	0	0	0	0	0
9:30 AM	0	1	2	0	0	0	0	0
9:45 AM	0	0	1	0	0	0	0	0
10:00 AM	0	1	1	0	0	0	0	0
10:15 AM	0	1	1	0	0	0	0	0
10:30 AM	0	0	5	0	0	0	0	0
10:45 AM	0	0	1	0	0	0	0	0
TOTALS	**1**	**8**	**16**	**0**	**0**	**0**	**0**	**0**

PEAK HOURS

BIKES

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
10:00 AM	0	2	8	0	0	0	0	0	**AM**

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 16-5098-003
N/S Street: Roscoe Blvd
E/W Street: Bet. Valley Cir Blvd & Woodlake Ave
DATE: 2/25/2016
CITY: Chatsworth

A M

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
6:00 AM	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0
6:45 AM	0	0	1	0	0	0	0	0
7:00 AM	0	1	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	2	0	0	0	0	0	0
8:45 AM	0	0	2	0	0	0	0	0
9:00 AM	0	0	2	0	0	0	0	0
9:15 AM	0	0	2	0	0	0	0	0
9:30 AM	0	1	1	0	0	0	0	0
9:45 AM	0	0	2	0	0	0	0	0
TOTALS	**0**	**4**	**10**	**0**	**0**	**0**	**0**	**0**

P M

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
2:00 PM	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0
2:30 PM	0	1	1	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	1	0	0	0	0	0	0
4:00 PM	0	0	1	1	0	0	0	0
4:15 PM	0	0	2	1	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
TOTALS	**0**	**2**	**5**	**2**	**0**	**0**	**0**	**0**

PEAK HOURS

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
9:00 AM	0	1	7	0	0	0	0	0	**AM**
3:45 PM	0	1	3	2	0	0	0	0	**PM**

APPENDIX F
Signal Warrant Worksheets

INTERSECTION: Valley Circle Boulevard & Woolsey Canyon Road Scenario: Fut without Proj

Figure 4C-101 (CA). Traffic Signal Warrants Worksheets (Sheet 2 of 4)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED*** **YES** ☐ **NO** ☐

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More				Hour
Both Approaches - Major Street			0	0	0	
Higher Approach - Minor Street	x		0	0	0	

*All plotted points fall above the curves in Figure 4C-1. (Urban Areas)	YES ☐	NO ☐
OR, All plotted points fall above the curves in Figure 4C-2. (Rural Areas)	YES ☐	NO ☐

WARRANT 3 - Peak Hour **SATISFIED** **YES** ☒ **NO** ☐
(Part A or Part B must be satisfied)

PART A **SATISFIED** **YES** ☒ **NO** ☐

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1	The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND *86.2 seconds in delay & 4 vehicle-hours of delay*	YES ☒ NO ☐
2	The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	YES ☒ NO ☐
3	The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	YES ☒ NO ☐

PART B **SATISFIED** **YES** ☒ **NO** ☐

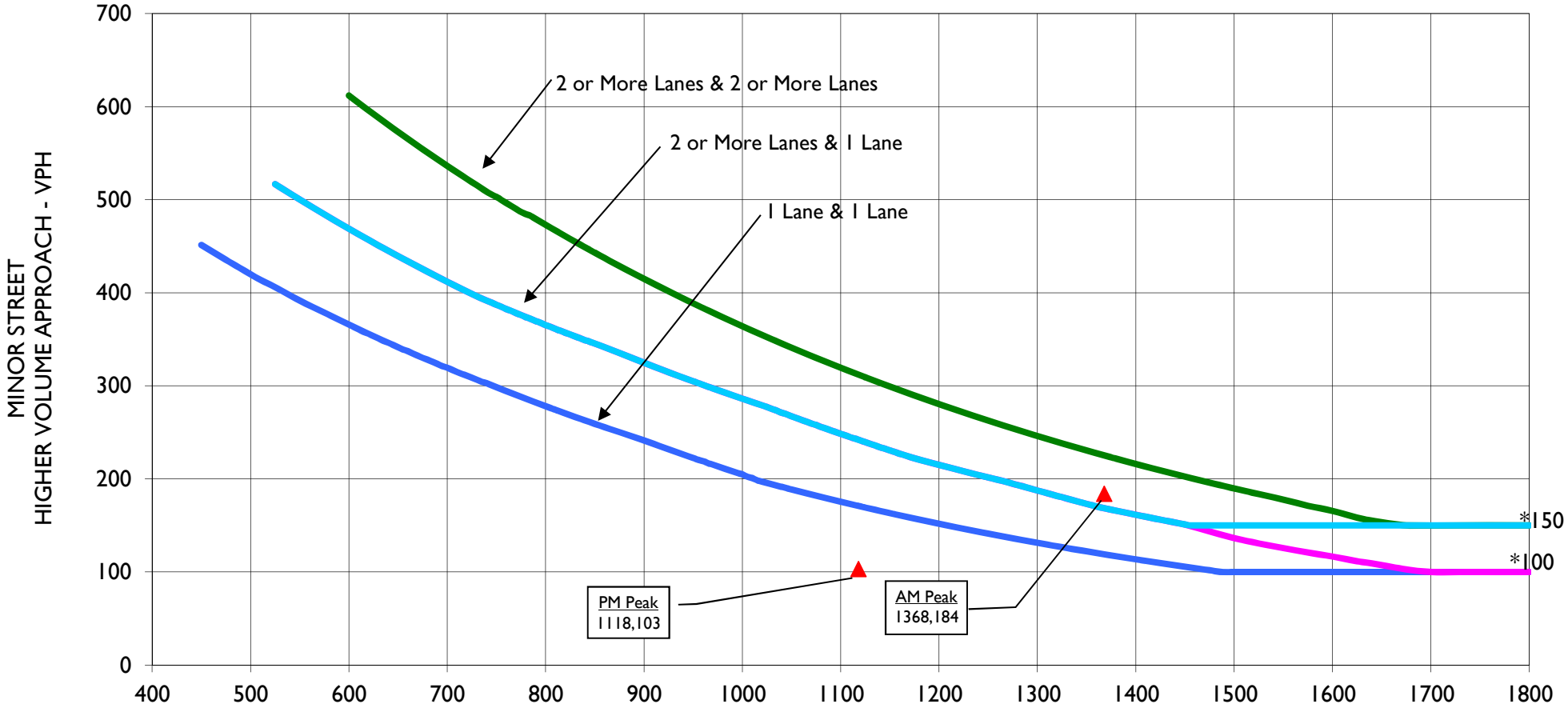
APPROACH LANES	One	2 or More	*am peak*	*pm peak*
Both Approaches - Major Street		x	1,368	1,118
Higher Approach - Minor Street	x		184	103

The plotted point falls above the curve in Figure 4C-3. (Urban Areas)	YES ☒	NO ☐
OR, The plotted point falls above the curve in Figure 4C-4. (Rural Areas)	YES ☐	NO ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

KOA CORPORATION
PLANNING & ENGINEERING

Valley Circle Boulevard & Woolsey Canyon Road
Peak hour Traffic Signal Warrant Based on
California Manual on Uniform Traffic Control Devices, 2014
Scenario: Future 2032 without Project



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

LEGEND
▲ Valley Circle Boulevard - 2 Lane(s) Major Street
Woolsey Canyon Road - 1 Lane(s) Minor Street

Peak Hour Volumes Satisfy Warrants? YES

INTERSECTION: Valley Circle Boulevard & Woolsey Canyon Road Scenario: Fut with Proj Alt 2

Figure 4C-101 (CA). Traffic Signal Warrants Worksheets (Sheet 2 of 4)

WARRANT 2 - Four Hour Vehicular Volume

SATISFIED* **YES** ☐ **NO** ☐

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More				Hour
Both Approaches - Major Street			0	0	0	
Higher Approach - Minor Street	x		0	0	0	

*All plotted points fall above the curves in Figure 4C-1. (Urban Areas)	YES ☐	NO ☐
OR, All plotted points fall above the curves in Figure 4C-2. (Rural Areas)	YES ☐	NO ☐

WARRANT 3 - Peak Hour
(Part A or Part B must be satisfied)

SATISFIED **YES** ☒ **NO** ☐

PART A

SATISFIED **YES** ☒ **NO** ☐

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1	The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND *105.1 seconds in delay & 7 vehicle-hours of delay*	YES ☒ NO ☐
2	The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	YES ☒ NO ☐
3	The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	YES ☒ NO ☐

PART B

SATISFIED **YES** ☒ **NO** ☐

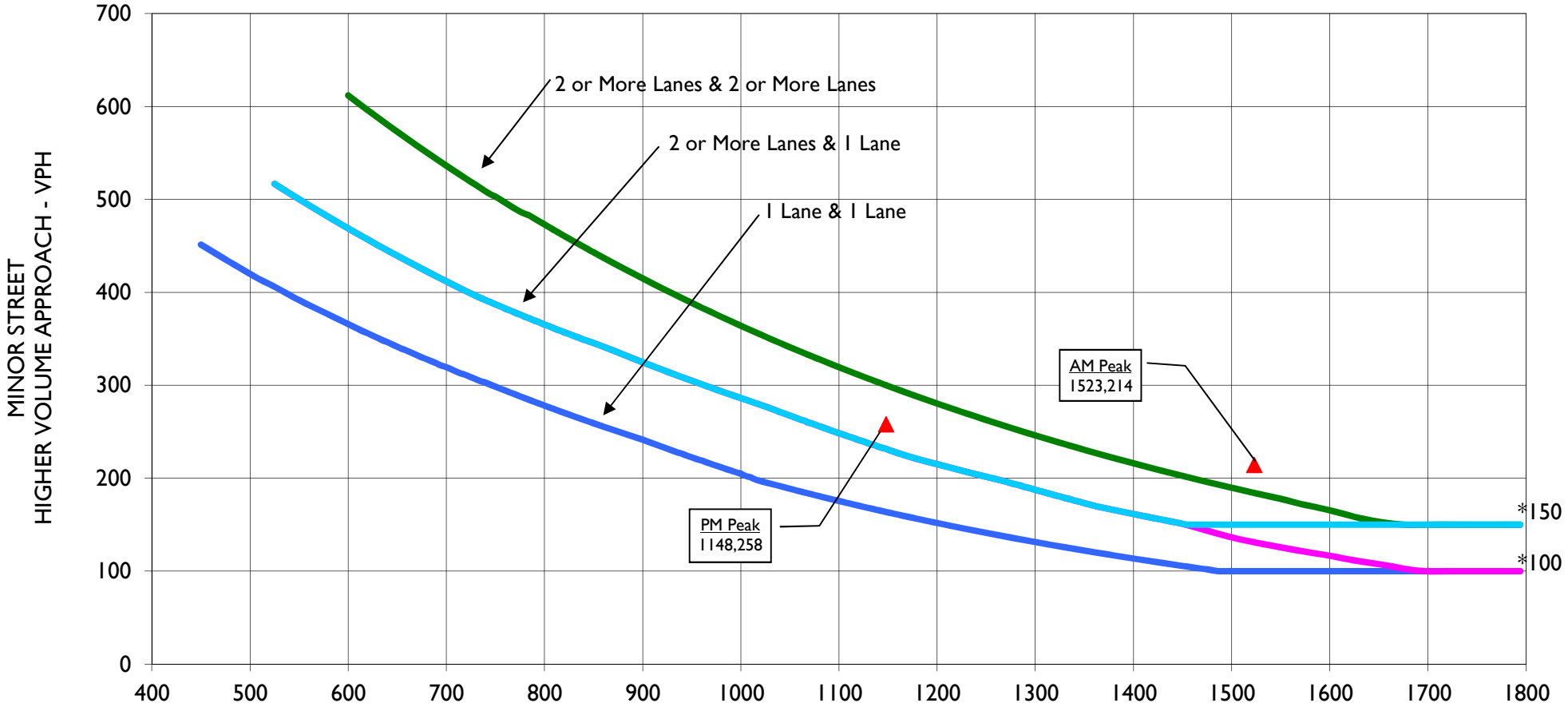
APPROACH LANES	One	2 or More	*am peak*	*pm peak*
Both Approaches - Major Street		x	1,523	1,148
Higher Approach - Minor Street	x		214	258

The plotted point falls above the curve in Figure 4C-3. (Urban Areas)	YES ☒	NO ☐
OR, The plotted point falls above the curve in Figure 4C-4. (Rural Areas)	YES ☐	NO ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

KOA CORPORATION
PLANNING & ENGINEERING

Valley Circle Boulevard & Woolsey Canyon Road
Peak hour Traffic Signal Warrant Based on
California Manual on Uniform Traffic Control Devices, 2014
Scenario: Future 2032 With Project



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

LEGEND
▲ Valley Circle Boulevard - 2 Lane(s) Major Street
Woolsey Canyon Road - 1 Lane(s) Minor Street

Peak Hour Volumes Satisfy Warrants? YES

INTERSECTION: Topanga Canyon Boulevard & US-101 NB Off Ramp Scenario: Fut without Proj

Figure 4C-101 (CA). Traffic Signal Warrants Worksheets (Sheet 2 of 4)

WARRANT 2 - Four Hour Vehicular Volume

SATISFIED* **YES** ☐ **NO** ☐

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More				Hour
Both Approaches - Major Street			0	0	0	
Higher Approach - Minor Street	x		0	0	0	

*All plotted points fall above the curves in Figure 4C-1. (Urban Areas)	YES ☐	NO ☐
OR, All plotted points fall above the curves in Figure 4C-2. (Rural Areas)	YES ☐	NO ☐

WARRANT 3 - Peak Hour
(Part A or Part B must be satisfied)

SATISFIED **YES** ☒ **NO** ☐

PART A

SATISFIED **YES** ☒ **NO** ☐

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1	The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND *834.9 seconds in delay & 214 vehicle-hours of delay*	YES ☒ NO ☐
2	The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	YES ☒ NO ☐
3	The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	YES ☒ NO ☐

PART B

SATISFIED **YES** ☒ **NO** ☐

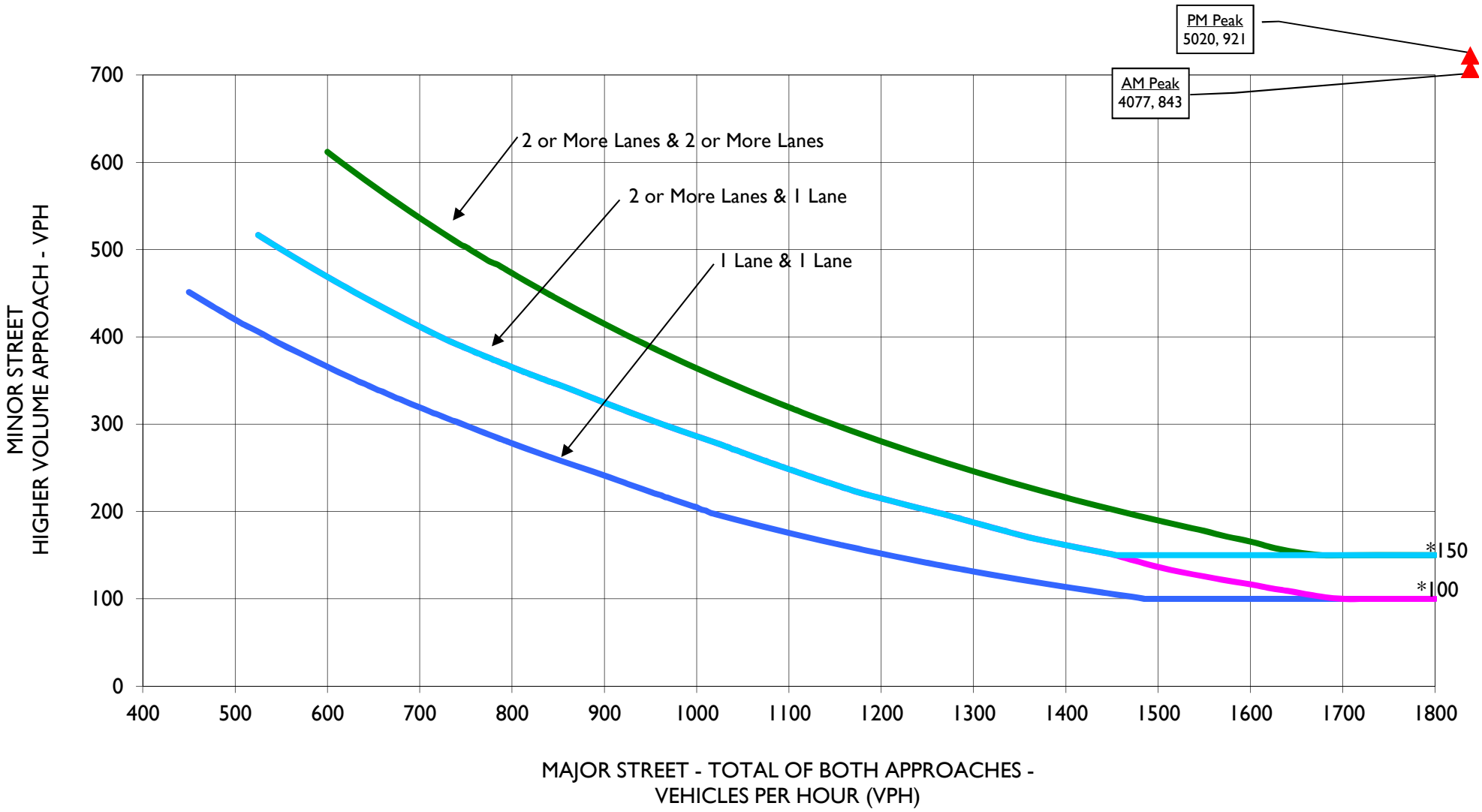
APPROACH LANES	One	2 or More	am peak	pm peak
Both Approaches - Major Street		x	4,077	5,020
Higher Approach - Minor Street	x		843	921

The plotted point falls above the curve in Figure 4C-3. (Urban Areas)	YES ☒	NO ☐
OR, The plotted point falls above the curve in Figure 4C-4. (Rural Areas)	YES ☐	NO ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

KOA CORPORATION
PLANNING & ENGINEERING

Topanga Canyon Boulevard & US-101 NB Off Ramp
Peak hour Traffic Signal Warrant Based on
California Manual on Uniform Traffic Control Devices, 2014
Scenario: Future 2032 without Project



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

LEGEND
▲ Topanga Canyon Boulevard - 3 Lane(s) Major Street
US-101 NB Off Ramp - 1 Lane(s) Minor Street

Peak Hour Volumes Satisfy Warrants? YES

INTERSECTION: Topanga Canyon Boulevard & US-101 NB Off Ramp Scenario: Fut with Proj

Figure 4C-101 (CA). Traffic Signal Warrants Worksheets (Sheet 2 of 4)

WARRANT 2 - Four Hour Vehicular Volume

SATISFIED* **YES** ☐ **NO** ☐

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More				Hou
Both Approaches - Major Street			0	0	0	
Higher Approach - Minor Street	x		0	0	0	

*All plotted points fall above the curves in Figure 4C-1. (Urban Areas)	YES ☐	NO ☐
OR, All plotted points fall above the curves in Figure 4C-2. (Rural Areas)	YES ☐	NO ☐

WARRANT 3 - Peak Hour
(Part A or Part B must be satisfied)

SATISFIED **YES** ☒ **NO** ☐

PART A

SATISFIED **YES** ☒ **NO** ☐

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1	The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND *839.8 seconds in delay & 215 vehicle-hours of delay*	YES ☒ NO ☐
2	The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	YES ☒ NO ☐
3	The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	YES ☒ NO ☐

PART B

SATISFIED **YES** ☒ **NO** ☐

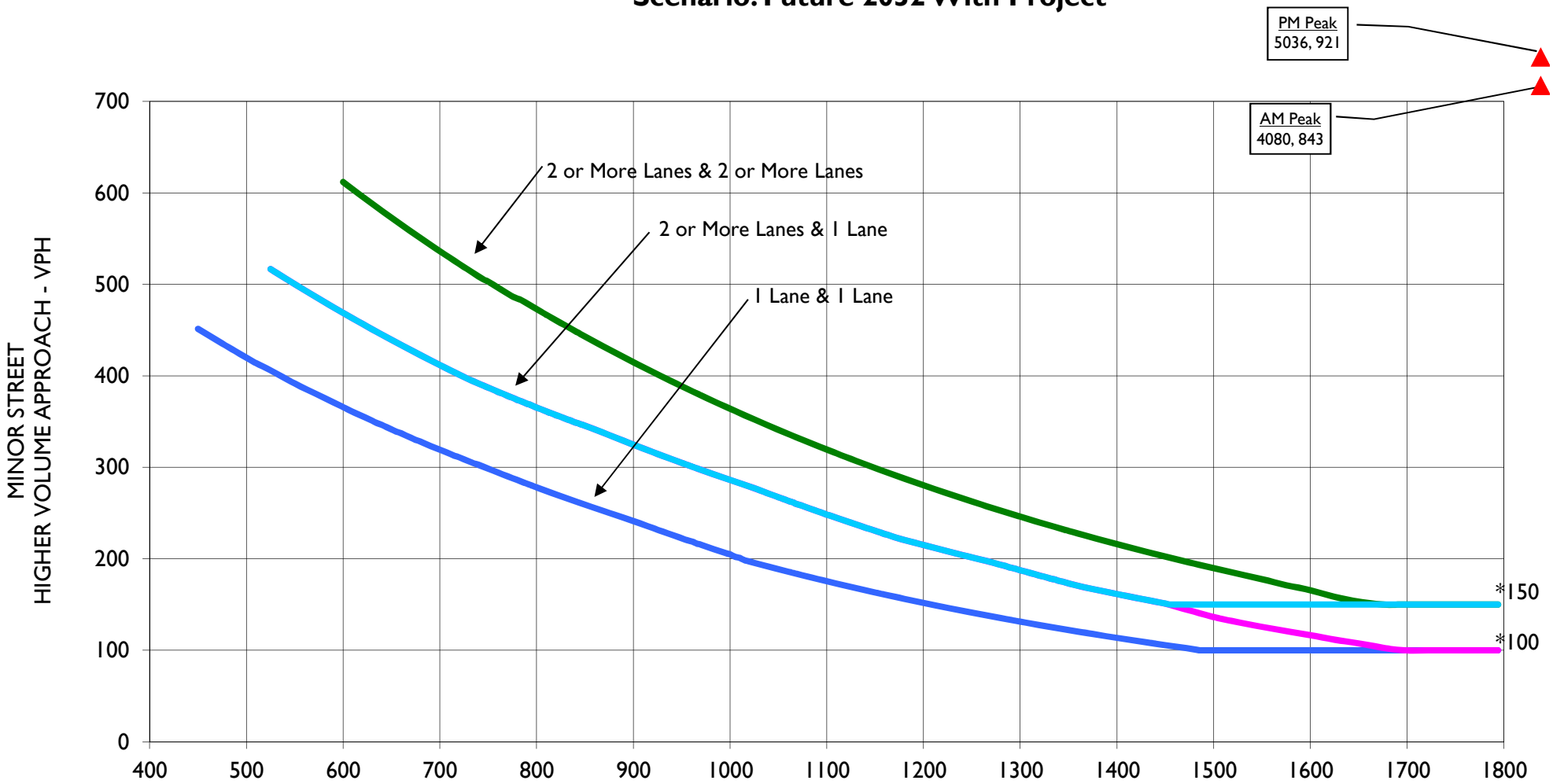
APPROACH LANES	One	2 or More	am peak	pm peak
Both Approaches - Major Street		x	4,080	5,036
Higher Approach - Minor Street	x		843	921

The plotted point falls above the curve in Figure 4C-3. (Urban Areas)	YES ☒	NO ☐
OR, The plotted point falls above the curve in Figure 4C-4. (Rural Areas)	YES ☐	NO ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

KOA CORPORATION
PLANNING & ENGINEERING

Topanga Canyon Boulevard & US-101 NB Off Ramp
Peak hour Traffic Signal Warrant Based on
California Manual on Uniform Traffic Control Devices, 2014
Scenario: Future 2032 With Project



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

LEGEND
▲ Topanga Canyon Boulevard - 3 Lane(s) Major Street
US-101 NB Off Ramp - 2 Lane(s) Minor Street

Peak Hour Volumes Satisfy Warrants? YES